



An  
Coimisiún  
Pleanála

## Inspector's Addendum Report

**ABP-321401A-24**

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<b>Development</b>	Proposed amendment (No. 10) of the Cherrywood SDZ Planning Scheme relating to Non-Residential Car Parking Standards (Section 4.2.10 of the Approved Planning Scheme, 2014 (as amended)).
<b>Location</b>	Cherrywood, Co. Dublin
<b>Planning Authority</b>	Dun Laoghaire Rathdown County Council
<b>Planning Authority Reg. Ref.</b>	
<b>Applicant(s)</b>	Dun Laoghaire Rathdown County Council
<b>Type of Application</b>	Section 170A Amendment of Cherrywood SDZ Planning Scheme
<b>Inspector</b>	Aisling MacNamara

## 1.0 Introduction

- 1.1. Dun Laoghaire-Rathdown (DLR) County Council as the Development Agency for the Cherrywood Strategic Development Zone (SDZ) Planning Scheme 2014 (as amended) made an application on 29<sup>th</sup> November 2024 to the Commission to amend the planning scheme (Amendment no. 10) in relation to non residential parking standards.
- 1.2. The amendment was considered in the Inspectors report of 17<sup>th</sup> June 2025, in accordance with the provisions of section 170A of the Planning and Development Act 2000, as amended.
- 1.3. The Inspectors report was considered at the Commission meeting of 16<sup>th</sup> July 2025. The Commission determined that the proposed amendment would not:
  - (i) constitute a change in the overall objectives of the scheme,
  - (ii) relate to lands that are already developed,
  - (iii) significantly increase the overall commercial and / or residential yield under the scheme,
  - (iv) adversely affect or diminish the amenity of the area,
  - (v) be likely to have a significant effect on the integrity of Natura 2000 sites in the vicinity, either individually or in combination with other plans or projects, and
  - (vi) be likely to have a significant effect on the environment so as to warrant a strategic environmental assessment of the amendment.
- 1.4. The Commission determined in accordance with section 170A(4)(b) of the Planning and Development Act 2000, as amended, that the proposed amendments constitute a material change but which falls within the criteria set out in sub section 3(b).
- 1.5. As such, Dun Laoghaire Rathdown County Council were instructed by the Commission to undertake a public consultation exercise in accordance with the provisions of section 170A(7) of the Act and thereafter, to prepare a report for the submission to the Commission under the provisions of sections 170A(8) & (9).
- 1.6. Dun Laoghaire County Council carried out public consultation during a four week period in September 2025. The report on the submissions received was submitted to

the Commission on the 24<sup>th</sup> October 2025 within the statutory time frame. The response documentation comprises the following:

- planning authority's response report on the public consultation,
- updated report on the Strategic Environmental Assessment (SEA) Screening of the proposed amendment and proposed modifications,
- updated report on the Appropriate Assessment (AA) Screening of the proposed amendment and proposed modifications,
- text of the proposed amendment, including proposed modifications – tracked changes and final text versions,
- current relevant text of the SDZ planning scheme,
- link to the Cherrywood SDZ planning scheme, and
- link to approved amendment no. 9 to Cherrywood SDZ planning scheme.

1.7. Under the provisions of section 170A (10) the Commission is now required to have regard to the report prepared in accordance with sub sections (8) and (9). The Commission decided on 14<sup>th</sup> November 2025 to refer the case back to the Inspectorate for an addendum report.

1.8. This addendum report should be read in conjunction with the first Inspectors report of 17<sup>th</sup> June 2025.

1.9. It should be noted that since the submission of proposed amendment no. 10, the Commission has received the following applications for additional amendments to the scheme:

- Proposed amendment no. 11 (ABP 321573) - relating town centre and environs lands including amendments throughout the scheme and to replace the existing Town Centre Urban Form Development Framework with an Urban Development Code and related Urban Design Guidelines as new appendices. The Commission decided that this was a material change requiring amendment under section 169 of the Planning and Development Act 2000. as amended.

- Proposed amendment no. 12 (ABP 322666) - relating to sequencing and phasing of the delivery of homes - the Commission decided in November 2025 that this amendment is minor and approved.

## 2.0 **Amendment no. 10**

2.1. Amendment no.10 to the Cherrywood Planning Scheme relates specifically to Chapter 4 Physical Infrastructure and Section 4.2.10 Car Parking Standards and 4.2.11 Bicycle / Motorcycle Parking Standards. The amendments relate to non residential car parking including employment, retail, park and ride and bicycle / motorcycle parking standards.

2.2. The main reasons for the proposed amendment are cited by the applicant as follows:

- To update the planning scheme to align with changed and emerged national, regional and local policy context relating to car parking and to promote sustainable public and active travel modes and climate change mitigation measures.
- To guide the provision of an appropriate level of car parking provision including having regard to car ownership and usage trends, changes in travel behaviour, climate action and emerging best practice in relation to car parking.
- To set out reduced maximum non residential car parking standards for employment, retail and mixed use developments on the basis of potential for travel by sustainable active and public transport modes as well as proposed increase in bicycle parking standards.
- To reduce the maximum car parking standards for employment, retail and mixed use development and moderating parking availability alongside sustainable transport measures as proposed by way of this amendment to take cognisance of proximity to public transport services, the ambitious modal split targets for sustainable transport modes in the planning scheme and potential for car sharing and emerging innovations in car parking.

2.3. The proposed amendments to the Cherrywood Planning Scheme are set out in the document submitted with the application and have been summarised in the previous Inspector's report dated 17<sup>th</sup> June 2025.

### **3.0 Public consultation**

3.1. Section 170(A) of the Planning and Development Act 2000, as amended, sets out the requirements regarding the undertaking of public consultation in respect of an amendment to a planning scheme under sub section (4)(b).

3.2. Details of the public consultation process engaged by DLR are set out in Section 2 of the planning authority's report.

3.3. Public consultation was carried out during the 4 week period between 2<sup>nd</sup> September 2025 to 30<sup>th</sup> September 2025 inclusive. The consultation comprised of notice to the Minister and prescribed bodies, newspaper notice in The Irish Times, display of material at Council offices at County Hall, Dundrum office and via the Council's website and on the online consultation portal and two public in-person information sessions with DLR staff.

3.4. Written submissions with respect to the proposed amendment and associated SEA and AA screening reports were invited from members of the public and other interested parties up to 30<sup>th</sup> September 2025.

3.5. On the basis of the information provided in the planning authority's response report, I am satisfied that the planning authority has met the requirements of section 170A(7) of the Planning and Development Act 2000, as amended, in respect of public consultation.

### **4.0 Planning authority's consideration of submission received**

4.1. As per section 170A (8), the planning authority prepared a report on the submissions and observations received as a consequence of the notice. This report is submitted to the Commission for consideration.

4.2. The planning authority received a total of 13 submissions / observations (including three from prescribed bodies) during the statutory consultation period. A list of the persons / bodies who made submissions is set out in Section 3 of the report.

Sections 7 and 8 set out the summary of issues raised in submissions and the response of the planning authority. The report states that the response takes account of the proper planning and sustainable development of the area, the objectives of the adopted planning scheme, the statutory obligations and relevant Government policies and objectives.

- 4.3. Three submissions were received from prescribed bodies - Transport Infrastructure Ireland (TII), National Transport Authority (NTA) and Environmental Protection Agency (EPA). Section 7 of the report sets out the planning authority's consideration of issues raised in these submissions, which is summarised as follows:

<b>Prescribed body</b>	<b>Summary of issues raised</b>	<b>Planning Authority's response and recommendation</b>
TII	The amendment is acceptable, subject to maintaining transport controls and transport mitigations.	Welcomes confirmation and support of the proposed amendment.  PA Recommendation: No change to proposed amendment.
NTA	The amendment is acceptable.  The amendment has a role in supporting a reduction in the quantum of parking provided at destinations (non residential commercial developments) - Measure TM14 Destination Parking Standards of the NTA's GDA Transport Strategy 2022-2042.	Welcomes confirmation and support of the proposed amendment.  PA Recommendation: No change to proposed amendment.
EPA	SEA requirements set out.  Any plan required to comply with higher order planning policy, climate objectives, proper planning and sustainable development, Habitats Directive; required critical infrastructure to be in place.	Contents noted, proposed modifications have been subject to SEA screening.  PA Recommendation: No change to proposed amendment.

- 4.4. Section 8 of the report sets out a consideration of the issues raised in all other submissions, summarised as follows:

Number of submissions raising issue	Summary of issues raised	Planning Authority's response and recommendation
Two submissions	<p>Disagrees with removal of 'Park and Ride' section.</p> <p>Encourages the provision of park and ride facility at Brides Glen, Cherrywood or Laughanstown Luas stops – will enhance public transport use, car park would allow for future southern extension.</p>	<p>The NTA's Greater Dublin Area Transport Strategy 2022-2042 does not identify Cherrywood as a Strategic Park and Ride location.</p> <p>However, it is acknowledged that there may be need for a 'Local Parking' facility at Cherrywood. This aligns with the submitted AECOM technical report.</p> <p>PA Recommendation: Proposed modification.</p>
Three submissions	<p>Disagrees with reduction of non residential car parking.</p> <p>Non residential car parking should be increased at Cherrywood. Workers unable to find place to park.</p> <p>Lack of parking discourages visitors.</p> <p>Lack of parking at certain services.</p> <p>The standard for 'retail non-food' should be increased and it is suggested that current standard of 1 space per 50sqm should be retained.</p>	<p>Reducing car usage in part through reduction in car parking spaces is part of Government and national planning strategy to reduce greenhouse emissions.</p> <p>Car parking provision for 'retail non-food' will remain in place, just at reduced rate.</p> <p>Retail development providing reduced or additional parking to that defined under Table 4.5 and 4.6 will require justification.</p> <p>PA Recommendation: No change to proposed amendment.</p>
One submission	<p>Recommends consultation with South Dublin County Council.</p> <p>Consultation recommended re parking issues they have experienced in their recent developments – major parking problems as result of lack of parking, e.g. Seven Mills.</p>	<p>The AECOM technical report considered the learnings from other existing SDZs such as Clonburris (Seven Mills) – refer section 4.2.1.6 of AECOM report.</p> <p>Objective PI21 (car parking standards objective) of the scheme sets out a need "to avoid any overspill car parking or adverse impacts on built form and the public realm".</p> <p>PA Recommendation: No change.</p>

Two submissions	<p>Disagrees that reduction in parking maximum is needed.</p> <p>The word 'maximum' should be deleted from Table 4.6 – this would allow flexibility to appropriately allow exceedance where justified.</p>	<p>The 'maximum' provision allows for further reductions in car parking, where feasible, going forward, while safeguarding current parking needs.</p> <p>The NTA's GDA Transport Strategy 2022-2024 states that it is recommended that parking standards are expressed as maximum values.</p> <p>PA Recommendation: No change.</p>
One submission	<p>Requests inclusion of additional employment type.</p> <p>Request inclusion of standard for 'other employment generating uses' including large scale conference, leisure, sports, recreation facilities – to be assessed on case by case basis as per CDP standards and based on robust evidence, consideration of impacts and sustainable transport measures.</p>	<p>There is merit to afford flexibility under the planning scheme for strategic employment generating uses, e.g. large scale event uses, hospital etc.</p> <p>Any justification should also have regard to multi use of the parking spaces themselves.</p> <p>PA Recommendation: Proposed modification.</p>
One submission	<p>Supportive of amendments proposed.</p> <p>Agree with removing reference to multistorey car parks. Agree with reducing parking maximums. Glad to see more bicycle parking.</p>	<p>Welcomes support</p> <p>PA Recommendation: No change.</p>
One submission	<p>Request more set down and delivery areas.</p> <p>Consideration should be given to ensure offices and retail have areas for set down and delivery.</p>	<p>The current planning scheme does not have specified requirements for the provision of set down or delivery bays. The development management process in the past has assessed set down areas and delivery bays on case by case basis. This will remain the strategy.</p> <p>PA Recommendation: No change.</p>
One submission	<p>Disagrees with the removal of temporary parking.</p> <p>Recommends that temporary parking be considered for</p>	<p>The wording proposed in relation to the removal of temporary car parking is "shall be removed over time through monitoring of continued need for and the usage of same". The decommissioning of temporary surface car parking provision is to be done following the</p>

	<p>employment generating uses pending the delivery of permanent car parking across town centre and adjacent plots. Substantial areas of Cherrywood are subject to significant amendments under draft Amendment no.11</p>	<p>relocation of car parking into High Intensity Employment and Town Centre development as it is completed. As a result the surface parking is to be removed as it becomes superfluous and is replaced by more sustainable transport and better integrated parking.</p> <p>The premature removal of car parking is safeguarded against, regardless of the progress of the town centre or adjacent plots.</p> <p>PA Recommendation: No change.</p>
One submission	<p>Requests clarity on exclusion of Part M.</p> <p>A footnote should be included to clarify that the standards exclude Part M (accessible), Parent &amp; Child parking spaces and Motorcycle parking spaces.</p>	<p>The car parking standards for the planning scheme are set out in the DLR CDP unless otherwise specified.</p> <p>Under the CDP section 12.4.5.3 , standards are provided for disabled and parent / child parking within the parking provision. It is not considered that a footnote is required.</p> <p>PA Recommendation: No change.</p>
Two submissions	<p>Points raised outside of the scope of the amendment.</p> <p>Issues raised in relation to bicycle lanes being used for car parking, electric scooters and bikes on footpaths, lack of buses to Lehaunstown end of development.</p>	<p>These are implementation and enforcement matters. Issues are not under the remit of the proposed amendment.</p> <p>PA Recommendation: No change.</p>

## 5.0 Proposed modifications on foot of submissions / observations received

5.1. Following consideration of all the submissions received during the statutory public consultation period, the planning authority formed the opinion that no significant further modifications are required to the proposed amendment previously submitted for the Commission's consideration, however certain minor modifications or refinements of text are suggested. These are set out as follows:

- 5.2. Proposed modification 1:
- 5.3. Re-Insert In-Part, Omitted Text (Page 4, Park and Ride Para 1& 4 only (bold black font) and Insert Additional Text (Page 4, blue font) as set out below:

5.4. From:

5.5. ***Park and Ride***

~~The Green Luas line terminates at Bride's Glen. Due to the proximity of the N11 and M50 the stops at Carrickmines, Cherrywood, and Bride's Glen are accessible by car from a broad catchment.~~

~~An underground Park and Ride at Carrickmines was permitted as part of the rail order for the extension of the Luas line from Sandyford to Cherrywood.~~

~~Due to a number of factors this has not been built. A temporary surface car park is in operation at the Carrickmines stop. The plan envisages this temporary surface car park being replaced by a multi-storey park and ride as this area is developed.~~

~~A temporary surface car park has also been permitted close to the Bride's Glen Luas stop. This temporary park and ride was considered appropriate due to the limited development to date in Cherrywood. Any long term provision of park and ride proximate to the Town Centre will be dependent on the proposal according with the NTA Strategic Transport Plan for the Greater Dublin Area.~~

~~The siting of any such proposal should be such as not to undermine the pedestrian environment, particularly in the Town Centre. It should also be located with good pedestrian links to the Luas stop. It may be appropriate to provide this type of parking in a mixed use car park and to control the Park and Ride aspect of the usage by the method of charging / ticketing.~~

To:

***Park and Ride***

**The Green Luas line terminates at Bride's Glen. Due to the proximity of the N11 and M50 the stops at Carrickmines, Cherrywood, and Bride's Glen are accessible by car from a broad catchment.**

*The National Transport Authority's Greater Dublin Area Transport Strategy, 2022-2042, does not identify Cherrywood as a Strategic Park and Ride location. However,*

*it is acknowledged that there may be a need for a 'Local Parking' facility to support local needs and also active travel within Cherrywood. As such, a local parking facility in close proximity to a Luas Stop may be appropriate.*

***The siting of any such proposal should be such as not to undermine the pedestrian environment, particularly in the Town Centre. It should also be located with good pedestrian links to the Luas stop. It may be appropriate to provide this type of parking in a mixed-use car park and to control the Park and Ride aspect of the usage by the method of charging/ ticketing. Any such proposals will be considered on a case-by-case basis and in consultation with the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII).***

5.6. Proposed Modification 2:

Insert Additional Text, Page 3, End of Para 2 after Table 4.6 as follows:

*In addition, in the circumstances of a development proposal for a strategic employment generating use, such as a hospital, conference, or a large-scale event centre for example, the same rationale to seek to reduce or increase the car parking provision from the relevant standards, shall also apply. Consideration will also be given to the nature and intended use of the parking to determine whether sole or multiple purpose parking is appropriate in relation to the proposed development.*

## 6.0 **Appropriate Assessment and Strategic Environmental Assessment**

### 6.1. Strategic Environmental Assessment

6.2. An updated SEA screening assessment report is submitted (prepared by Fehily Timoney, dated October 2025). This report sets out an evaluation of the potential environmental implications of the proposed amendment (schedule 2A criteria), consultations carried out with prescribed authorities and an assessment. The assessment concludes that the proposed amendment does not have the potential to generate likely significant environmental effects. This conclusion is as per that of the SEA screening report dated November 2024.

6.3. The report includes a screening assessment of the proposed modifications to the proposed amendment. Regarding proposed modification no. 1 and no. 2, it finds that

the modifications do not introduce any source of environmental impact or conflict with any strategic environmental objectives for the planning scheme.

- 6.4. I am satisfied that the proposed amendments are minor and do not represent a significant departure from that previously presented. I am satisfied that the proposed amendment as modified would not give rise to SEA issues.
- 6.5. The proposed amendments including modifications to the planning scheme are not likely to have a significant effect on the environment and that there is no need for the preparation of full SEA and Environmental Report.
- 6.6. Appropriate Assessment
- 6.7. An updated AA screening assessment report is submitted (prepared by Fehily Timoney, dated October 2025). This report sets out an evaluation of the effect of the proposed amendment on the Natura 2000 site network. The assessment concludes that the proposed amendment would not be likely to have a significant effect on a Natura 2000 site in combination with other plans or projects. This conclusion is as per that of the AA screening report dated November 2024.
- 6.8. The report includes a screening of the proposed modifications to the proposed amendment. Regarding proposed modification no. 1 and no. 2, it finds that the modifications do not introduce any source or environmental impact which may result in likely significant effect to any European site.
- 6.9. I am satisfied that the proposed amendments are minor and do not represent a significant departure from that previously presented. I am satisfied that the proposed amendment as modified would not give rise to AA issues.
- 6.10. The proposed amendments including modifications to the planning scheme are not likely to have a significant effect on the integrity of a Natura 2000 site, either individually or in combination with other plans and projects and that stage 2 appropriate assessment is not required.

## **7.0 Planning rationale and policy context**

- 7.1. The report of the planning authority is to include a response to issues raised taking account of the proper planning and sustainable development of the area, the overall objectives of the planning scheme, the statutory obligations of any local authority in

the area and the relevant policies and objectives of the Government or Minister of Government.

7.2. The documentation submitted with the application sets out the background and policy context which have 'driven' the proposed amendment.

7.3. I note the following legislation and policy:

- Climate Action and Low Carbon Act 2021

An Bord Pleanála is a relevant body for the purposes of the Climate Act. Section 15 states the following:

*15(1) A relevant body shall, in the performance of its functions, have regard to—*

*(a) the most recent approved national mitigation plan,*

*(b) the most recent approved national adaptation framework and approved sectoral adaptation plans,*

*(c) the furtherance of the national transition objective, and*

*(d) the objective of mitigating greenhouse gas emissions and adapting to the effects of climate change in the State.*

- Climate Action Plan 2025 (in conjunction with Climate Action Plan 2024)  
Key targets for the transport sector include 20% reduction in total vehicle kilometres travelled relative to business-as-usual, 50% reduction in fuel usage, and significant increases to sustainable transport trips and modal share.
- National Planning Framework, First Revisions 2025

*NPO 22 In urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well-designed high quality outcomes in order to achieve targeted growth.*

*NPO 37 Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages.*

*NPO 93 Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green and blue infrastructure planning and innovative design solutions.*

- Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019-2031

Guiding Principles Integration of Land Use and Transport –

*- All non-residential development proposals should be subject to maximum parking standards.*

*- In locations where the highest intensity of development occurs, an approach that caps car parking on an area-wide basis should be applied.*

Dublin Metropolitan Area Strategic Plan (MASP)

5.6 Integrated Land use and Transportation

*- RPO5.2 (MASP Sustainable Transport): Support the delivery of key sustainable transport projects including Metrolink, DART and LUAS expansion programmes, BusConnects and the Greater Dublin Metropolitan Cycle Network and ensure that future development maximises the efficiency and protects the strategic capacity of the metropolitan area transport network, existing and planned.*

*- RPO 5.3: Future development in the Dublin Metropolitan Area shall be planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes (walking and*

*cycling) and public transport use and creating a safe attractive street environment for pedestrians and cyclists.*

- Transport Strategy for the Greater Dublin Area 2022-2042, National Transport Authority

#### 14.2 Car parking

The approach taken to parking standards by local authorities in the GDA should seek to do the following:

- *Set the lowest level of provision for the most accessible areas and offer more flexibility where public transport connectivity is less comprehensive;*
- *Take into account the availability of amenities / services at the local level and accessibility to major town centres, reducing the need to travel by car;*
- *Reflect the options open to new development areas to design in sustainable travel from the outset; and*
- *Recognise differences between central and less central areas, such as differences in trip distances, which can sometimes reduce opportunities for walking and cycling.*

TM14 (Destination Parking Standards - *The NTA, in cooperation with the local authorities, will ensure that the quantum of parking provided at destinations (non-residential commercial developments) will be significantly reduced at all locations in the GDA.*

Measure TM15 (Existing Workplace Parking in Dublin City Centre) - *It is the intention of the NTA to discourage the use of existing car parking spaces at all workplaces in Dublin City Centre, Key Towns and large metropolitan centres, through such measures as..*

Measure INT4 (Park & Ride) *It is the intention of the NTA to secure the development of a network of regional level bus and rail based Park and Ride*

*facilities in the GDA at appropriate locations where the national road network meets, or is in close proximity to, high capacity bus and rail services.*

- NTA Park and Ride Strategy Report: Greater Dublin Area, 2021 – Strategy set out for Strategic and Local Park and Rides including local mobility hubs. Existing Rail Stations are identified as Local Park and Ride. Corridor F (M11/N11) identifies ‘strategic’ sites at Wicklow, Greystones, Fassaroe, Woodbrook. Existing ‘local’ station identified at Carrickmines.
- DunLaoghaire Rathdown County Development Plan 2022-2028

The overall policy approach is to adopt the ‘Avoid-Shift-Improve Approach’ to transport:

- *To integrate land use and transport policies.*
  - *To support the demand management approach which focuses on moving people from the private car to more sustainable modes.*
  - *To improve permeability for the pedestrian and cyclist.*
  - *To provide attractive high-quality inclusive and connected walking and cycling networks with direct routes to local destinations and public transport hubs.*
  - *To adopt a balanced approach to road and street design in accordance with the four core principles of the ‘Design Manual for Urban Roads and Streets’ (2019) (DMURS) - connected networks, multifunctional streets, pedestrian focus and a multi-disciplinary approach - resulting in a more place based/integrated street design.*
- Cherrywood SDZ Planning Scheme

The ‘vision’ includes an aim to provide a safe and friendly environment where people can live, work and play within an envelope of sustainable, integrated transport with a primacy of soft modes of transport throughout.

- 7.4. The legislation and policy outlined above all share a common aim to reduce greenhouse emissions and reduce congestion by adopting a 'demand management' approach, to encourage increased walking, cycling and use of public transport and to improve the attractiveness of the public realm.
- 7.5. The proposed amendments and modifications to the scheme aim to reduce parking at employment and retail developments, whilst allowing for flexibility where this is supported by evidence. The proposals introduce increased cycle parking above the current minimum requirement (applies to residential, employment retail use). It is also proposed to update the policy for 'park and rides' so that the scheme aligns with the new GDA Transport Strategy 2022-2042 such that any parking at Cherrywood Luas stop serves the function of a 'local' facility.
- 7.6. The applicant has provided an evidence based planning rationale to support the proposal (AECOM technical report submitted with the application).
- 7.7. I note that the NTA and TII have submitted letters of support for the proposed amendments.
- 7.8. I am satisfied that the proposed amendments with the recommended modifications are in accordance with higher order statutory requirements, policies and objectives and proper planning and sustainable development.

## 8.0 Conclusion

- 8.1. The Commission determined that Proposed Amendment no. 10 of the Cherrywood SDZ Planning Scheme 2014 (as amended) constitutes a material change of the adopted Planning Scheme but that which falls within the criteria set out in sub section 3(b). The Commission instructed Dun Laoghaire Rathdown County Council, as the Development Agency for the Planning Scheme to undertake a public consultation exercise in accordance with the provisions of section 170A(7) of the Act, and thereafter, to prepare a report upon the same for submission to the Commission under the provisions of sections 170A (8) and (9). The report was received by the Commission on 24<sup>th</sup> October 2025.
- 8.2. Following consideration of the planning authority's response report and supporting documentation and following consideration of the proposed amendments and

modifications, I am satisfied that the provisions of section 170A (7), (8) and (9) of the Planning and Development Act 2000 (as amended) have been met in respect to Proposed Amendment no.10 of the Cherrywood Planning Scheme 2014 (as amended). I have had regard to the report of the Planning Authority under S170A(10). I consider the proposed amendment with proposed modifications to be acceptable.

- 8.3. I therefore recommend that the Commission approve the proposed amendment (with modifications) under section 170A(4)(b) and that they notify the planning authority and all persons who made a submission or observation in accordance with sub section (7)(iii) of the approval of the amendment in accordance with section 170A(11).

## 9.0 Recommendation

- 9.1. That under section 170A sub sections (4)(b) and (11) of the Planning and Development Act 2000, as amended, the Commission approve proposed amendment no.10 of the Cherrywood Planning Scheme 2014 (as amended).

## 10.0 Reasons and considerations

Having regard to:

- the approved Planning Scheme for the Cherrywood Strategic Development Zone 2014 (as amended)
- proposed Amendment no.10 of the Planning Scheme for the Cherrywood Strategic Development Zone 2014 (as amended) which relates to non residential car parking standards, park and ride and cycle parking standards set out in Section 4.2.10 and 4.2.11 of the planning scheme and which are intended to align and accord with current climate action legislation to reduce carbon emissions and current policy and strategy for sustainable transport and development including to promote reduced car use and increased use of walking, cycling and public transport
- the documentation submitted with the application

- the submissions made to DunLaoghaire Rathdown County Council under section 170A(7) of the Planning and Development Act 2000, as amended public consultation exercise
- report of the planning authority on the submissions received during the statutory public consultation on the proposed amendments, including the proposed modifications to the proposed amendment, submitted to the Commission under S170A(9)
- the Inspector's original report

The Commission determined in accordance with section 170A(4)(b) of the Planning and Development Act 2000, as amended, that the proposed amendments to the Planning Scheme for the Cherrywood Strategic Development Zone constitutes a material change but which falls within the criteria set out in section 3(b).

The Commission is satisfied that the provisions of section 170A (7), (8) and (9) of the Planning and Development Act 2000, as amended, have been complied with.

The Commission is satisfied that the modifications to the text for Proposed Amendment no.10 proposed in response to the submissions / observations received do not represent a significant change from that originally presented to the Commission for consideration.

The Commission is satisfied that the proposed amendment including modifications relating to park and ride facilities at Cherrywood and car parking provision for strategic employment generating uses , would not be likely to have a significant effect on the integrity of a Natura 2000 site either individually or in combination with other plans or projects and would not be likely to have a significant effect on the environment as to warrant a full SEA and Environmental Report.

The Commission is satisfied that the proposed amendment including modifications are in accordance with the proper planning and sustainable of the Strategic Development Zone.

*I confirm that this report represents my professional planning assessment, judgement and opinion on the matter assigned to me and that no person has influenced or sought to influence me, directly or indirectly, following my professional*

*assessment and recommendation set out in my report in an improper or inappropriate way.*

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Aisling Mac Namara

Planning Inspector

30<sup>th</sup> January 2026