

Proposed Cherrywood Town Centre and Environs Review

Have Your Say Non-Statutory Public Consultation



Key Issues and Emerging
Spatial Concepts

December 2023



CHERRYWOOD
PLANNING SCHEME

Proposed Cherrywood Town Centre and Environs Review

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1

Introduction

1.1 Cherrywood Strategic Development Zone (SDZ)

The [Cherrywood SDZ Planning Scheme](#) Area is a significant new development area in Dún Laoghaire-Rathdown, that extends to circa 360 hectares. The overall vision for Cherrywood is to create a new best-in-class settlement where people can live, work and play within the over-arching principles of sustainable day-to-day living with options for walking, cycling and sustainable travel, in a place with a rich diversity and a vibrant economic community.

Cherrywood currently provides for approx. 10,500 new homes and will cater for a population in the region of 26,000. It will also support c. 22,000 new jobs through commercial development within the area.

Cherrywood will include a new mixed-use Town Centre and three smaller Village Centres, as well as residential neighbourhoods. It will be served by excellent public transport and active travel modes including five Luas stops, an enhanced bus service, and pedestrian and cycle friendly greenways and sustainable modes links.

In addition, it will have four primary schools, two post primary schools, and local neighbourhood parks as well as the three new Parks of Tully, Ticknick and Beckett. It is also intended to facilitate the delivery of a range of community facilities, including healthcare facilities in the form of a Primary Care Centre, a library and other associated community and social facilities.

1.2 Town Centre and Environs Review

Dún Laoghaire-Rathdown County Council (DLR) is now undertaking a review of the Town Centre and Environs Area, with a view to ensuring the best possible use of these scarce urban lands and to ensure the timely delivery of a vibrant and attractive Town Centre to underpin the wider area of the town, village and neighbourhood residents, as well as employees and school children.

DLR gave this commitment to undertake this review as

part of a recent amendment to Cherrywood Planning Scheme ([Amendment No. 8](#)).

Amendment No. 8 (Building Height and Density Review) of the Planning Scheme, states as follows:

*'The Local Authority will undertake a plan-led review of the Town Centre and Environs having regard to the overall Vision and Principles for Cherrywood and appropriate Government policy, to ensure that the Town Centre functions as a **vibrant, mixed use sustainable District Centre at the heart of Cherrywood**. This review will seek to ensure an **appropriate mix, quantum and phasing of uses to secure a balance of employment, commercial, retail, residential, community and social uses**. It is an objective of the Council to use its best endeavours to undertake this plan-led review within twelve months from the date that the proposed Amendment No. 8 comes into effect.'*

DLR is now undertaking this plan-led Review and we would like to hear from you at this very early stage of the process.

1.3 Have Your Say

This 'Have Your Say' is a non-statutory process at the very early stages of the Review to gain as many insights as possible as to how you think a new town centre and surrounding area should look like and work, and what are the key ingredients of a successful town. It is a wonderful opportunity to become involved in creating a new town and place and we would like to hear from you.

Submissions are invited from anyone with an interest in the development and on-going build out and delivery of the mixed-use Town Centre and Environs for the Cherrywood community. Please see details below and link for submissions is here also.

To help with submissions, we have set out some details and prompts, while a more comprehensive overview of the spatial planning context is set out in the Appendices.

We would like to hear from you and welcome your views!

2

Proposed Cherrywood Town Centre and Environs Review

DLR's Cherrywood Development Agency Project Team (DAPT) intends to, and has commenced with, a review of an area comprising the Cherrywood Town Centre and Environs (See Figure 2, which illustrates the red line boundary of the proposed subject review area).

more specifically by the supplementary and statutory [Urban Form Development Framework](#) (UFD, dating from 2017). The proposed Review will be made in the context of social, economic and environmental changes, and changes to planning and development guidance context at the local, metropolitan, regional and national levels.

The current function and form of the Town Centre and Environs (TCE) is guided and managed by the general provisions of the Cherrywood Planning Scheme (See Figure 1 relating to Town Centre Quadrants) and

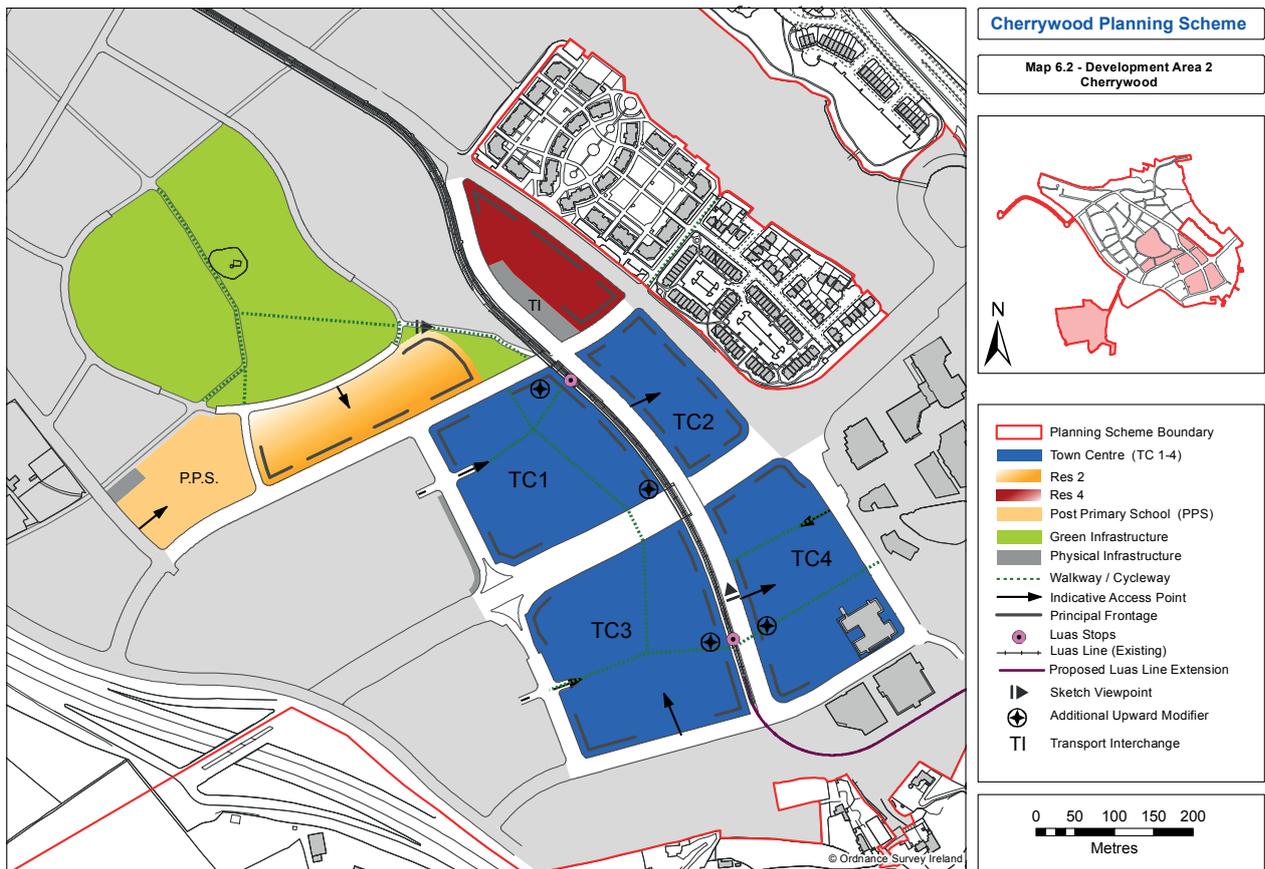


Figure 1: Extract of Map 6.2 Development Area 2 Cherrywood (in Cherrywood Planning Scheme)



Source : Google Earth

2.1 Purpose of the TCE Review

It is be noted that many of the Quadrants and blocks of the Town Centre and Environs (TCE) are subject to current and approved proposals, with some remaining undeveloped. Notwithstanding, a considerable amount of development is currently being undertaken or is completed, or indeed has been occupied for some time, notable for some of the High Intensity Employment (HIE) plots.

It is also important to state at the outset that the status of Cherrywood, and its Town Centre, shall remain designated as a District Centre, as per Regional and Local regulatory planning. The purpose of the Review is to assist in the actual delivery of a vibrant mixed-use sustainable Town Centre for the Cherrywood community. The Review will look to explore a possible shift in the mix of land use and also towards widening the range of land use but not to change the status of the Town Centre. This Review though, is all in the context of the extant Key Vision and Core Guiding Principles for the Cherrywood SDZ Planning Scheme area.

The Review will be a **'plan-led approach'** and will focus on place making and achieving vibrancy for a new District Centre Level Town. A plan-led approach will follow due process having regard to higher level plans, policies and guidelines and will be evidential

based. While there will be a need for certain core 'non-negotiables', it is intended to allow for a level of flexibility within certain defined parameters, such as an appropriate range and quantum of mixed land-uses, building heights, plot ratios and quality, well-positioned public spaces and streets. This approach is necessary to provide a balance between certainty, flexibility and ensuring an attractive new town for Cherrywood.

In a broad overall synopsis, the general aims of the TCE Review are :

- To provide and ensure an appropriate and sustainable mix, balance and quantum of town centre land uses- employment, retail, non-retail, community, social, healthcare, and residential - within Cherrywood Town Centre and Environs.
- To provide for an appropriate and sustainable spatial arrangement of these respective land uses, proximate to public transport and associated active travel modes, with good linkages between the Town Centre Quadrants, and between the Town Centre and the surrounding neighbourhoods.
- To enhance the land use mix profile of the Cherrywood Town Centre and environs, consistent with established policies.

- To support the development of an appropriate and sustainable built form, having due regard to layout, urban form and function, as well as to good placemaking principles to achieve a cohesive, coherent and integrated Town Centre and Environs.
- To maintain consistency with the established Vision, Principles, Themes, and Specific Objectives of the [Cherrywood Planning Scheme, 2014](#), as amended.
- To have due regard to established infrastructure and Phasing and Sequencing requirements of the Cherrywood Planning Scheme and review appropriate Phasing and Sequencing requirements for Cherrywood in relation to delivery of key land uses and essential associated supporting infrastructure and active travel modes going forward.
- To maintain consistency with the County, Regional and National Planning, Policy, Strategy, and Guideline contexts.
- Improved Public Realm and Place Making, with an opportunity for a key civic space.
- Improved Connectivity & Permeability within the Town Centre Quadrants for walking and cycling (Active Travel).
- Improved Connectivity between Town Centre and the surrounding Neighbourhoods.
- Secure delivery of critical infrastructure to help walking and cycling in particular.

2.3 Boundary Extent of the TCE Review

The extent of the proposed Review area is to comprise the Town Centre¹ Land Use plots (TC1, TC2, TC3 and TC4), and five abutting High Intensity Employment (HIE)² Land use plots and including adjacent roads infrastructure (See Figure 2).

The total area of the proposed Review area is c. 42.34 hectares (ha) which comprises c. 15.99 ha Town Centre Land Use, c. 15.21 ha HIE Land Use and c. 0.28 Ha Physical Infrastructure Land Use.

For Noting: It is important to clearly circumscribe the scope of the two distinct elements namely the Town Centre Quadrants (TC1-TC4) and the HIE lands ('Environs') for the purposes of this Review.

The Town Centre Quadrant plots will be the focus of the more comprehensive Review, while the intention of including the HIE plots is for the purposes of block modelling and to enable the possible moving around of the massing on these plots and/or to facilitate the accommodation of different employment type facilities/functions (noting the Primary Land Use Matrix set out in Appendix A of the Scheme, but not discounting possible amendments to said to incorporate other uses). It is not, however, intended that there will be a need to facilitate an increase in the overall HIE land use floor area, and thus, the Review will likely focus primarily on the nature, function and the possible shifting of massing of HIE.

2.2 Opportunities

The Review presents a number of positive opportunities to be explored:

- Improved Land Use Mix (Range and Location of Use Mixes, Type & Quantum).
- Improved legibility with possible different roles for each Town Centre Quadrant.
- Potential for blending of appropriate land uses across the Town Centre & HIE Lands.
- Potential for upward modifiers or landmark buildings as place-makers or for identity.
- Potential for possible additional quantum of development by way of increasing height and density, having regard to best practice urban design, infrastructure capacity and environmental considerations.
- Potential for mixed tenure and mixed housing typologies within the Town Centre.
- Improved Built Form and Massing to ensure pleasant streets and spaces.
- Improved urban design to ensure a variety of building types, scale, an element of fine grain and visual variety.

1 Definition of Town Centre Land Use : The Cherrywood Town Centre will provide a mix of uses in a sustainable and diverse fashion including comparison retail, retail services at a District Centre level and a large convenience outlet. These uses will be combined with high intensity employment and residential development, all built in an urban format. Within the Town Centre particular land uses are clustered so as to ensure the vitality of the centre and to create distinct retail and employment areas.

2 Definition of High Intensity Employment Land Use : This type of employment generally has a high employee to floor area ratio of c. 1 employee per 20sq.m and usually generates peak hour trips. It will be located centrally in proximity to public transport, retail and other supporting services, with good pedestrian linkages to the residential neighbourhoods.

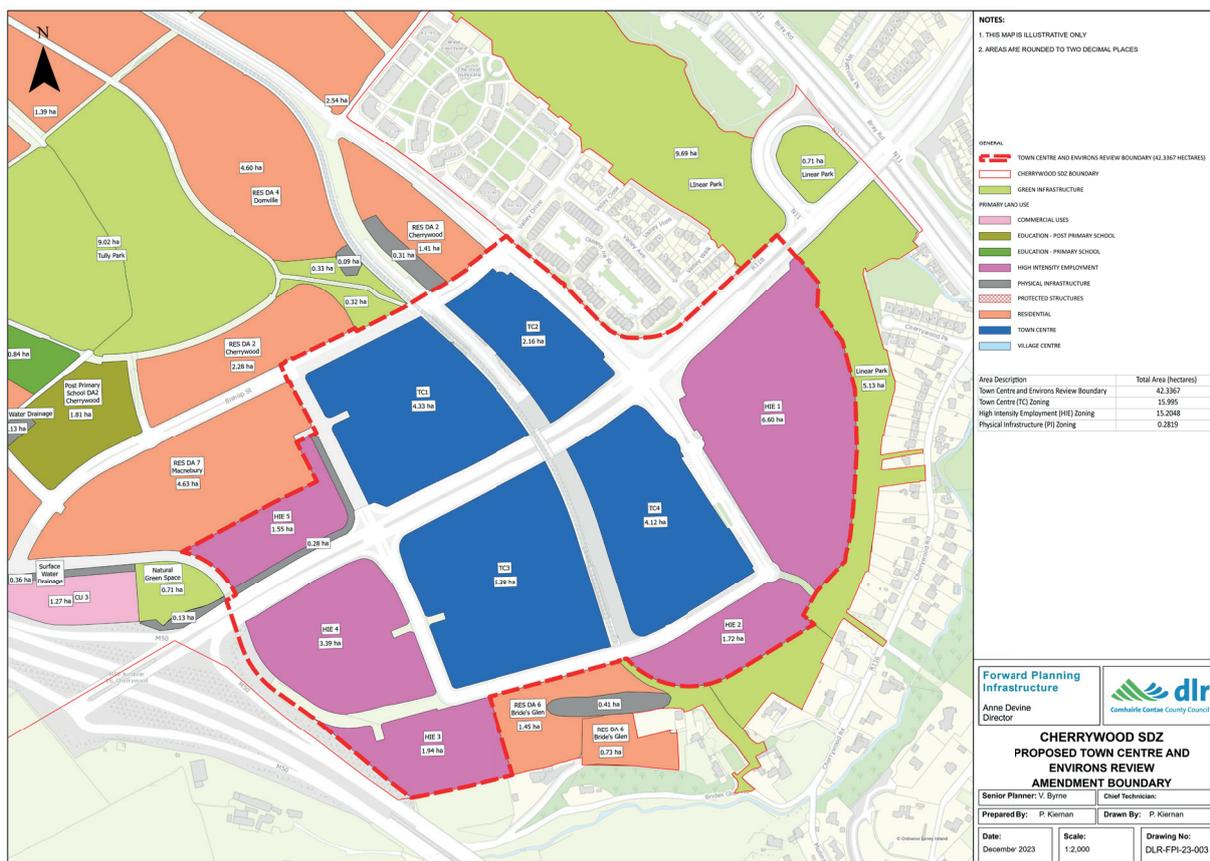


Figure 2: Cherrywood Town Centre & Environs Review Subject Boundary

3

Emerging Spatial Concepts

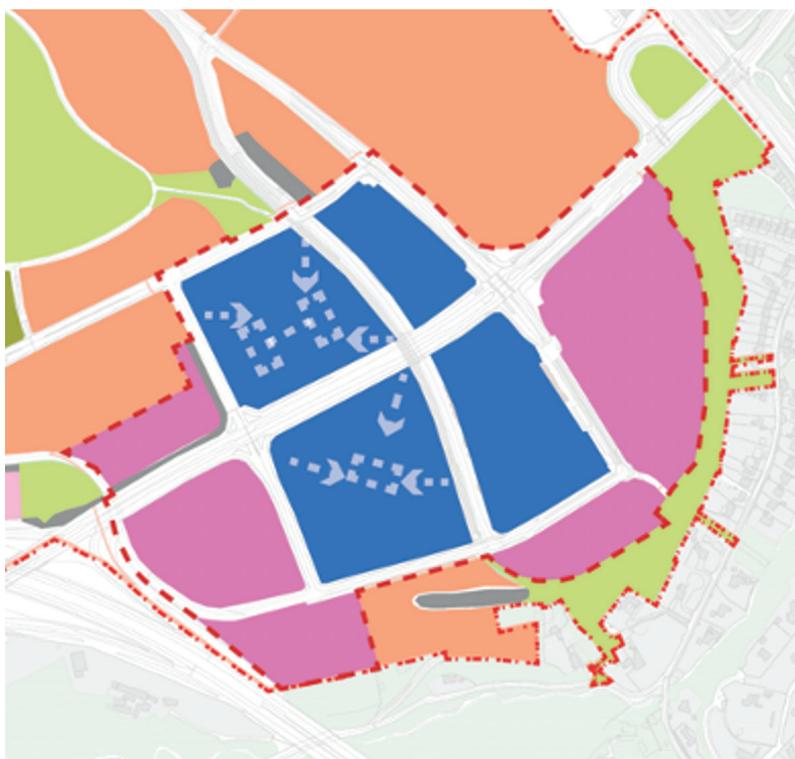
Spatial concepts are an important part of the process of planning and placemaking. They provide an opportunity to consider how important elements such as the function, character and scale and movement of places might be changed and improved. Spatial concepts are high-level in nature. They describe a broad approach, and they need to be developed into greater detail later in the process of plan-making. We can also use different spatial concepts to assist in understanding what sort of environmental issues might arise in different scenarios.

Three basic spatial concepts have been chosen to help in the consultation process. These are based on minor changes, modest changes and more substantial changes to the current approach. Each of these concepts will have different implications for function, character and scale and movement in the Town Centre and Environs. The concepts are shown and described below.

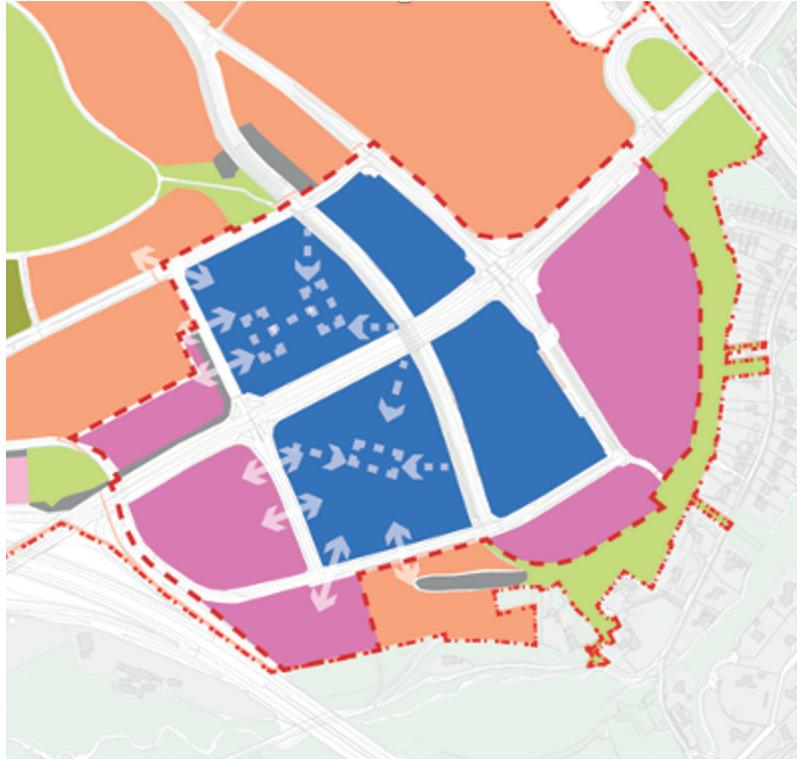
3.1 Spatial Concept 1 - Minor changes

This concept provides for minor changes only to the current Cherrywood Planning Scheme and the Urban Form Development Framework for the Town Centre. In particular, this concept would:

- Make no change to the overall function, location, mix and quantum of land uses as set out in the current Cherrywood Planning Scheme and the Urban Form Development Framework for the Town Centre.
- Retain the essential structure of streets, spaces and urban blocks as set out in the current Cherrywood Planning Scheme and the Urban Form Development Framework for the Town Centre.
- Retain the current controls relating to density of development and building heights.
- Retain the current approach to vehicular movement, loading and servicing, and pedestrian and cycle movement.



3.2 Spatial Concept 2 - Modest changes

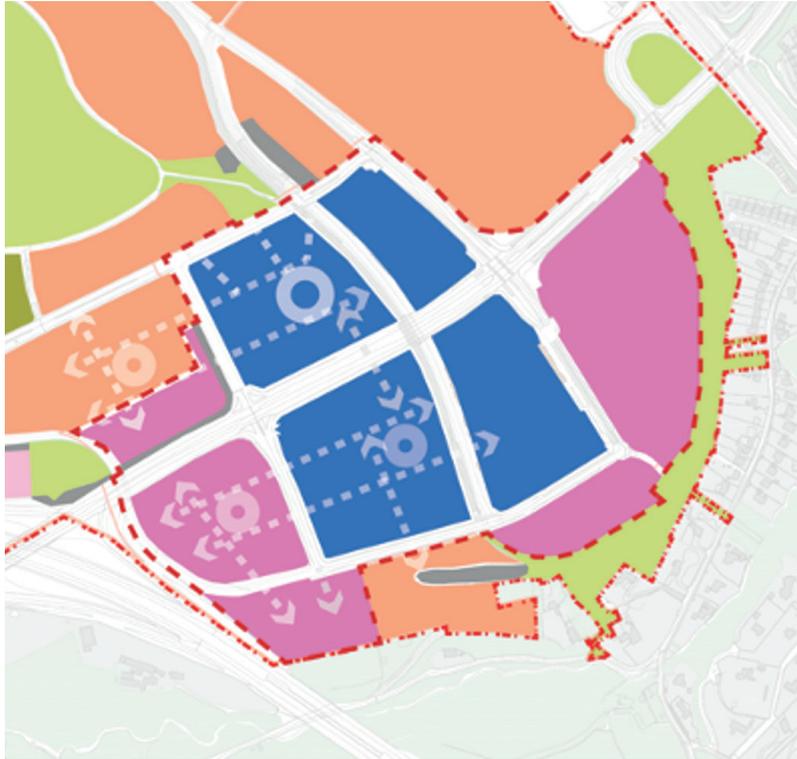


This concept provides for modest changes within the essential parameters set out by the Cherrywood Planning Scheme. It would not, however, be bound by the specific controls of the Urban Form Development Framework for the Town Centre. While this concept would allow for modest changes in the configuration of the Town Centre and Environs, controls relating to function, form and movement as set out in the current Cherrywood Planning Scheme would remain unchanged.

In particular, this concept would:

- Make no change to the overall function, location, mix and quantum of land uses as set out in the current Cherrywood Planning Scheme.
- Retain the current controls relating to density of development and building heights.
- Allow a degree of flexibility in how the structure of streets, spaces and urban blocks might be reconfigured or rearranged.
- Allow a degree of flexibility in the arrangement and massing of buildings along street frontages while staying within existing controls for building scale.
- Allow opportunities to improve pedestrian and cycle permeability and links between larger blocks and quadrants in the Town Centre and Environs.

3.3 Spatial Concept 3 - Substantial changes



This concept provides for substantial changes in line with the core principles and objectives of the Cherrywood Planning Scheme. The concept would not, however, be bound by the specific controls of the Cherrywood Planning Scheme or the Urban Form Development Framework for the Town Centre. This concept would allow for changes to most aspects of the function, form and movement of the Town Centre, subject to retaining its role as an important urban and district centre.

In particular, this concept would:

- Allow for change to the location and mix of land uses and the overall quantum of land uses within the overall district centre function. This could facilitate greater mix of uses generally across the Town Centre and Environs.
- Allow for a change to the density of development and building heights within the Town Centre and Environs. This might require a reconsideration of urban scale in the massing of buildings in certain locations. Any change in density and scale of buildings will need to be considered as part of any environmental assessment(s) alongside other relevant factors.
- Allow a reconsideration of the essential structure of streets, spaces and urban blocks. This would allow for improvements to the essential network, connectedness and quality of the public realm.
- Allow opportunities to substantially improve connections for pedestrian and cyclists within the Town Centre and Environs and to surrounding areas and beyond.



What do you think?

- How would you describe the sort of changes you would like to see to the Town Centre and Environs in Cherrywood?
- What would these changes look like?

4

Mixed Land Use Balance

4.1 Residential

In the context of the changed and evolving planning policy and economic environment together with other associated circumstances (Census 2022, post-Covid, Brexit, etc), since the adoption of the Planning Scheme (2014) and compilation of the UDF (2017), the proposed Town Centre and Environs Review offers an opportunity to review the make-up and configuration of the land uses, all the while though to ensure an appropriate and balanced and vibrant mix and quantum of said uses.

It is acknowledged that the respective Town Centre Quadrants are the focus of permitted planning applications (and subsequent approved planning amendments) and that certain of the permissions have been constructed and completed (see Appendix D). For the areas where construction has not commenced, or is still to commence, the built form and/or massing could be re-visited to further assist with and encourage the delivery of a vibrant and sustainable District Centre designated Town Centre.

With regard to **future residential development**,



What do you think?

- Is there a requirement for more residential floor space and/or dwelling units in the Town Centre?
- Should the density be increased?
- Should there be a broader functional mix of land uses (including residential) within each of the Town Centre Quadrants rather than having defined blocks of a specific land usage focus?
- Should the massing and form of the buildings be adjusted? This possibly to provide for improved orientation, variations in built form, more unit typologies and sizes, visual interest, to assist with microclimate, etc.

4.2 Retail Facilities Provision

At the present time, further to the current and evolving economic outlook for retailing, a number of other key trends in retailing need to be considered when estimating future retail and non-retail floor space requirements. These include, but are not limited to, trends related to on-line shopping, changes in footfall levels in Town Centres related to hybrid working, a change in store format size preferences, and future trends pertaining to store design. These will in turn have implications for the planning of town centres.

The proposed Town Centre and Environs Review will need to explore the provision of an appropriate and sustainable mix, quantum, arrangement and phasing of retail and non-retail uses, and retail services commensurate to Cherrywood Town Centre, but also in an appropriate balance with other supporting Town Centre uses. The provision of retail uses also needs to be provided so as support the vitality (diversity of uses, night-time economy, circular economy, flexibility and adaptability, streetscape variety and animation, good place making, etc.) and viability of the Town Centre.

With regard to **future retail development** provision,



What do you think?

- Do you think Cherrywood should be self-sustaining as a retail location, whereby most of your shopping needs are met here as opposed to having to travel to a range of locations?
- Do you think Cherrywood has the potential to develop a distinctive form of niche, shopping would complement retail provision elsewhere i.e. not to become a clone town?
- Should the amount of retail floor space in the Town Centre Quadrants be reduced? Or should the quantum be retained as is?
- If the retail floor area is reduced, what use should it be replaced with?
- What other uses might attract one to a shopping area, that might operate in tandem with retail facilities?
- What kind of non-retail uses/services (leisure, recreational, financial, and professional services) should be provided within the Town Centre quadrants?
- What might make the shopping activity more of an enjoyable quality experience? What one thing could be introduced to the area to improve the attractiveness of the Town Centre as a 'retail experience'?
- What type of uses or services would you like to see alongside retail?

4.3 High Intensity Employment (Office) & Employment Facilities Provision

The proposed TCE Review allows the opportunity to review the function, nature, potentially quantum, spatial arrangement, massing and built form of planned HIE floorspace provision within Cherrywood Town Centre and Environs (HIE) Plots. Having regard to Cherrywood as a Strategic Employment Location and the need to provide opportunities locally, it is not envisaged at this stage to substantially alter the overall quantum of HIE Uses.

Naturally matters related to emerging trends and

drivers; demand/supply; potential for synergies and clustering; need to provide support for the creative/ arts sector³, small and medium enterprise sectors, and Research & Development facilities; provision of adaptable spaces and units; technological advances; environmental factors; and the circular economy will also have a bearing on the consideration of proposals for HIE. This all to provide for an appropriate and sustainable balance of employment uses in the Town Centre and Environs alongside other uses such as retail, community, social, healthcare, and residential.

With regard to future **High Intensity Employment** development provision,



What do you think?

- Cherrywood is strategically located with high levels of accessibility to quality public transport (5 Luas Stops, Quality Bus Service and Bus Connects), as well as a network of excellent walking and cycling links internally and externally, providing ready access for the local and regional workforce by active and sustainable travel modes. How can we build on this and other advantages to further develop Cherrywood as a premier business and employment centre for the County?
- The nature of workplaces in cities and urban centres is changing rapidly. What are the key features, facilities or urban character that Cherrywood should deliver to attract employees and employers alike to locate here?
- Dún Laoghaire-Rathdown County Council is committed to attracting investment into the County. What are the lessons we can incorporate to ensure support for long-term investment in Cherrywood as a high value location for commercial property and investment?
- Is there a role for High Intensity Employment (HIE) use in the Town Centre Quadrants?

³ Cultural and creative industries, as a subset of the knowledge economy, are an increasingly important area of economic growth, employment creation and social cohesion. They have been defined as activities and industries which have their origin in individual creativity, skill and talent and which have a potential for wealth and job creation through the generation and exploitation of intellectual property- including areas such as advertising, software, publishing, architecture, music and the visual and performing arts, film, video and photography. (Section 6.4.2.2 of 2022 CDP).

4.4 Community Facilities and Social Infrastructure Provision

The proposed Town Centre and Environs Review provides an opportunity to review the nature, type and provision of community facilities and social infrastructure. Key considerations for review could include adequacy of provision, location of facilities,

co-location with other appropriate uses, the provision of flexible/adaptable spaces, future proofing for change, accessibility, inclusivity, provision of safe spaces, phasing of delivery and funding mechanisms, as applicable.

With regard to future **Community Facilities and Social Infrastructure** Provision,



What do you think?

- Cherrywood is now home to a new and growing number of residents of all ages including families and school children, as well as workers. What community facilities do you use or would like to see in the area, and where should it be located?
- Community Infrastructure includes spaces for workshops, clubs, societies, and classes. It may provide spaces for arts, dance, theatre, and music. It also includes childcare and training; welfare and community supports. What in your view are the most important priorities for the new communities in Cherrywood?
- What Community Infrastructure facilities do you currently visit or travel to (and where), that you would like to see locally instead?
- A new population is settling into Cherrywood with its own characteristics. Are there particular needs that you, your family or extended network of friends and colleagues wish to be delivered locally in Cherrywood?
- Is there a key civic building or use you think should be located within Cherrywood?

4.5 Other Supporting Facilities Provision

The Review offers an opportunity to consider how planning policy and the urban design approach for the Town Centre and Environs area may support and be sufficiently flexible to accommodate the needs for such facilities. Also, there may be implications if there were to be a possible increased residential

population in Cherrywood, if any, on the provision of these types of facilities. For example, if there would be any potential additional demand arising from a school capacity and/or school sites' perspective, and also with regard to the phasing and sequencing of same.

With regard to future **Other Supporting Facilities** development provision,



What do you think?

- What other types of facilities or uses should be provided within the Town Centre and Environs Area to support the emerging resident and working population in Cherrywood?

5

Connectivity and Permeability

5.1 Sustainable Modes

The [Cherrywood Planning Scheme, 2014](#), as amended, sets ambitious but achievable targets for sustainable travel. The [National Transport Authority \(NTA\) Greater Dublin Area \(GDA\) Transport Strategy, 2022-2042](#), provides a framework for the planning and delivery of transport infrastructure and services within the GDA. It also provides transport planning policy to inform the alignment of land use planning with investment priorities. In addition, the NTA's Bray to City Centre Core Bus Corridor (CBC) Scheme under BusConnects, as well as general bus services, and in tandem with improved pedestrian and cycle infrastructure, will play an important role in providing public transport to Cherrywood especially for areas and neighbourhoods not served by Luas.

A key challenge to active modes within Cherrywood is the barrier to pedestrian (and cycle) movements posed by the Wyattville Link Road (WLR), and the need for the provision of Grand Parade overbridge

for pedestrians and cyclists in particular. A second dedicated footbridge is also required to be provided between TC1 and TC3 (over WLR).

The proposed Town Centre and Environs Review offers an opportunity to explore strengthening certain linkages, identifying where there might be gaps or weak links in linkages and/or additional linkages required, and also to set out the early delivery of these key pieces of sustainable modes infrastructure. Also, while permeability within and networking through the respective Town Centre quadrants themselves is important, the connections between the various plots/Quadrants of the Town Centre and immediately surrounding plots (including the HIE plots within the Review area) is also important. Further then, the connectivity between the Town Centre and the surrounding neighbourhoods of Cherrywood is also key requirement.

With regard to **Sustainable Active Mode provision and facilitation**,



What do you think?

- How might more be made of the proposed/identified pedestrian routes within the Town Centre and Environs area, and/or are there any locations where linkages are poor or lacking?
- How might more be made of the proposed/identified cycle routes within the Town Centre and Environs area, and/or are there any locations where linkages are poor or lacking?
- As a resident and/or employee of Cherrywood, are there any issues/challenges around accessing the Town Centre by walking or cycling? And, then through and around the Town Centre itself?
- Are there any areas within the Town Centre area currently where one feels unsafe? Or there are barriers/constraints to movement?
- How navigable is the Town Centre for residents in the Town Centre?
- Where should bicycle parking be provided? Or is needed?
- Is there a current lack of facilities for certain types of transport modes?
- What elements of public transport should be prioritised? Are there any potential opportunities to improve how the public transport network might operate more effectively?
- Are there any additional opportunities to improve access, by way of additional linkages or otherwise, to high quality bus services and to BusConnects (Bray to City Centre Core Bus Corridor (CBC))?

5.2 Transport and Traffic Movements within Town Centre and Environs Area

The road network is dominated by the WLR, which bisects the Town Centre. The Luas also crosses the WLR. For noting, service and HGV access to TC1 and

TC2 shall be provided directly from WLR in the form of a signalised junction (Junction S. on Map 11 – see Figure 9 in Appendix C).

With regard to **Transport and Traffic Movements**,



What do you think?

- Are there any immediate traffic and vehicular transport issues that are apparent?
- Should HGV and servicing continue to be proposed to be facilitated to TC1 and TC2 directly off Wyattville Link Road?

6

Town Centre of the Cherrywood District Centre - Place Making and Public Realm

The Public Realm Strategy for the Town Centre (in the UFDF) addresses the location, design and treatment of key civic spaces and streets, pocket parks, the general public realm and the treatment of Grand Parade as a Primary Civic Space. Good quality public realm is key creating an attractive, liveable and useable Town Centre.

In the context of the proposed TCE Review of the mix, quantum, scale, location, function, and spatial form and arrangement of land uses within the review area, there may be a need or opportunity to revisit the proposals for public realm and place making principles to achieve a successful and connected place for all users.

With regard to **Public Realm and Place Making**,



What do you think?

- What would help to provide for the making of good public realm and places? That is, what is needed for good place making?
- What shape and size should the public spaces be? And where should they be located? How many should there be?
- What should they be used for?
- What kinds of activities should take place within these spaces?
- What kind of features and or other mechanisms might provide character and distinctiveness for these public places? And also, to attract people to these spaces?

7

Climate Action

The [Dún Laoghaire-Rathdown County Development Plan, 2022-2028, \(CDP\)](#) has a key role in supporting the delivery of meaningful action on climate change through the implementation of the National Planning Framework compact growth agenda at the local level, the integration of land use and transportation and the sustainable management of environmental resources.

The [Core Strategy of the CDP](#) sets out how development in DLR will be concentrated in the built-up footprint in order to achieve compact growth and this will be in the form of higher residential densities, as appropriate. Growth will also be concentrated in urban infill and brownfield sites and along public transport corridors. This increases efficiencies as travel distances between home, work, education and

services are reduced and hence active modal share, which is zero carbon can be increased.

DLR is committed to playing its role in transforming to a climate resilient low carbon County to 2030, 2050 and beyond. In May 2019, the Council adopted the [Dún Laoghaire Rathdown Climate Action Plan, 2019-2024 \(DLR CCAP\)](#). The Action Plan is the climate adaptation and mitigation strategy for the County.

At a local level, the overall strategic approach of the Planning Scheme should be to integrate climate mitigation and adaptation principles across the SDZ Planning Scheme area in order to ensure that now and into the future the area develops as a low carbon and climate resilient new community.



What do you think?

- How can the Town Centre and Environs Review additionally support the implementation of the DLR CCAP and the current County Development Plan?
- How can planning for climate change be further incorporated into the adopted Cherrywood Planning Scheme with particular reference to the area to comprise the Town Centre and Environs Review study area?
- How can the design of new forthcoming development be encouraged to further support sustainable building design, energy efficiency and energy conservation?

4 The [Cherrywood Planning Scheme, 2014](#), as amended, already incorporates an ambitious specific requirement to achieve a transport modal split of 45% trips by car drivers (maximum) and 55% trips by public transport, walking, cycling and other sustainable modes (minimum).



Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA)

As part of the review process, and subsequent formulation of a possible Amendment of the [Cherrywood Planning Scheme, 2014](#), as amended, related to the area of the Cherrywood Town Centre and Environs, said process will also be subject to Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA).

In accordance with relevant EU and National legislation and other requirements, the appropriately scaled environmental assessments (set out below) that contribute towards environmental protection and management and sustainable development will need to be carried out in conjunction with the preparation of a possible Amendment for submission to An Bord Pleanála under [Section 170A⁵ of the Planning and Development Act, 2000, as amended](#).

- **Strategic Environmental Assessment (SEA)**, which seeks to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation of the Amendment.

For the purposes of a submission of a possible Amendment to ABP under Section 170A of the Planning and Development Act, 2000, as amended, a SEA Screening will be undertaken, and a Report to Inform Screening, and a Screening Determination (required under Directive 2001/42/EC – SEA Directive) will be prepared.

Further to the SEA Screening process, and to inform the preparation of any proposed amendment, a (full) SEA is to be undertaken given that the proposed Amendment in itself may potentially facilitate a greater extent of development (or a different configuration of development components) than originally envisaged under the adopted Scheme, and that any determination may determine that it would be prudent in the context of the SEA Directive's requirements, and environmentally responsible, to undertake a full SEA of any such Amendment, aligned

with SEA requirements under the SEA Directive, transposed into Irish legislation.

- **Appropriate Assessment (AA)**, which seeks to ensure that the project proposal does not adversely impact on the integrity of a European site.

In this regard, an appropriately scaled Screening for AA and, if required, Stage 2 AA will respectively be undertaken.

⁵ Noting that under Section 170A, An Bord Pleanála is the Competent Authority.

9

The Next Steps

Submissions are welcomed as part of this Non-statutory 'Have Your Say' and invited from anyone with an interest in the development and on-going build-out and delivery of the Town Centre and Environs for the Cherrywood Community. Further, input will assist in identifying pertinent issues relating to the Review area and to acknowledge community aspirations.

Submissions should be made within the non-statutory consultation period which runs from Friday **15 December 2023** to **close of business** on Wednesday **31 January 2024**, and may be made in one of the following ways:

- Online at <https://dlrcoco.citizenspace.com>, or
- By email to FPIadmin@dlrcoco.ie, or
- In writing to Administrative Officer, Forward Planning Infrastructure Department, Dún Laoghaire-Rathdown County Council, County Hall, Marine Road, Dún Laoghaire, Co. Dublin.

Two Public Information Sessions – attended by Forward Planning Infrastructure Department Officials - will be held during the non-statutory consultation period. The dates/ times of the information sessions are as follows :

- **Tuesday 9 January 2024** at County Hall, Marine Road, Dún Laoghaire, from 10.00am to 12.00pm and from 2.00pm to 4.30pm.
- **Thursday 18 January 2024** at the Beckett Park Pavilion, Castle Street, Cherrywood, from 5.00pm to 8.00pm.

Further to the closing date for the receipt of submissions from the public and interested parties, all of the submissions will be reviewed, and feedback and key issues noted and assimilated.

The Review of the Town Centre and Environs will continue and feed into the compilation of a possible Draft Amendment of the [Cherrywood Planning](#)

[Scheme](#), 2014, as amended. Dún Laoghaire-Rathdown County Council, as the specified Development Agency appointed by Government for the Cherrywood Strategic Development Zone (SDZ) Planning Scheme, will then make an application to An Bord Pleanála to amend the approved [Cherrywood Planning Scheme 2014](#), as amended under Section 170A of the Planning and Development Act, 2000, as amended.

An Bord Pleanála, as the relevant Competent Authority, will make a decision/determination regarding any Proposed Amendment.

Note:

An Bord Pleanála may determine that the proposed Amendment (related to the Town Centre and Environs) constitutes the making of a material change to the Planning Scheme. Dún Laoghaire-Rathdown County Council as the Planning Authority is then subsequently required to undertake a process to amend the Cherrywood Planning Scheme in accordance with the determination by An Bord Pleanála, and Section 169 of the Planning and Development Act, 2000, as amended, and which would then require a further statutory public consultation process.

Appendices

A

Appendix A

Background Context

A.1 Adoption of Cherrywood Planning Scheme, 2014

The Cherrywood Strategic Development Zone (SDZ) Planning Scheme was approved by An Bord Pleanála (ABP) on 25 April 2014, in accordance with [Section 169 of the Planning and Development Act, 2000](#), as amended, subject to a number of modifications. The Cherrywood SDZ Planning Scheme Area extends to c. 360 hectares (ha) and represents the most significant and strategic development area in Dún Laoghaire-Rathdown County Council area. It is thus a project of national, regional as well of local importance from a housing and economic development perspective.

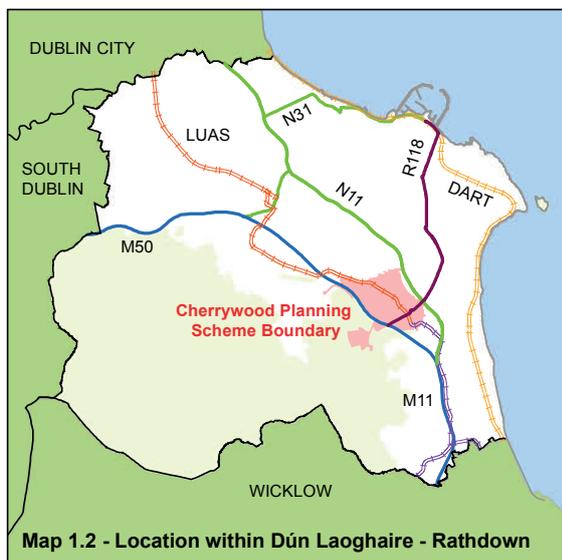


Figure 3: Location of Cherrywood Planning Scheme Area within Dún Laoghaire-Rathdown County Council area

The implementation of the Planning Scheme is directly linked to the commensurate delivery of both physical and community infrastructure and provides a strong degree of certainty regarding the phasing and delivery of new development, in tandem with the provision of essential infrastructure to serve and facilitate development.

A.2 Key Vision and Core Guiding Principles for Cherrywood

The overarching Vision for the Cherrywood, is, and will continue to be, as follows:

Vision

- To create a sustainable place with a rich urban diversity, which respects its historical and natural setting while also facilitating innovation and creativity.
- To spatially develop a cohesive and diverse community with a strong identity and environmental integrity.
- To contribute to the economic growth of the County through the development of a vibrant economic community anchored around the town Centre.
- To provide a safe and friendly environment where people can live, work and play within an envelope of sustainability, integrated transport with a primacy of soft modes of transport throughout.

The entrenched core principles in place for guiding the future development within the Cherrywood Planning Scheme area are:

Principles for Cherrywood

- To promote the growth of Cherrywood which enhances and supports balanced sustainable growth in the Greater Dublin Region and does not undermine the vitality of other areas in the County and the Region.
- To create a framework for the development of a sustainable town and three villages with a supporting range of uses for the resident, working and visiting population.
- To link the area to its immediate hinterland and adjoining communities by restoring connectivity that has been served by major roads.

- To work with the landscape by designing a form that is specific to Cherrywood with a network of places each responding to its setting, landscape and climate.
- To balance the employment, commercial and retail base of cherrywood with the future residential growth of the Plan Area.
- To create an environment that promotes / facilitates internal pedestrian and cycle movement meeting the requirements of Smarter Travel.

A.3 Urban Form Development Framework 2017 (UFDf)

As noted above, the Cherrywood SDZ Planning Scheme was approved by ABP, but subject to a number of modifications. Modification No. 1 of ABP specified that it was a pre-requisite to the approval of any planning applications for the Town Centre area, that following consultation with the relevant landowners, an Urban Form Development Framework (UFDf) was to be prepared by the Development Agency in accordance with the Cherrywood SDZ Planning Scheme. This requirement is set out in Section 6.2 Development Area 2: Cherrywood, of the Planning Scheme.

Thus, the UFDf was prepared by the Cherrywood Development Agency Project Team (DAPT) further to a collaborative process of engagement and consultation with the relevant landowners. The UFDf provides comprehensive guidance on all key aspects of development within the Town Centre (Quadrants TC1-TC4) and as such addressed the stipulated criteria as set out for inclusion by ABP.

The UFDf in summary prescribes the following :

- Sets out a Land Use Strategy which defines the land uses across the four Quadrants (TC1- TC4) and the principal focus and civic core, and principal retail focus.
- Outlines the urban form and grain.
- Identifies a hierarchy of civic spaces and the connecting street networks.
- Defines how people will access and move around the Town Centre. This addresses all modes of transport, including servicing and HGV access and car parking provision.
- Sets out the proactive role the Development Agency and Dún Laoghaire-Rathdown County Council (DLR) will play in realising the Vision for Cherrywood.



Figure 4: Extract from UFDf, Map 3: Block Layout, New Ground Levels and Principal Frontages

A.4 Subsequent Planning Scheme Amendments

Since the approval of the Cherrywood Planning Scheme (in 2014) there have been eight Amendments to said. They are as follows :

[Amendment Nos. 1-4](#) (to update the Planning Scheme so as to align with Government Policy on housing and associated adjustments) as approved by An Bord Pleanála on 14 June 2017.

[Amendment No. 5](#) (relating to the sequencing and phasing of development as set out in Chapter 7) as approved by An Bord Pleanála on 7 December 2018.

[Amendment No. 6](#) (in relation to Car Parking Standards (Section 4.2.10 of the Approved Planning Scheme)) as approved by An Bord Pleanála on 8 January 2020.

[Amendment No. 7](#) (in relation to the re-alignment of Beckett Road & Ancillary Amendments) as approved by An Bord Pleanála on 15 April 2021.

[Amendment No. 8](#) (in relation to the Building Height and Density Review), which was approved by the Elected Members on 25 April 2023, and which came into effect in July 2023.

A further **Amendment, No. 9** (in relation to 4.2.10 (Residential) Car Parking Standards) was submitted to An Bord Pleanála on 31 May 2023 for consideration and determination. It is anticipated that the decision by the Board will be forthcoming in early January 2024.

A.5 Building Height and Density Review Amendment (Amendment No. 8) of the Planning Scheme

Amendment No. 8 of the adopted [Cherrywood Planning Scheme, 2014](#), as amended, was approved, inclusive of modifications, and subsequently took effect in July 2023.

Modification No. 9 inserted Text to Section 7.4 of the Planning Scheme, as follows :

*‘The Local Authority will undertake a plan-led review of the Town Centre and Environs having regard to the overall Vision and Principles for Cherrywood and appropriate Government policy, to ensure that the Town Centre functions as a **vibrant, mixed use sustainable District Centre at the heart of Cherrywood. This review will seek to ensure an appropriate mix, quantum and phasing of uses to secure a balance of employment, commercial, retail, residential, community and social uses.** It is an objective of the Council to use its best endeavours to undertake this plan-led review within twelve months from the date that the proposed Amendment No. 8 comes into effect.’*

B

Appendix B

Mixed Land Use Balance

B.1 Residential

The [Eastern and Midlands Region Spatial and Economic Strategy \(EMRSES\) Settlement Strategy](#) as it applies to Dún Laoghaire-Rathdown (DLR) denotes that the majority of the urban footprint of DLR falls within the geographical area known as ‘Dublin City and Suburbs’ which comprises the first tier of the settlement hierarchy recommended in the RSES. The current DLR County Development Plan Core Strategy incorporates the full capacity of the Cherrywood SDZ within the Strategy, and while the Cherrywood SDZ lands comprise Tier 1 and 2 zoned lands that may be developed within the lifetime of the DLR CDP 2022-2028, the full build out of Cherrywood will extend beyond the lifespan of the current CDP.

The [Cherrywood Planning Scheme, 2014](#), as amended, sets out categories of Primary Land Use (in Section 2.2.2 Definition of Primary Land Uses), and with regard to the ‘Town Centre Land Use’, it describes that, ‘The Cherrywood Town Centre will provide a mix

of uses in a sustainable and diverse fashion including comparison, retail, retail services at a District Centre level and a large convenience outlet. These uses will be combined with high intensity employment **and residential** development, all built in an urban format.’

As currently set out in Table 6.2.1 Development Type and Quantum for Development Area 2 Cherrywood, for the Town Centre land uses plots (TC1 – TC4), a range of c. 1,276 to c. 1,600 residential dwelling units shall be developed.

Map 2 Land Use Strategy (See Figure 5 below) in the [Urban Form Development Framework \(UFD\), September 2017](#), provides a conceptual distribution of land uses within the four Town Centre quadrants. One third of TC1 is allocated to residential use in the form of high-density apartment development. TC2 is intended to cater predominantly for residential uses with active uses animating Grand Parade. TC3 allows for a broad mix of uses including residential. TC4 is intended to be predominantly residential with employment and non-retail uses with a civic focus around the Bride’s Glen Luas stop.

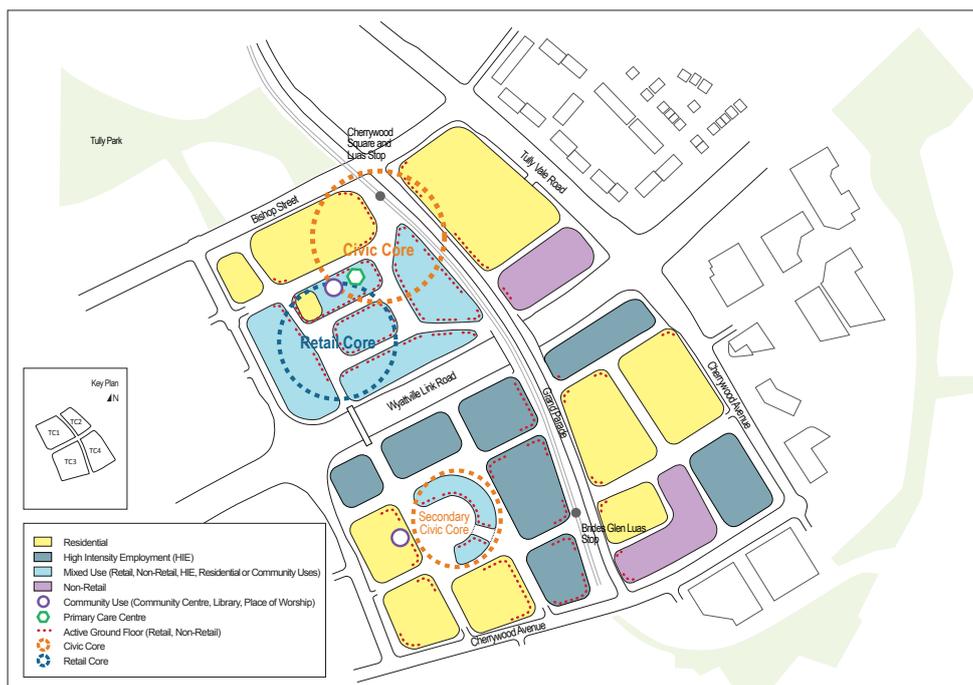


Figure 5: Conceptual Distribution of Land Uses in Town Centre (Map 2, UFD, 2017)

B.2 Retail Facilities Provision

In accordance with the current '[Retail Strategy for the Greater Dublin Area, 2008-2016](#),' (RSGDA), Cherrywood is identified as one of the five District Centres within the retail hierarchy of DLR. Both the [Retail Planning Guidelines for Planning Authorities, 2012](#), (and its companion document, '[Retail Design Manual](#)') and the RSGDA, stress the importance of the location of (new) District Centre retail developments which are highly accessible, particularly by public transport, and in locations which encourage multi-purpose shopping, business and leisure trips on the same journey. The retail hierarchy in the RSGDA has been adopted by the EMRSES itself.

The current DLR CDP in relation to the DLR Retail Hierarchy, advises support for the ongoing development of a fully mixed-use sustainable Cherrywood Town Centre in accordance with the approved SDZ Planning Scheme. The development of retail development at Cherrywood shall be in accordance with the approved Planning Scheme.

The [Cherrywood Planning Scheme, 2014](#), as amended, sets out categories of Primary Land Use (in Section 2.2.2 Definition of Primary Land Uses). With regard to the 'Town Centre Land Use', it states that, '*The Cherrywood Town Centre will provide a mix of uses in a sustainable and diverse fashion including comparison, retail, retail services at a District Centre level and a large convenience outlet. These uses will be combined with high intensity employment and residential development, all built in an urban format. Within the Town Centre particular land uses are clustered so as to ensure the vitality of the centre and to create distinct retail and employment areas.*'

As set out in Table 6.2.1 Development Type and Quantum for Development Area 2 Cherrywood, for the Cherrywood Town Centre, a range of 22,700 square metres (min.) to 27,000 square metres (max.) of Net total retail quantum shall be developed. This retail comprises convenience retail, comparison retail and retail services. (Non-Retail Uses are to comprise a range from 47,500 sq.m. (min.) to 60,000 sq.m. (max.)).

Map 2: Land Use Strategy (See Figure 5) in the UFDF, 2017, provides a conceptual distribution of land uses within the four Town Centre quadrants. The UFDF identifies the principal retail focus to be within TC1. Approximately one third of TC1 is retail use providing a mix of convenience and comparison retail and complimentary retail services.

Retail uses are also distributed through the four Town Centre Quadrants, annotated as Active Ground Floor

Uses. Uses that animate and enliven streets during the day and evenings shall be located along Grand Parade, other primary streets and around the main spaces that provide areas for these uses to spill out into. Active Ground Floor Uses may also include non-retail uses.

B.3 High Intensity Employment (/ Office) and Employment Facilities Provision

The current DLR CDP denotes Cherrywood as a Strategic Employment Location. In line with the EMRSES guiding principles, the spatial strategy for employment in DLR is to provide for the expansion of employment through the designation of a range of sustainable employment locations. The DLR strategy applies the principles of the circular economy to land-use management through the proposed intensification and redevelopment of existing strategic employment areas within the M50 Motorway ring and the activation of key strategic sites such as Cherrywood which are accessible to public transport.

The strategy seeks to align strategic employment locations with existing and identified residential growth areas through high frequency transport, thereby minimising the divergence between the places people live and work, increasing the efficiency of land-use, reducing sprawl and minimising carbon footprint.

It is a policy objective of the current CDP to facilitate additional office development in employment and enterprise centres. The appropriate location for office development would generally be in employment zoned areas, Major Town Centres and District Centres. The Dublin MASP identifies Cherrywood as a strategic employment location in the Dublin Metropolitan Area. Proposals for office development at Cherrywood are assessed in accordance with the Cherrywood SDZ Planning Scheme.

The [Cherrywood Planning Scheme, 2014](#), as amended, sets out categories of Primary Land Use (in Section 2.2.2 Definition of Primary Land Uses). With regard to the 'Town Centre Land Use', it states that, '*The Cherrywood Town Centre will provide a mix of uses in a sustainable and diverse fashion including comparison, retail, retail services at a District Centre level and a large convenience outlet. These uses will be combined with high intensity employment and residential development, all built in an urban format. Within the Town Centre particular land uses are clustered so as to ensure the vitality of the centre and to create distinct retail and employment areas.*'

High Intensity Employment (HIE) types usually have an employee to floor area ratio of c. one per 20 sq.m.

and usually generate peak hour trips. HIE uses include Research, and Service, Office Employment and Service and Technology Business.

As set out in Table 6.2.1 Development Type and Quantum for Development Area 2 Cherrywood, for the Cherrywood Town Centre (Quadrants TC1, TC3 and TC4), a range of 82,800 sq.m. (Min.) to 109,000 sq.m. (Max.) of HIE shall be developed.

As set out in an extract from Table 6.6.1 Development Type and Quantum for Development Area 6 Bride’s Glen, the following total quantum of HIE developments shall be developed for plots HIE1 to HIE3:

Non-Residential development		
High Intensity Employment		
Site Name	Deployment Quantum Sq.m	Area Ha
HIE 1	105,000	6.6
HIE 2	27,000	1.7
HIE 3	21,000	1.9
TOTAL	153,000	10.2

As set out in an extract from Table 6.7.1 Development Type and Quantum for Development Area 7 Macnebury, the following quantum of HIE development shall be developed for plots HIE4 and HIE5:

Breakdown for Site HIE 4	
Area HA	3.4
Man Quantum Sq.m	58,000
Plot Ratio	Max
	1:1.7
Building Height in Storeys	Max
	6

Breakdown for Site HIE 5	
Area HA	1.55
Man Quantum Sq.m	19,000
Plot Ratio	1:1.2
Building Height in Storeys	Max
	6

Map 2 Land Use Strategy (See Figure 5) in the UDF, 2017, provides a conceptual distribution of land uses within the four Town Centre quadrants. Within TC1,

HIE uses are to be located on upper levels adjacent to the Luas line. The UDF identifies that TC3 allows for a broad mix of uses providing a significant level of HIE (two thirds of the Quadrant) focussed around a large public area. The central area of TC3 is intended as a focal gathering point with a mix of uses (community, retail, non-retail, residential and HIE), all of which contribute to a high level of activity in this part of the Town Centre throughout the day and in the evening. TC4 is predominantly residential with employment and non-retail uses, The HIE allocation in TC4 shall be located at the Junction A corner (signalised junction) of Wyattville Link Road, and which will form a landmark and buffer to the residential elements.

B.4 Community Facilities and Social Infrastructure Provision

Local community facilities, which cater for social and community needs, are an essential component in designing for sustainable communities. Social and community infrastructure encompasses a wide range of uses and services including community centres, schools⁶, childcare facilities, health centres, community playgrounds and other facilities which provide a communal resource through which residents of an emerging community can access information, education, medical or welfare assistance and finally, social contact.

Thus, a range of developments to support the development and integration of emerging resident and working population is required for Cherrywood. Community facilities in this regard include uses such as community centres, local community/youth activity floor space, civic centres, library facilities, places of worship, etc. These should be provided at strategic locations so as to encourage user participation and a locally based community focus. The Planning Scheme (under Section 2.3.4) guides that there should be at least one adaptable facility of 250 sq.m. in the Town Centre. Further, a library (c. 1,500 sq.m.) with exhibition and arts/cultural space and multi-media learning space should be centrally located in the Town Centre close to the main retail core.

With regard to health care facilities, two Primary Care Units (c. 1,000 sq. m. each in extent) are required to cater for the projected population of Cherrywood. The most appropriate location for these Units is in the Town Centre. In addition to Primary Care Units, there will be demand for other health care needs (GPs, dental, physiotherapy, counselling services, etc). These uses

6 The Primary and Post Primary educational needs of the future Cherrywood community have been provided for by the identification of four primary school and two post primary school sites within the Planning Scheme area. The location, size and number have been established in consultation with the Department of Educational and Skills.

(categorised as non-retail) should be facilitated in the Town and Village Centres.

As set out in Table 6.2.1 Development Type and Quantum for Development Area 2 Cherrywood, for the Cherrywood Town Centre (Quadrants TC1 and TC3 specifically), a range of 2,200 sq.m. (min.) to 3,000 sq.m. (max.) of Community Facilities uses shall be developed.

The UFDF, 2017, advises that the library should be located in TC1, while a minimum of one community facility should be provided within TC3. Consideration should also be given to the provision of a 'Community Hub' in TC1 to incorporate both the library and community facility in the short term. A Primary Care Unit facility should be provided in TC1 at the centre of the civic core. Non-retail uses are to be provided along Grand Parade and dispersed along the main pedestrian circulation routes and adjacent to the Luas stops, all at ground level, throughout all four Quadrants. The Junction A corner of TC2 is suitable for the location of a hotel use, and a viable option for locating non-retail uses. The central area of TC3 should provide a mix of uses including non-retail uses within the secondary civic core. The south-western corner of TC4 provides a block of non-retail uses.

B.5 Other Supporting Facilities Provision

There are a number of other supporting facilities that could (and may) be considered for provision within the proposed Town Centre and Environs study area (and notwithstanding, at least within the Cherrywood Planning Scheme area). These uses include the provision of a potential Garda Station, a third level or other education, science or research facility (via Department of Further Education, Research, Innovation and Science), and/or a Level 6 or 7 educational facility (via the Higher Education Authority).



Appendix C

Connectivity and Permeability

C.1 Sustainable Modes

National, Regional and local policies set the context for a shift to more sustainable modes of transport. The Government has committed to a legally binding target of net zero greenhouse gas emissions no later than 2050, and a reduction of 51% by 2030 as outlined in the Climate Act of 2021. The Government's Climate Action Plan 2021 Report acknowledges that change will have to occur through a combination of low carbon technologies and societal and behavioural changes. The Regional Spatial and Economic Strategy for the Eastern & Midland Regional, 2019-2031, includes several policy objectives including RPO5.3 which outlines that future development should be planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes. The Dún Laoghaire-Rathdown County Council Climate Change Action Plan, 2019 – 2024, features a range of actions relating to sustainable travel.

The Cherrywood Planning Scheme, 2014, as amended, sets ambitious but achievable targets for sustainable travel modes (55% trips (min.) by public transport, walking and cycling and other sustainable modes and 45% trips (max.) by car drivers) in Cherrywood and identifies measures for achieving them. Separate targets have also been set for internal and external trips. With regard to public transport, the Luas Green Line traverses Cherrywood with five stations (4 currently operational) serving Cherrywood including Cherrywood and Bride's Glen Stops. Regarding bus services, the Cherrywood area is served by the N11 QBC and No. 7 bus route., and will in future feature a QBC along Tully Vale, Bishop and Castle Streets.

Also fundamental with regard to transport related matters is the National Transport Authority (NTA) Greater Dublin Area (GDA) Transport Strategy. This provides a framework for the planning and delivery of transport infrastructure and services within the GDA from 2022 to 2042. It also provides transport planning policy that allows other areas of land use planning to align their own investment priorities. The Strategy

has been developed to be consistent with the spatial planning policies and objectives as set out in the RSES; which are also consistent with the National Planning Framework and National Development Plan as set out in Project Ireland 2040.

C.2 Active Modes – Connectivity within Town Centre and Environs Review Area

In Section 6.2 Development Area 2: Cherrywood of the Planning Scheme a number of challenges are set out that needed to, and continue to require to, be addressed in the design and layout of the proposals for the Town Centre Quadrants. Included in said is the need to provide an environment that overcomes the division caused by the Wyattville Link Road (WLR) alignment through the Town Centre. Thus, the need to bridge the WLR in a manner that is pedestrian and cyclist friendly and which further enables the different activities of the Town Centre to interact. This is vital for both residents, employees and visitors alike.

As set out below, the UDF, 2017, re-iterates adopted objectives around access and movement as contained within the approved Planning Scheme, and then itself sets out strategies and requirements around the detailing and achievement of pedestrian, cycle and public transport movements.

Pedestrian Movement

The UDF in Map 8 (see Figure 6 below) sets out a pedestrian movement strategy identifying the primary on-street pedestrian routes, and the primary and secondary pedestrian routes. Currently, the most critical element of this strategy is the provision of the pedestrian friendly boulevard (over the WLR) on Grand

Parade. In future, the provision of the grade separated footbridge (over the WLR) between TC1 and TC3 will also be critical for safe pedestrian permeability through the Town Centre and then onwards to Tully Park, and beyond.



Figure 6: Pedestrian Movement Strategy (Map 8, UDF, 2017)

Cycling Facilities

The UDF in Map 9 (see Figure 7 below) sets out a cycle movement strategy identifying the primary and secondary cycle routes. Tertiary and cycle accessible links are also identified, however, these do feature level changes and in some instances steps/lifts are required to facilitate said routings.

As with the pedestrian network, WLR is a significant barrier to north-south movement for cyclists North-south cycle movements are intended to be concentrated along the cycle route on Grand Parade which provides a grade separated connection between the northern Town Centre Quadrants (TC1 and TC2) and the southern Quadrants (TC3 and TC4). There is also an opportunity for further cycle connectivity via the required future foot bridge between TC1 and TC3, however, this link

requires steps/lift for cycle accessibility.

Very similar to pedestrian movement, the proposed Town Centre and Environs Review offers an opportunity to explore strengthening and improving certain cycle linkages, identifying where there might be gaps or weak links in routings, also to endeavour to progress the early delivery of pivotal key pieces of sustainable modes infrastructure. Again, while connectivity through the respective Town Centre quadrants and linkages to other plots within the Review area is important, so is the connectivity from the Town Centre and Environs to the surrounding Cherrywood neighbourhoods and to social/ community /recreational/ educational facilities within Cherrywood, both for residents and visitors.

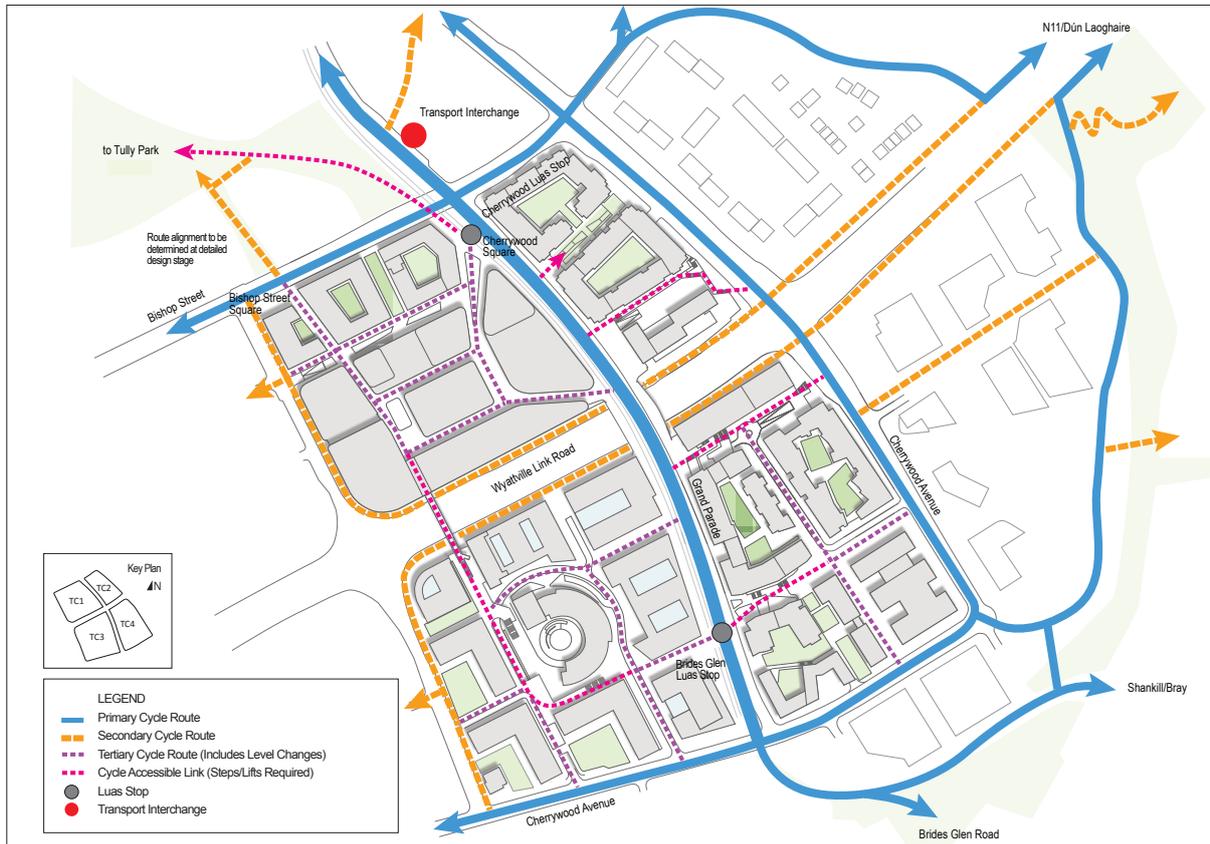


Figure 7: Cycle Movement Strategy (Map 9, UFD, 2017)

Public Transport

Cherrywood Town Centre includes two Luas stops, Bride's Glen to the south and Cherrywood to the north. These stops, along with certain infrastructural requirements, are integrated into the design of Grand Parade. Tullyvale Road and Bishop's Street are the focus of a Quality Bus Corridor (QBC) This bus route links

from the N11 road to a future Transport Interchange at the Carrickmines Luas stop. There is intended to be a secondary bus route which loops along Wyattville Link Road and Cherrywood Avenue encircling TC3 and TC4. A 'Transport Interchange' is located to the east of Grand Parade just beyond its junction with Bishop's Street, which area purely facilities a taxi rank and bicycle parking provision.



Figure 8: Public Transport Movement Strategy (Map 10, UDFD, 2017)

C.3 Transport and Traffic Movements within Town Centre and Environs Review Area

The Cherrywood Planning Scheme identifies the road hierarchy for the main road network throughout Cherrywood (Map 4.5 in PS). Map 11 (see Figure 9 below) in the UDFP mirrors this road hierarchy (Level 1 to 3 Roads, each of which has a particular function)

and adds additional detailing with regard to the Town Centre area related to internal access roads, car parking egress/access, junction type descriptions, and location of transport interchange.

The road network is dominated by the WLR, which bisects the Town Centre. Just for noting, service and HGV access to TC1 and TC2 shall be provided directly from WLR in the form of a signalised junction (Junction S on Map 11 – see Figure 9 below.)



Figure 9: Vehicular Access and Movement Strategy (Map 11, UDFP, 2017)

C.4 Town Centre of the Cherrywood District Centre - Place Making & Public Realm

The UFDF, 2017, details a Public Realm Strategy (in Chapter 4 of the UFDF) for the Town Centre. This Strategy addresses the location, design and treatment of squares, civic spaces, pocket parks, the general

public realm, the treatment of Grand Parade, and said Strategy is paramount to the establishment of a place of quality. This Strategy draws together the block layout, addresses the existing and new ground levels, the movement of people, as well as quality and useability of the spaces and connections to the Town Centre. The Strategy identifies a hierarchy of civic spaces (See Figure 10).

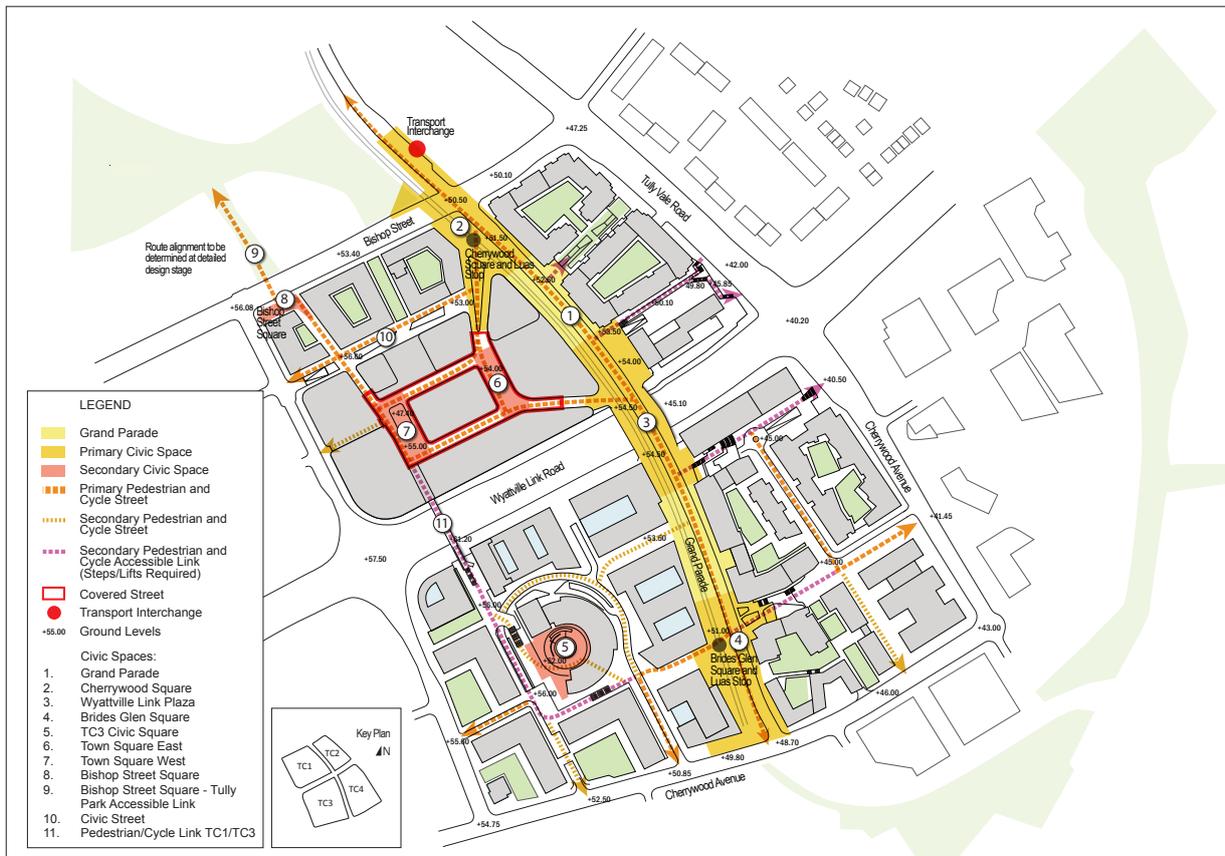


Figure 10: Public Realm Strategy (Map 6, UFDF, 2017)



Appendix D

TOWN CENTRE OVERVIEW SYNOPSIS – CURRENT STATUS

Location

4 QUADRANTS TC1, TC2, TC3 & TC4 - Total site area of designated Mixed Use Town Centre c.16 hectares (ha).

Segregated by WLR East/West and Green Luas Line North/South.

Designed to be built on podium to meet existing ground levels of the Luas line c.+12metres from existing roads.

UFDF

Development to date, and pending the TCE Review and any amendment, has been/is assessed having regard to the Planning Scheme and [Urban Form Development Framework \(UFDF\) Plan, Sept. 2017](#) – a document produced by the DAPT in collaboration with the landowners for the design and development of the Town Centre.

Town Centre includes:

A quantum allowance of a total 363,000 sq.m. GFA of mixed-use development, allowing for a max. of :

- 1,600 residential units
- (just short of) 41,000 sq.m. retail
- 60,000 sq.m. non-retail
- 109,000 sq.m. HIE
- 3,000 sq.m. community uses.

3 x main Town Plazas – Cherrywood Square, Brides Glen Square at the location of the two Luas Stops and WLR Plaza.

Entrance Plaza to Tully Park.

Grand Parade and WLR crossing – central access route running alongside the Luas line

Additional ped/cycle crossing between TC1-TC3.

Transport Interchange.

Permitted

TC1

A Blocks 317 apartments & 3 retail/non-retail units – 5-8 storeys.
UNDER CONSTRUCTION

B Blocks 48 apartments, 33,737 sq.m. GFA Retail, 18,689 sq.m. Non-retail (leisure/restaurants etc.), 9,610 sq.m. HIE, 1,449 sq.m., Library. 2-8 storeys.
NOT COMMENCED

TC2

Block C1&C2 431 apartments (35,787 sq.m.), 564 sq.m. Retail, 2,047 sq.m. non-retail inc. creche, 5-6 storeys.
CONSTRUCTION COMPLETE

Block D 8,792 sq.m. Hotel, 5 -6 storeys.
NOT COMMENCED

3 level basement car/cycle parking and separate delivery access WLR

TC4

Block E 13,920 sq.m. Office building 5-7 storeys

Block F1 21,687 sq.m. GFA- 228 apartments & 3 retail units (393 sq.m.), 4-8 Storeys

Block F2 19,567 sq.m. GFA – 212 apartments & 1 retail unit (114 sq.m.), 5-6 storeys

Block F3 7,298 sq.m. GFA – 80 apartments & 1 retail unit (68 sq.m.), 5-7 storeys.
UNDER CONSTRUCTION

Block G 7,687 sq.m. Hotel & 1 supermarket (1,823 sq.m.), 5 -6 storeys.
NOT COMMENCED

2 level basement car/cycle parking.

Development quantum is maxed out for TC1, TC2 and TC4 at a plot ratio of 1:2.3

TC3

Permitted: 192 residential units, c.12,000 sq.m. HIE, 1,400 sq.m. non-retail TOTAL 32,000 sq.m. on 1.86 ha (of the total 5.38 ha)

Planning Scheme allows for 358 residential units, 3,000 sq.m. retail, 10,000 sq.m. non-retail, 74,000 sq.m. HIE, 1,500 sq.m. community.

Permitted 418 BTR residential units and 2,986 sq.m. commercial uses.

