



CHERRY ORCHARD POINT PHASE 2

Architectural Design Statement

Proposed Development on behalf of Dublin City Council in Partnership with The Land Development Agency.



INTRODUCTION

This Architectural Design Statement has been prepared by van Dijk Architects in a joint venture with Conroy Crowe Kelly Architects as part of an application for approval by An Bord Pleanála under Section 175(3) of the Planning and Development Act, 2000 (as amended) for a proposed new residential development located at Cherry Orchard, Dublin 10.

This Design Statement is prepared in accordance with the Dublin City Development Plan 2022 - 2028, the Park West – Cherry Orchard Local Area Plan 2019, and the Sustainable Residential Development and Compact Settlements: Guidelines for Planning Authorities (January 2024), and complies with relevant national and local design criteria and development standards. The scheme has been designed by a multi disciplinary team and consideration has been given to delivering a sustainable, efficient and attractive neighbourhood to the highest standards.

Development Team

Applicant:	Dublin City Council in Partnership with The Land Development Agency (LDA)
Architect:	Van Dijk Architects Conroy Crowe Kelly Architects
Planning Consultant:	KPMG Future Analytics
Landscape Architect:	Mitchell Associates
Civil/Structural Engineer:	Waterman Moylan
Quantity Surveyor:	McGahon Surveyors
Archaeology:	Archer Heritage Planning
Daylight & Sunlight:	Digital Dimensions
DAC Consultant:	O’Herlihy Access Consultancy
Fire Engineer:	Eamon O’Boyle and Associates
Topographical & GIS:	CSS Land Surveyors
Ecologist:	Gerard Tobin BSc., MA., Environmental
Air Quality and Climate:	AWN Consulting
CGIs / Verified Views:	GNET 3D

This Architectural Design Statement has been prepared by Pamela Gill DipArch BArchSc MRIAI, Christina Reddington M(Arch) MRIAI and Lea Duran BArch Prof.Dip MRIAI.

Disclaimer

The diagrams and images presented in this report are intended for illustrative purposes only. For more detailed information, please consult the accompanying drawing package.



Figure 0.1 CGI of the proposed development for Phase 2

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Figure 0.2 CGI of the proposed development for Phase 2

1.0 | SITE



 **van Dijk**
Architects

CONROY CROWE KELLY
ARCHITECTS & URBAN DESIGNERS

Site Overview

The subject site is located in Cherry Orchard, Dublin 10. The lands to which this application refers are those outlined in red adjacent. These lands extend to c.3.185 hectares (7.87 acres) and form the second of four proposed phases within a larger land parcel - Cherry Orchard Point Development.

For the purposes of site context and urban design strategy within this Architectural Design Statement, the whole of the four phases are carefully considered but this planning application only pertains to the Phase 2 lands highlighted in red.

Site Location & Description

The lands are comprised of a single plot bounded to the east by Park West Avenue, to the north by the Cloverhill Road/Palmerstown Way fly-over, the M50 to the west, and by Phase 1 of the development to the south. There is an existing development 'Cedarbrook' on the east side of Park West Avenue and an existing railway station further south where Park West Avenue bridges over the railway line.

There are no buildings or features of note on the development site. The lands are currently vacant and overgrown in sections, particularly along the M50 boundary. Much of the land has been grazed short by ponies and horses. The traces of three historic townland boundaries converge in the centre of the larger site within what is now Phase 1.

The overall site is generally flat in nature with levels at +56 and +57 OD Malin Head, rising sharply to the M50 along the west boundary (c. +61 OD) and the Palmerstown Way fly-over in the north (c.+62 OD). The site falls locally towards the railway station and the change in level to Park West Avenue is retained by a concrete wall. There are long distance views of the Dublin mountains looking southeast from the centre of the site.



Figure 1.0 Park West and Cherry Orchard train station



Figure 1.1 Aerial view of site (Image Google Earth)

Site Context & Setting

The subject lands are approximately 3.185 hectares (c.7.87 acres) in size, and are located on the western edge of Dublin City Council's jurisdictional area. They are bounded by the M50 motorway along the west side, the Dublin southwestern railway line along the south side, the Palmerstown Way/Cloverhill Road fly over to the north and the existing residential developments of Cedarbrook and Barnville to the east.

The Park West - Cherry Orchard railway station is located on the southwest corner of the site which includes a large landscaped plaza and pedestrian access to The Crescent Building, a large apartment development, and Park West Business Park.

Cloverhill and Wheatfield prisons are located to the north of the site, on the far side of the Cherry Orchard Equine Centre.

















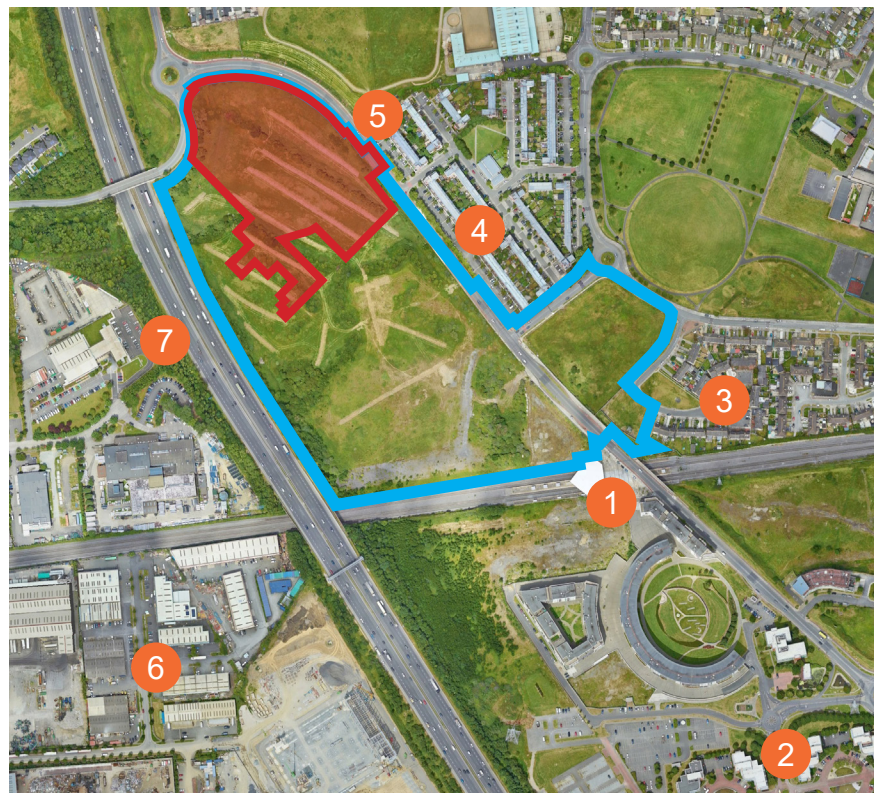
-  Application Site
-  1 Cherry Orchard Phase 1
-  2 New Cherry Orchard Park
-  3 Cedar Brook
-  4 Barnville
-  5 Park West Business Park
-  6 Cherry Orchard Hospital
-  7 Cloverhill and Wheatfield Prisons
-  8 Liffey Valley Shopping Centre
-  9 Park West Industrial Estate
-  10 Grand Canal
-  11 Phoenix Park
-  12 Clondalkin Industrial Estate
-  M50 Motorway
-  South Western Railway Line
-  Luas red Line



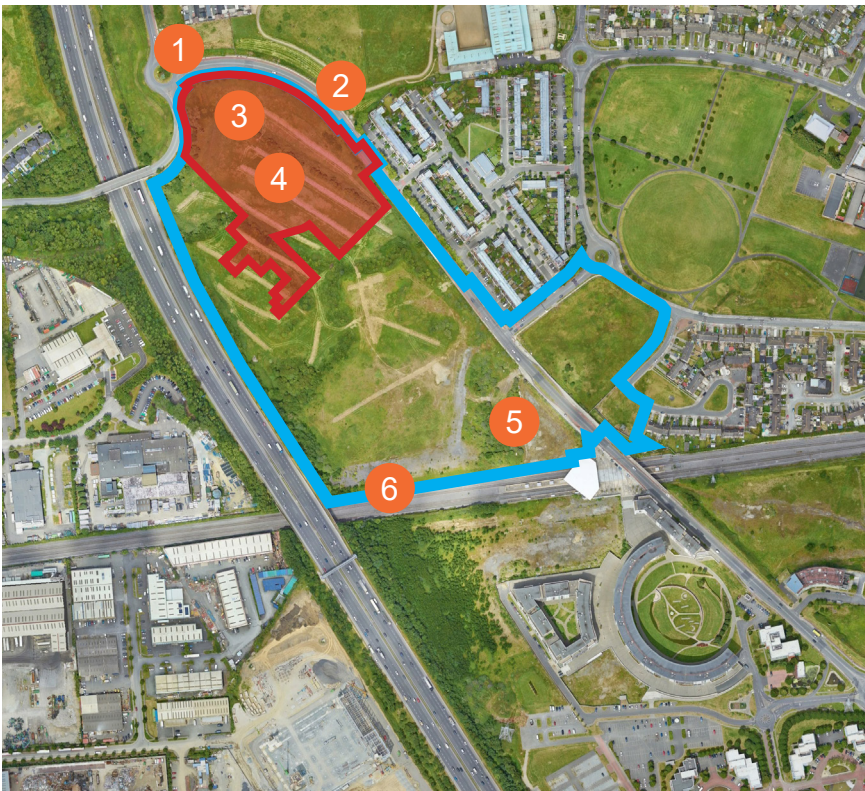
Figure 1.2 Aerial view of site with wider context (Image Google Earth)



Site Context Imagery

- 1 Park West and Cherry Orchard Train St.
- 2 Apartment Development at Yeats Way
- 3 Barnville Park
- 4 Cedar Brook Ave
- 5 Cedar Brook Ave
- 6 Clondalkin Industrial Estate
- 7 Clondalkin Industrial Estate





Site Photographs

- 1 View from Cloverhill Roundabout (image source google)
- 2 View of Park West Avenue & Cedarbrook (image source google)
- 3 View looking to northern boundary
- 4 View looking west/southwest across site
- 5 View of Park West Avenue from Phase 1
- 6 View of M50 bridge over the railway line

Site Analysis

Public Transport

The subject site is well located to avail of a range of existing bus and train services.

The site is served by Phase 4 of the BusConnects network operated by Dublin Bus.

A stop for Dublin Bus Route G1 (Red Cow to New Wapping Street) is located on Park West Avenue at the southern end of the site with a frequency of 15 minutes at peak times. There is a second stop serving the site on the northern boundary of the smaller site.

Route 60 (From the Red Cow to Rogersons Quay) travels along Cloverhill road and turns down Park West Avenue with a bus stop ideally located on this road mid way down the larger sites eastern boundary. Additionally, there is another stop just at the northern boundary of the smaller site. This route has a 60min frequency.

The Park West and Cherry Orchard Train station is situated at the southern end of the landholding with a frequency of 30 mins at peak times.

Cycle Network

There are dedicated existing bicycle lanes running along Park West Avenue to the East of the development leading on to Grand Canal way facilitating the use of this sustainable form of transport.

In addition to the provision of resident and visitor bike facilities, the developer has registered interest in integrating BleeperBike into the Travel Plan for the proposed development. For further details, refer to the Travel Plan prepared by Waterman Moylan Engineers.

Road Network

The site is accessed and served by Park West Avenue, a wide and very straight link road running parallel with the M50. It links into the New Nangor Road in the south and Cloverhill Road in the north. A roundabout to the north of the site has a spur road that crosses over the M50 via Palmerstown Way. This road has footpaths and cycle lanes along its length but they are of poor quality and the road lacks overlooking and surveillance.

-  No 60 Bus Route with Bus Stop
-  No G1 Bus Route with Bus Stop
-  Train Line with Station Stop
-  Dedicated Bike Lane

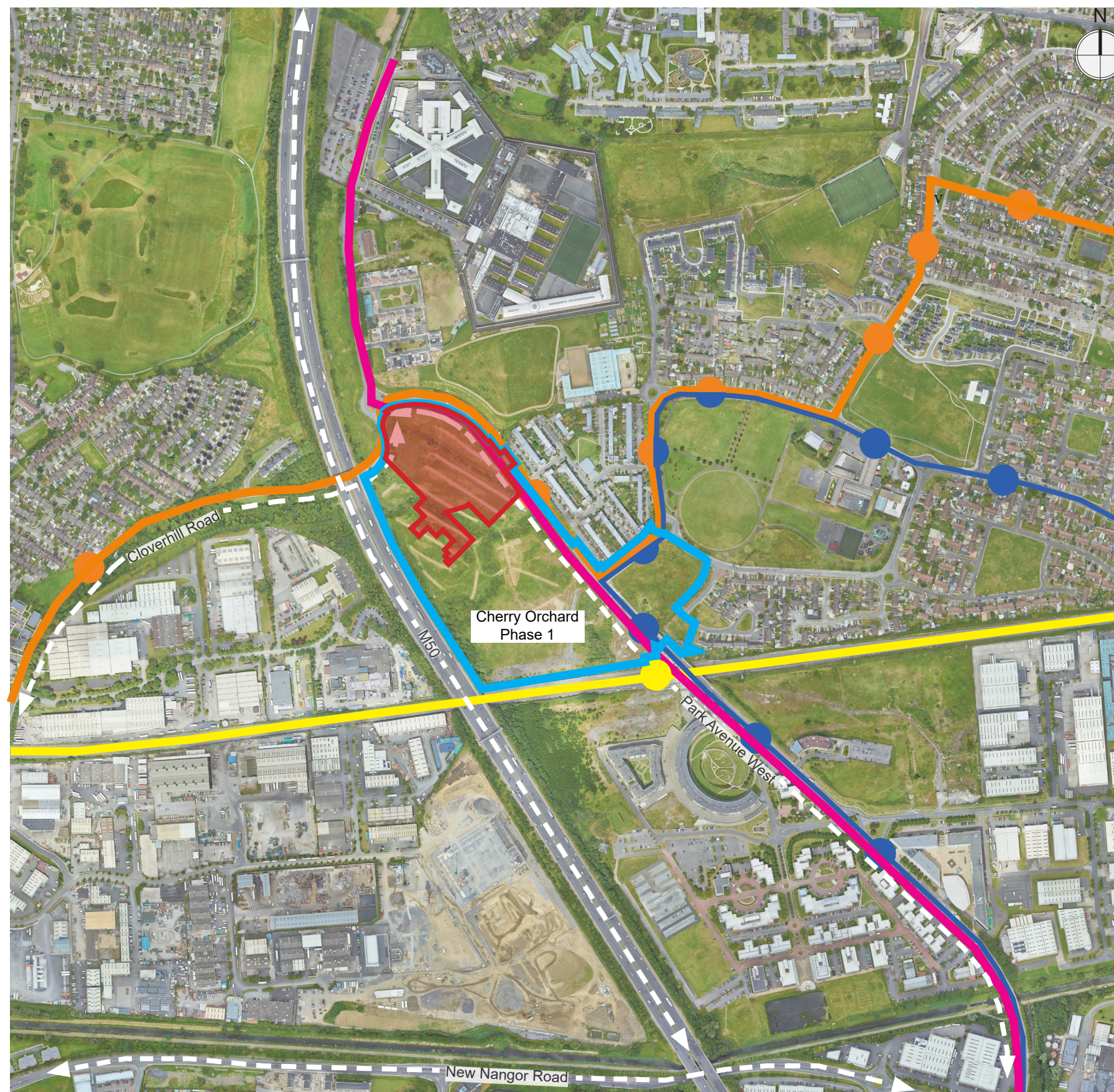
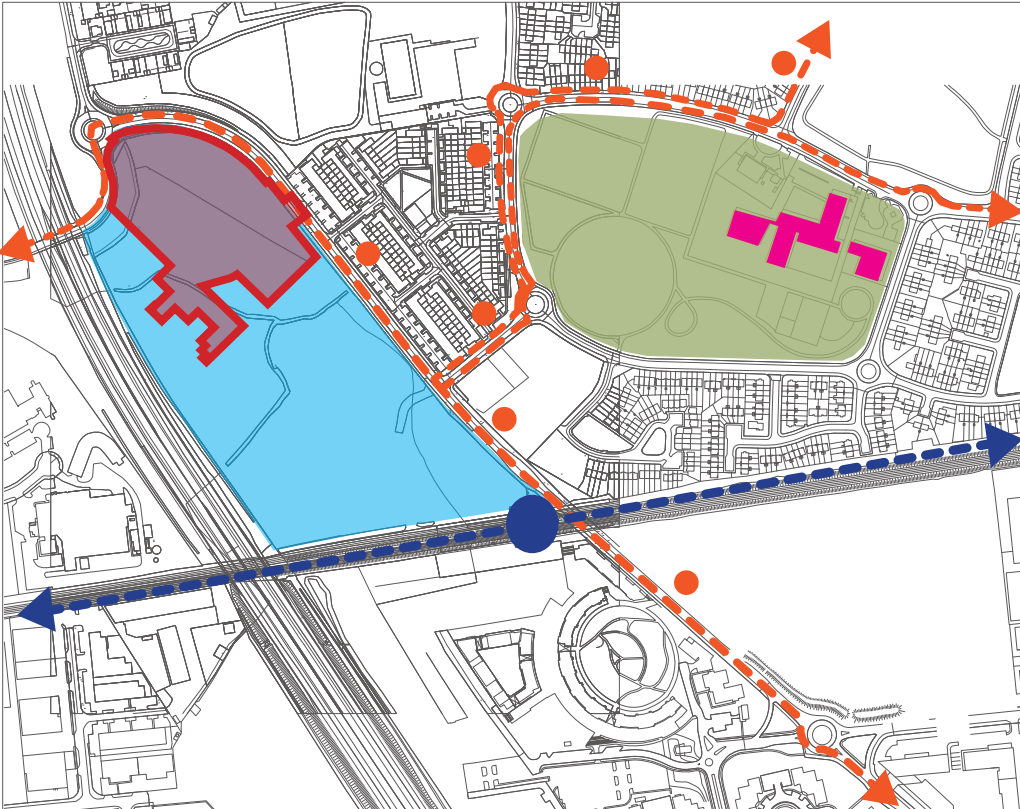


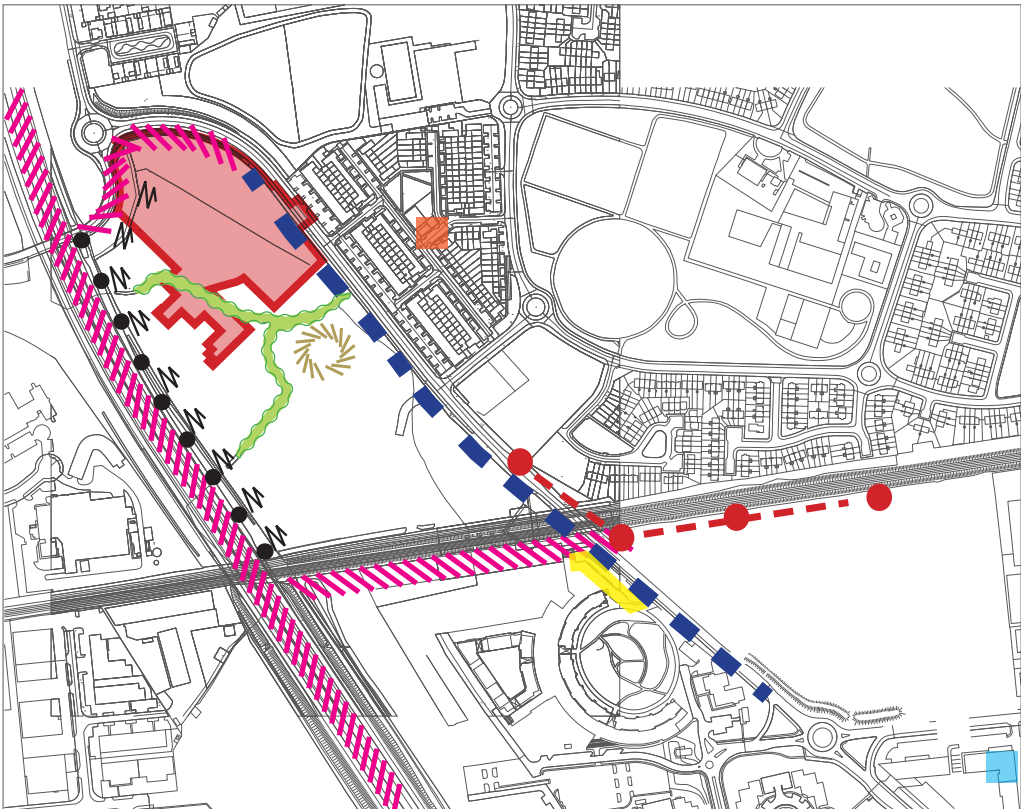
Figure 1.3 Connectivity Diagram (Image Google Earth)

Strengths, Weaknesses, Opportunities, & Threats (SWOT)



- Legend
- Irish Rail
 - Bus Connects
 - School & Community Centre
 - Park
 - Greenfield site with few constraints

STRENGTHS



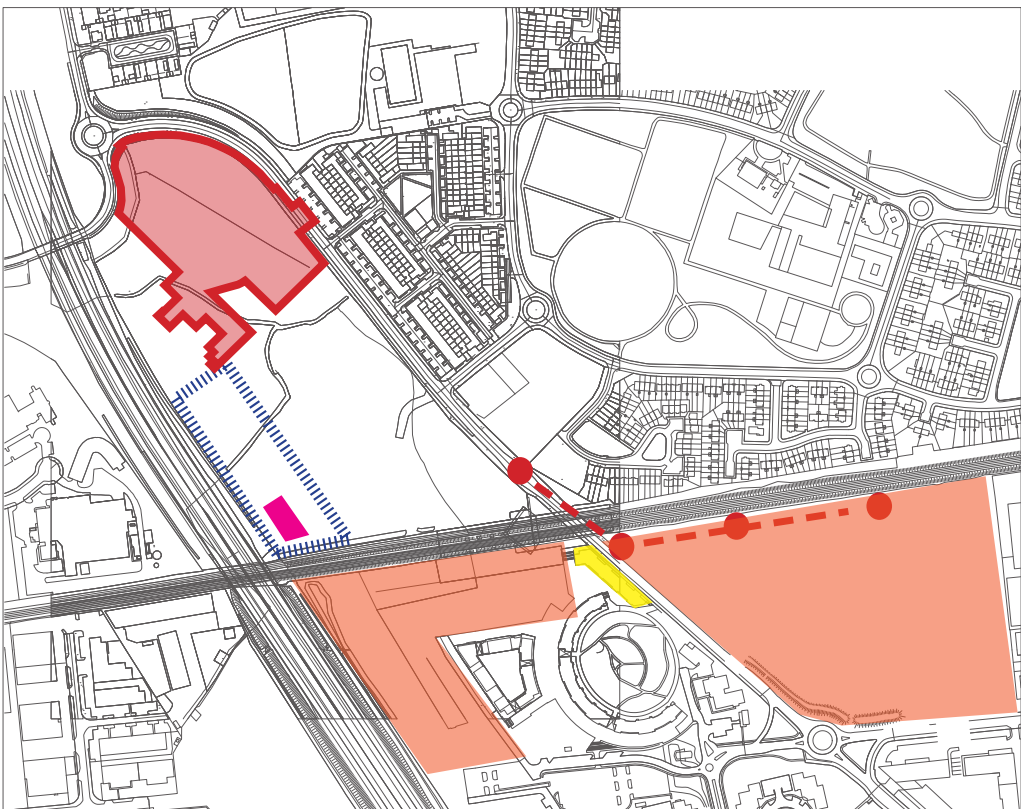
- Legend
- M50, railway & fly-over present physical barriers
 - Park West Avenue as distributor road
 - Steep Bank
 - Noisy Environment
 - Empty Shops
 - Nearest Shop
 - Creche
 - Pylons
 - Townland Boundary + Hedges
 - Archaeology (Fulacht fiadh)

WEAKNESSES



- Legend
- Improvements to Park West Avenue
 - Green Links + new connectivity
 - Parks
 - 'Buzz' Placemaking (New Shops & mixed uses)
 - Preservation of townland boundary within scheme

OPPORTUNITIES



- Legend
- Temporary Construction compound for DART & works
 - Undeveloped lands remain as they are
 - Empty Shops
 - Sub Station will require visual mitigation
 - Pylons


THREATS


Existing & Local Services


This map shows existing services within a 15 minute walking radius of the site.


New Cherry Orchard Park and the cluster of Saint Ultans Primary School, the Church of the Most Holy Sacrament and Cherry Orchard Community Centre are located adjacent to the subject lands and are accessible via Cedar Brook Way and Barnville Park. This large park is used by a running club and is home to Orchard Celtic Football Club.


There is one spar shop within walking distance at the Plaza, Park West Business Park to the south of the site. Two creches are located within walking distance also.


- 


Cherry Orchard / Park West Train Station
- 


Primary Schools
- 

Shops / Supermarket
- 

Second/ Third Level Education
- 

Hospital / Health Clinics
- 

Creches / Childcare
- 

Pharmacy
- 

Community Centre

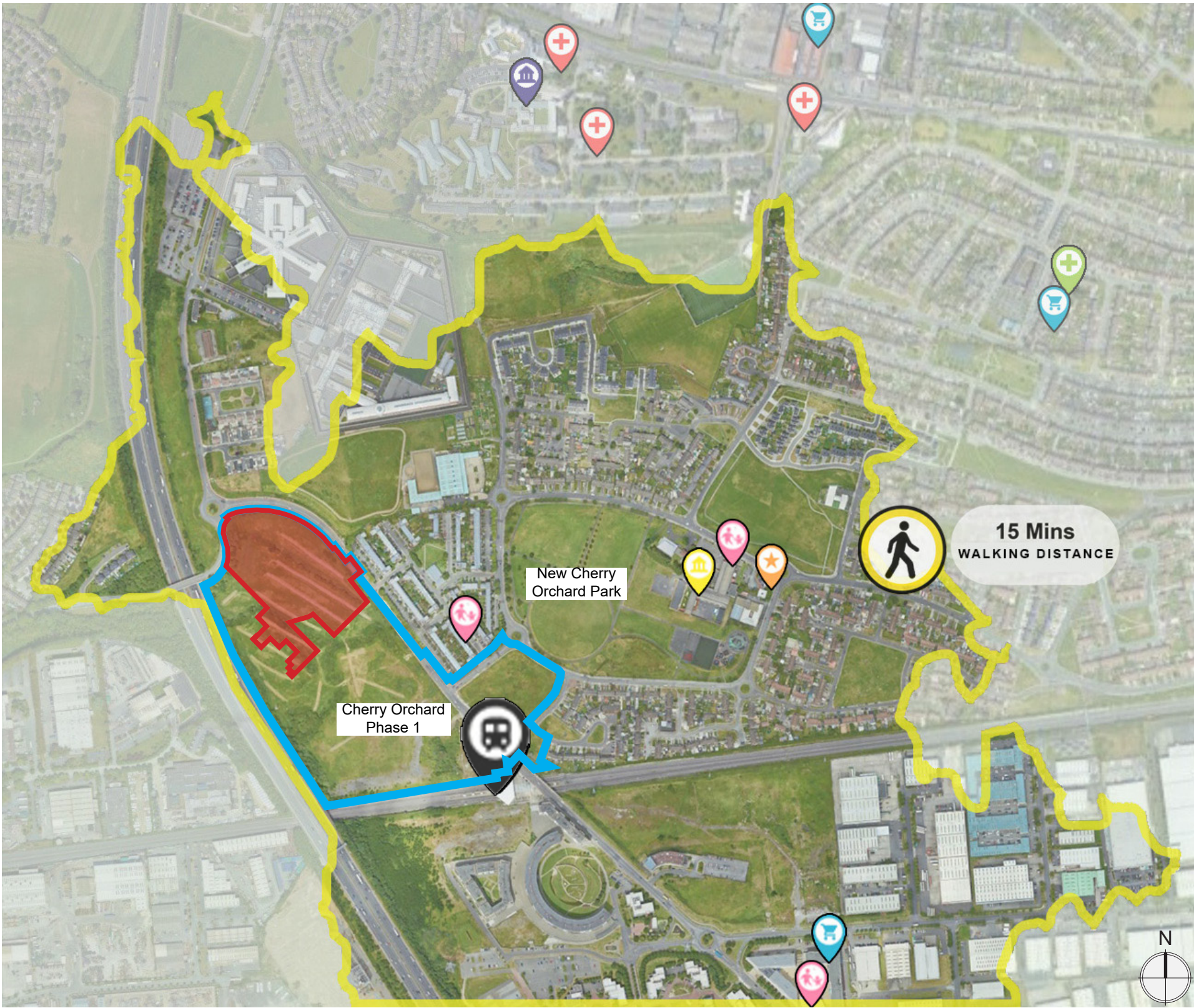


Figure 1.4 Aerial view of site with local services within a 15min walk highlighted (Image Google Earth)

Receiving Environment: Existing & Planned Neighbourhoods

The Local Area Plan defines the development and completion of the new Cherry Orchard Point neighbourhood. There are four residential quadrants, two existing, and two yet to come. They form a four leaved clover separated by the Dublin - Cork railway on one axis and by Park West Avenue on the other.

The 2022 Census noted 8,280 people in Cherry Orchard A & C electoral divisions. This comprises the Cherry Orchard housing area in the northeast quadrant and Park West apartments in the southwest. Park West SHD was recently granted permission in the southeast quadrant for c.750 dwellings with an anticipated population over 1,500, while the estimated capacity for the Cherry Orchard Point lands in the northwest quadrant estimates c.1,100 dwellings with an anticipated population of c.2,500 people.

The quadrants meet at the intersection of the two axes with the railway station on Park West Avenue forming a bridge over the railway. At present the public realm that links the existing communities of 8,280 people would be best described as a hostile non-access industrial estate distributor road.

This environment coupled with a lack of retail and social facilities has had a damaging effect on the neighbourhood with large areas of unused land and desolate roads with no passive supervision.



The aim of the LAP, and the approved development that is Phase 1 and this planning application, is to turn this shared space between the four communities into a high-quality public realm that will form a Main Street as the centre and identity of the wider neighbourhood. It has the rail hub at its centre, has two BusConnects routes, one a spine, and will have a local supermarket with associated individual retail and service units, as well as various community, arts and cultural provisions under the terms of the City Development Plan. It will be a place. Cycling and walking routes are given preference to advantage green modes and access to public transport over individual vehicular movement.

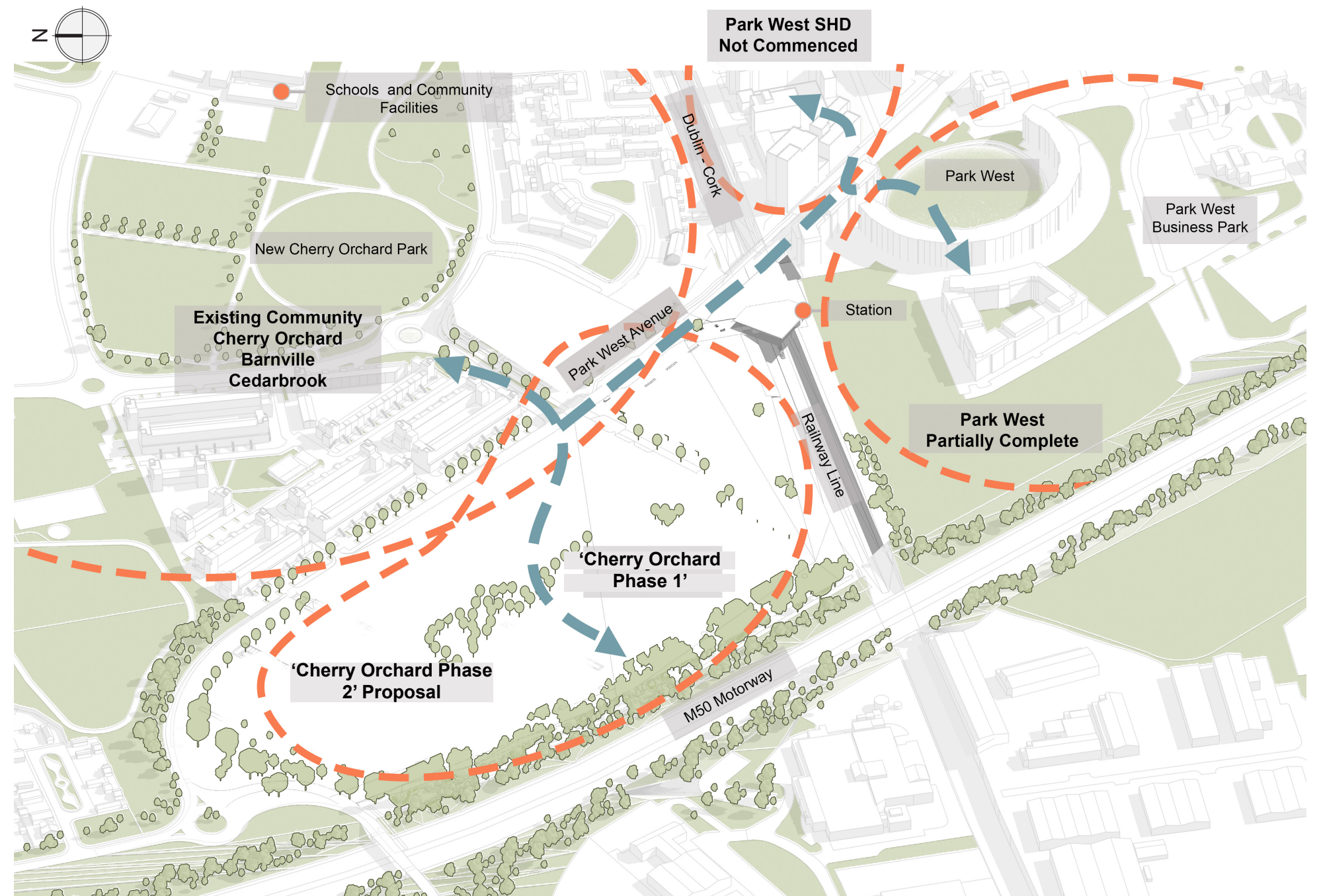


Figure 1.5 - Diagram showing the intersection of the four existing and planned neighbourhoods.

2.0 | PLANNING CONTEXT

2.0 | PLANNING CONTEXT















Key Planning Context Issues

The Dublin City Development Plan map is reproduced here.

The subject lands, Cherry Orchard Point, lie within the jurisdiction of Dublin City Council and are governed by the Dublin City Council Development Plan 2022 - 2028.

The site is zoned Z14 Strategic Development and Regeneration Area (SDRA4). Seventeen SDRAs have been identified within the Development Plan and are considered as being capable of delivering significant quantities of homes and employment for the city. The SDRAs have an overarching framework and individual sets of guiding principles to promote the delivery of compact and sustainable growth under the headings of Architectural Design and Urban Design, Phasing, Access and Permeability, Height, Urban Greening and Biodiversity, Surface Water Management, Flood Risk, River Restoration, Sustainable Energy, Climate Change and Cultural Infrastructure.

LAND USE ZONING OBJECTIVES⁴

Zone Z1	Sustainable Residential Neighbourhoods	
Zone Z2	Residential Neighbourhoods (Conservation Areas)	
Zone Z3	Neighbourhood Centres	
Zone Z4	Key Urban Villages / Urban Villages	
Zone Z5	City Centre	
Zone Z6	Employment/Enterprise	
Zone Z7	Employment (Heavy)	
Zone Z8	Georgian Conservation Areas	
Zone Z9	Amenity /Open Space Lands /Green Network	
Zone Z10	Inner Suburban and Inner City Sustainable Mixed-Uses	
Zone Z11	Waterways Protection	
Zone Z12	Institutional Land (Future Development Potential)	
Zone Z14	Strategic Development and Regeneration Areas (SDRAs)	
Zone Z15	Community and Social Infrastructure	

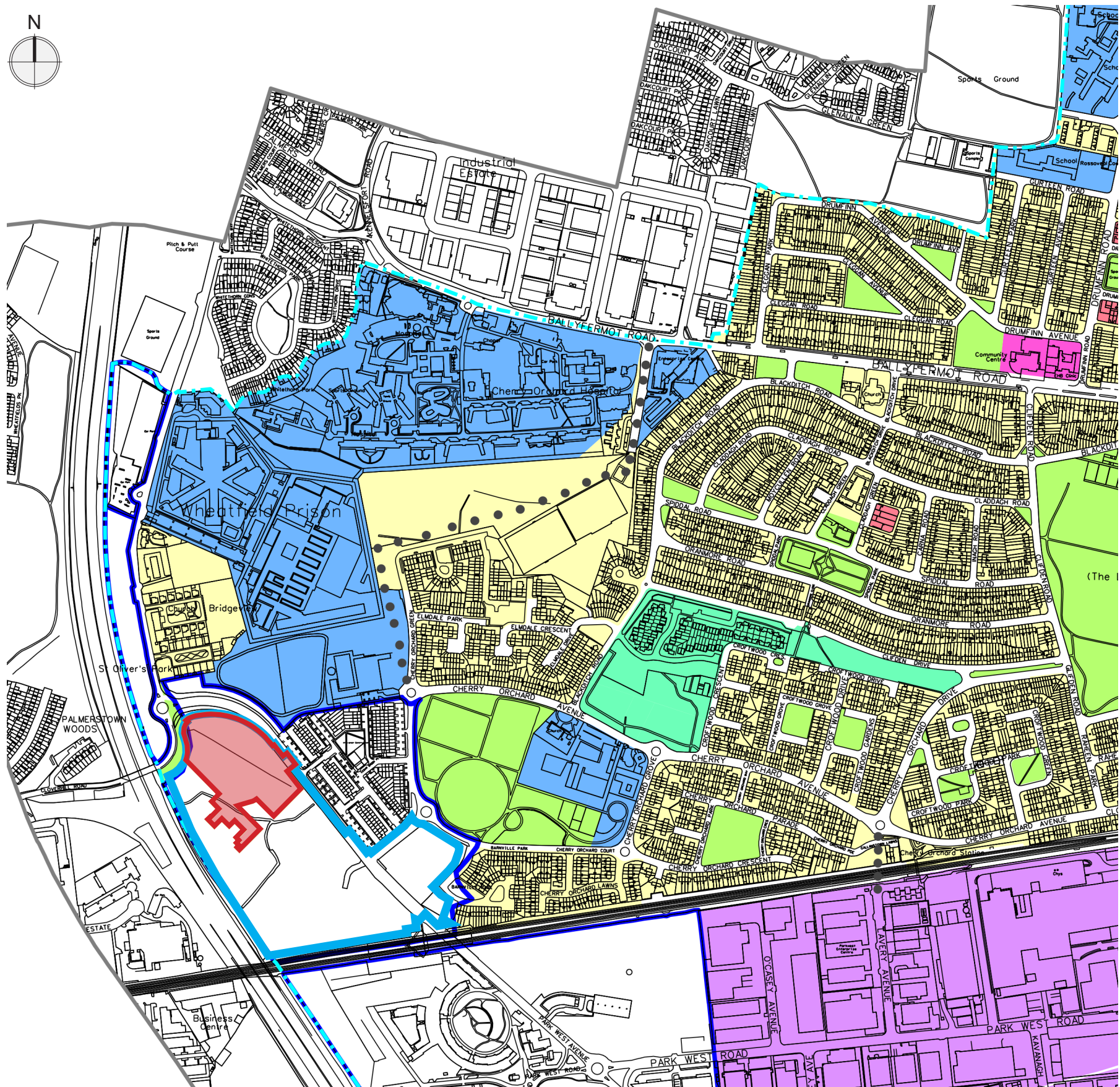


Figure 1.6 Extract of Map from Dublin City Council Development Plan 2022 - 2028 (Map Set D). - Not to Scale. Site Outlined in Red.

Strategic Development Regeneration Area 4 (SDRA)

Cherry Orchard Point is one of 8 key development sites identified within the Park West Cherry Orchard SDRA. There are a series of key guiding principles for the development of this SDRA, summarised as follows:

Urban Structure: A sustainable, accessible, connected and coherent neighbourhood that promotes walking/cycling, and will benefit the local community as a whole.

Land Use & Activity: A mix of housing tenure and typology, local neighbourhood focal point, enhancement of retail provision and connected network of green spaces.

Height: Building heights set out in the Local Area Plan with locally higher buildings beside the train station.

Design: Implement the design strategy of the LAP, improve the appearance of the area and create a caring and integrated new and established community.

Green Infrastructure: Provide a network of well maintained parks and civic spaces incorporating best practice SuDS infrastructure.

City Edge Project

The Park West - Cherry Orchard SDRA adjoins lands which form part of the City Edge Project to the south. Dublin City Council together with South Dublin County Council are currently in the process of preparing “The City Edge Project” funded under the Urban Regeneration and Development Fund (URDF) programme which is a new Strategic Framework Plan for the Naas Road, Ballymount and Park West area comprising of c. 700 hectares. It is important that the two designated areas mutually benefit each other.

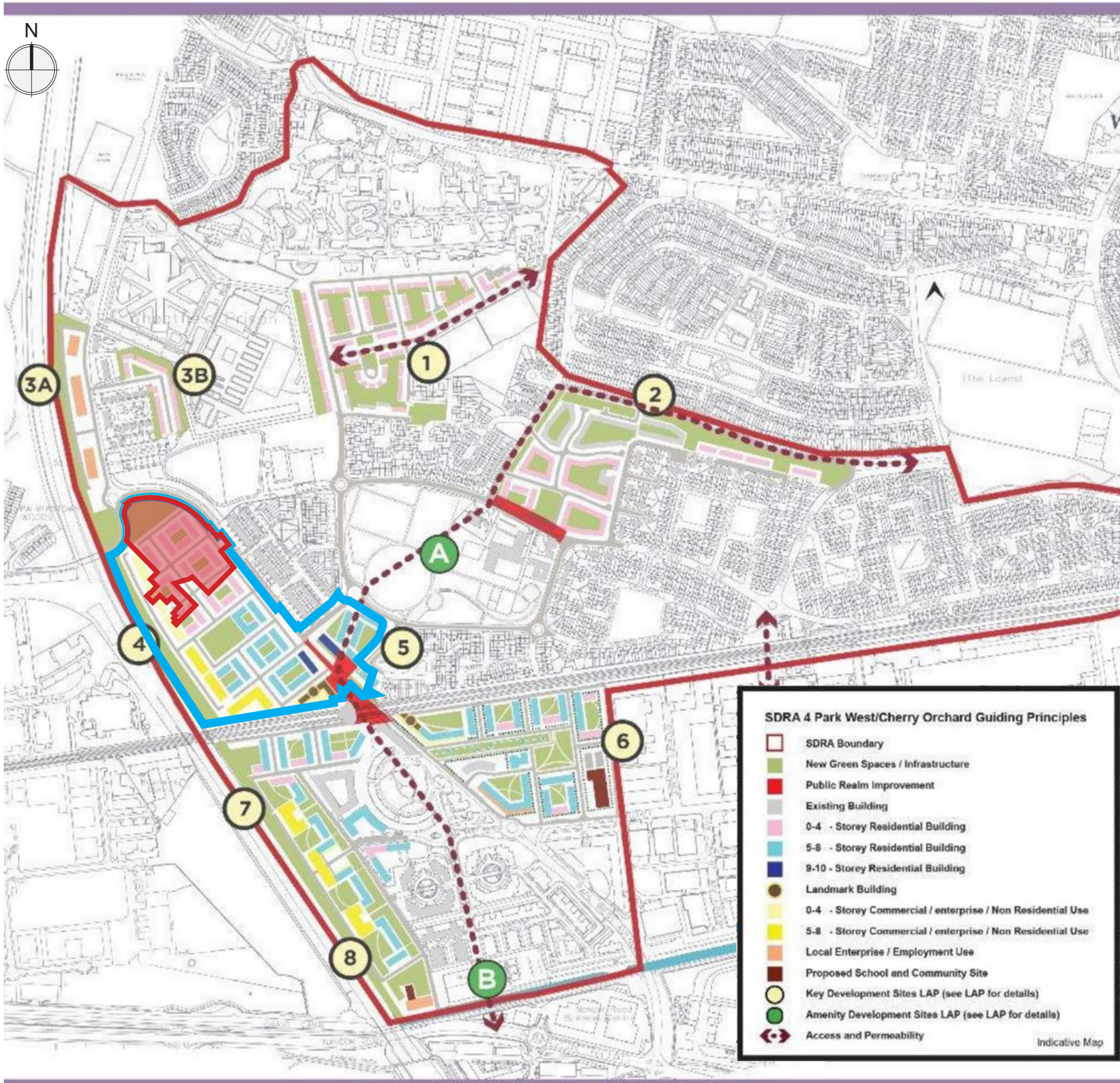
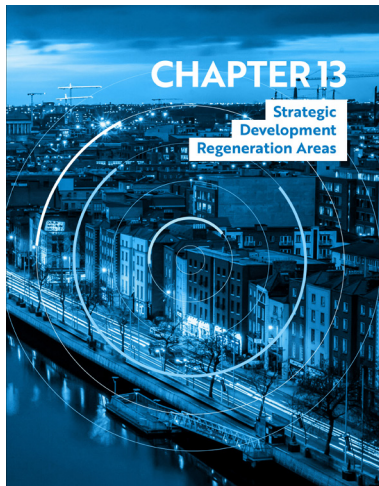
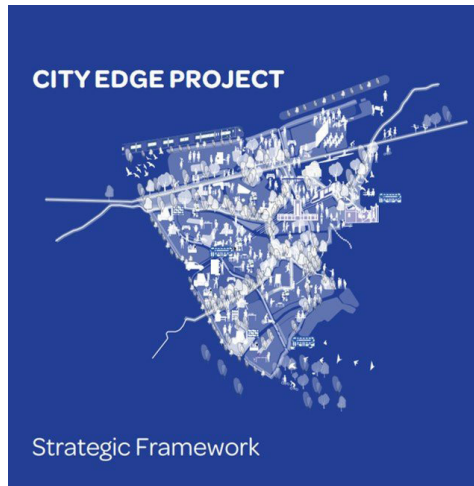


Figure 1.7 Extract of Map from SDRA 4. - Not to Scale. Site Outlined in Red

2.0 | PLANNING CONTEXT

Local Area Plan

The Park West – Cherry Orchard Local Area Plan 2019 is the ‘blueprint’ for the development of SDRA 4 and the Cherry Orchard Point site. This plan allows for the future development to be managed in a co-ordinated and sustainable manner, providing for the needs of existing and future communities.

The Local Area Plan addresses overall strategies relating to broad issues such as urban function, land use, access, movement, development and ‘place’.

Site briefs for the 8 key development sites have been established, and these set out the overall aspirations and vision for each. Cherry Orchard Point is located within Site 4, the M50-Cedarbrook Avenue Site and its objectives include:

- Mixed-use development.
- Commercial/enterprise units along the M50 to mitigate air and noise.
- High density development at the station, decreasing to the north of the site.
- Consideration for a landmark building up to 60m high close to the station.
- Gateway feature at the northern end of the site to Cherry Orchard.
- New neighbourhood park.
- Green buffer zone along the M50 boundary.
- Separation between residential and enterprise/employment uses.
- New access on Park West Avenue with strong urban street frontage.
- Possibility of park & ride facilities at the station.
- Provision for a glass bottle recycling bank.

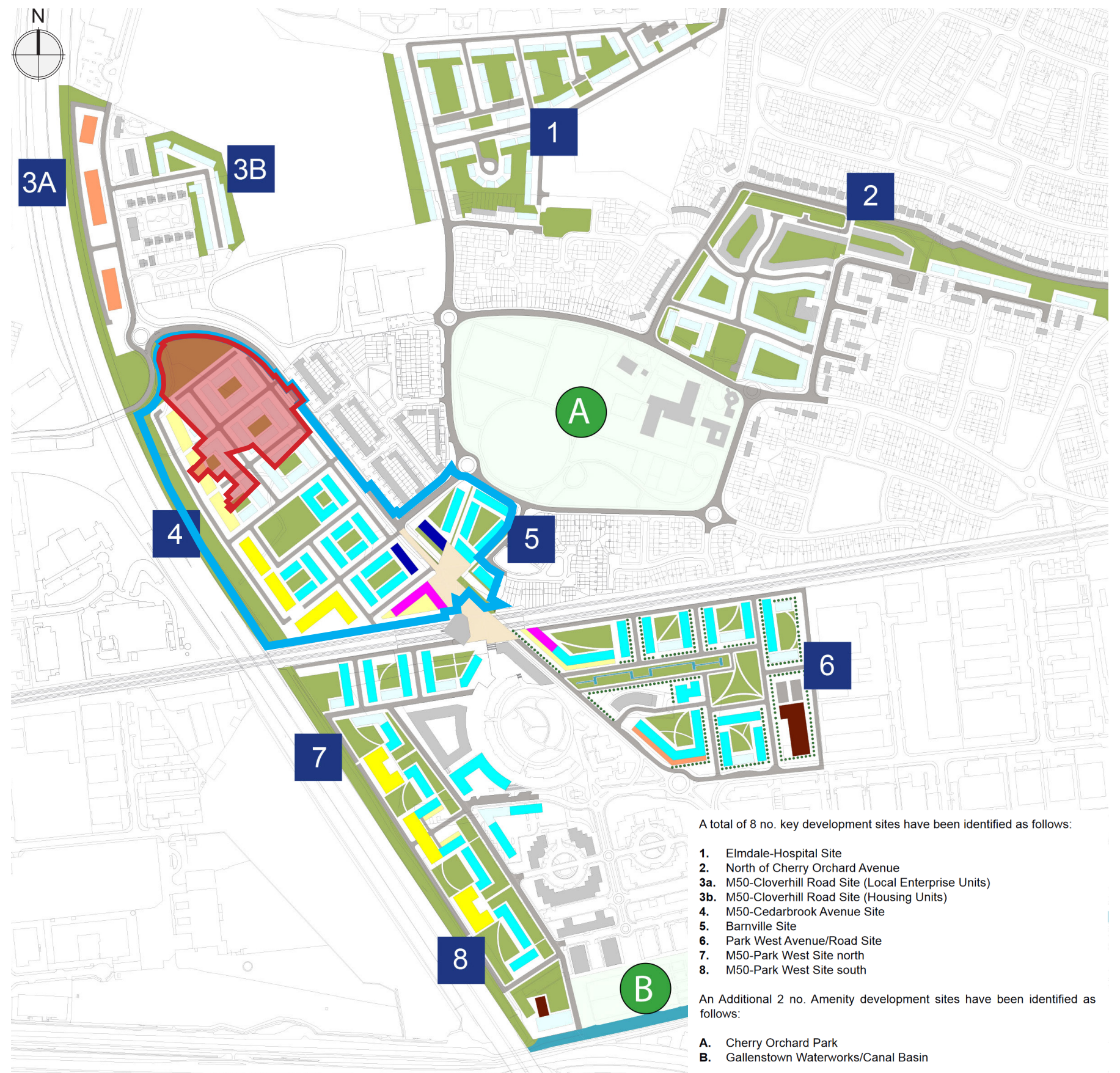
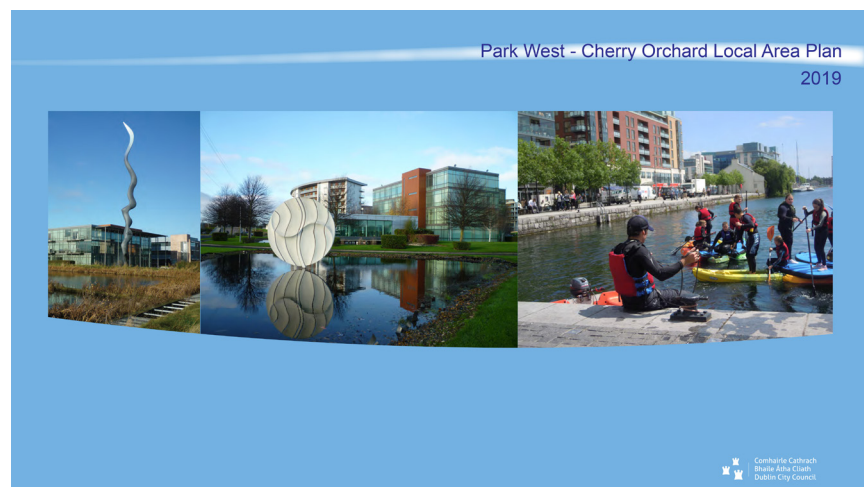


Figure 1.8 Extract of map from LAP document indicating the overall plan showing location of site briefs 1-8

Sustainable Residential Development and Compact Settlements: Guidelines for Planning Authorities (2024)

The newly published Sustainable Residential Development and Compact Settlements: Guidelines for Planning Authorities (Jan 2024) (the 'Compact Guidelines') sets out policies and development standards for sustainable and compact settlements recognising the need to provide affordable housing, the need to reduce CO₂ emissions, and a trend towards smaller households.

These Compact Guidelines were prepared in order to address the high cost/low viability of apartment blocks outside metropolitan areas, and the desire for affordable own-door units for purchase at comparative densities of 40 uph.

Compact own-door housing solutions were precluded by previous development standards and these new standards open the way for a medium density 'own-door' scheme that meets affordable housing needs in a way that small low-rise apartment blocks can't.

Key Design Objectives of the Compact Guidelines include:

- Reduced plot sizes
- Shorter separation distances of min 16m back-to-back between first floor opposing windows.
- Tighter arrangements of housing compared to older suburbs
- Narrower streets
- Smaller set-backs
- Reduced parking ratios
- Reduced and re-distributed private open space
- High quality streets and public spaces
- A strong sense of place and community

Chapter 4 "Key indicators of quality Urban Design and Placemaking" of this report provides an assessment of the proposed development under each of the four key indicators identified in the Compact Guidelines.

Cherry Orchard is within the metropolitan area of Dublin city and defined by the Compact Guidelines in Table 3.1 as 'City - Suburban/Urban Extension'. It is a policy and objective of the Guidelines to achieve densities in the range of 40 dph to 80 dph, and that densities of up to 150 dph shall be open for consideration at accessible suburban/extension locations, i.e. lands within 500m of high capacity urban public transport (ref. Table 3.8 of the Compact Guidelines).

Approved Phase 1 of the Cherry Orchard Point development has a net density of 145 uph on a net development area of c.4.877 ha. Proposed Phase 2 has a net density of 40 uph on a net development area of 3.390 ha.

The combined or cumulative net density of Phases 1 and 2 is 102 uph on an overall development area of c.8.267 ha and considered appropriate and compliant for this location.

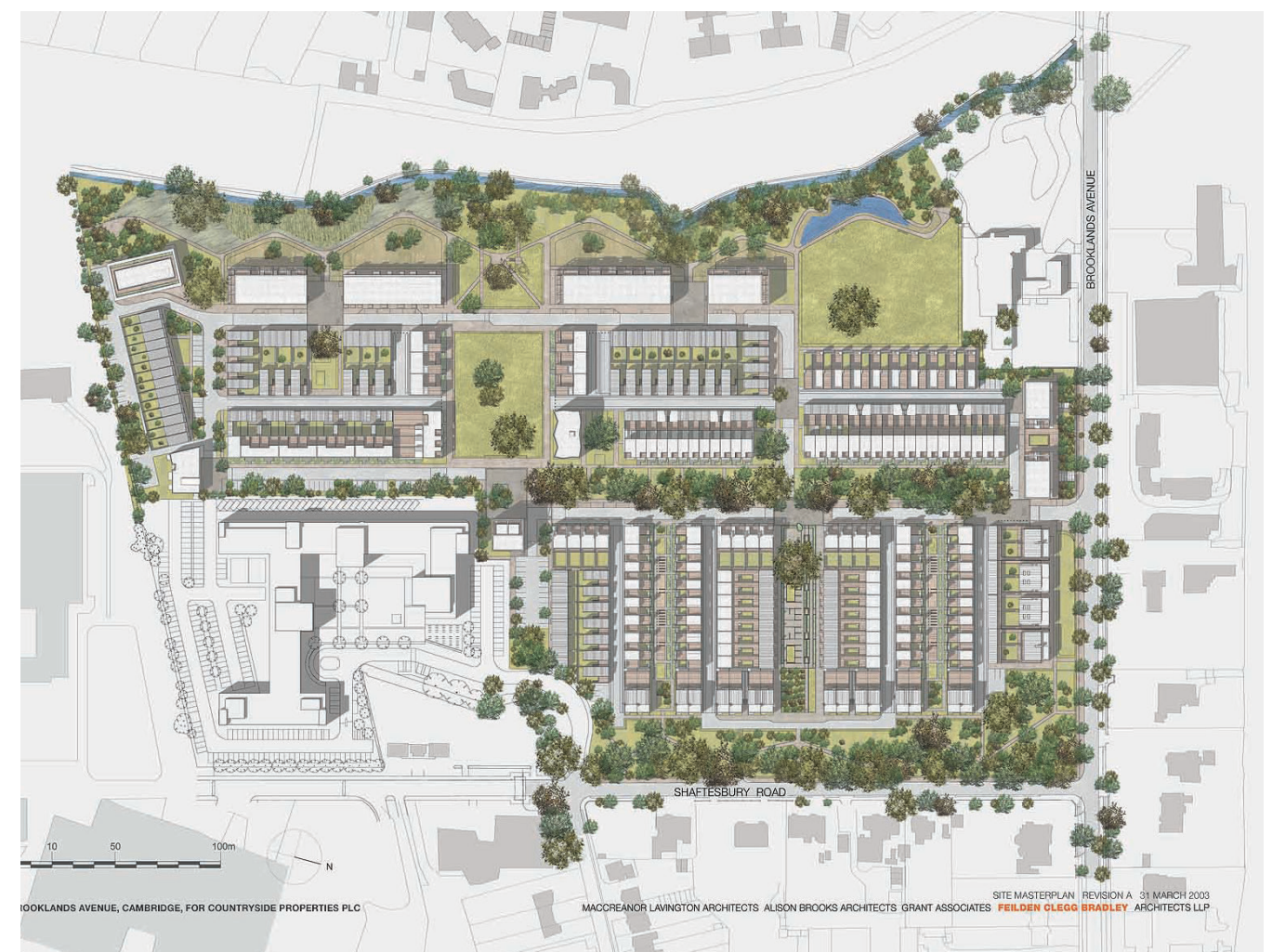
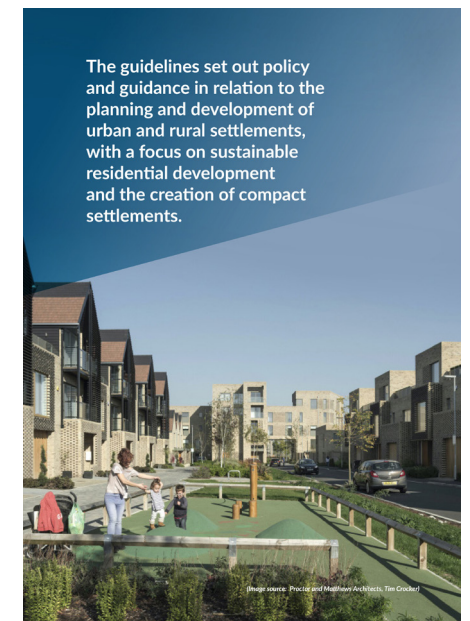
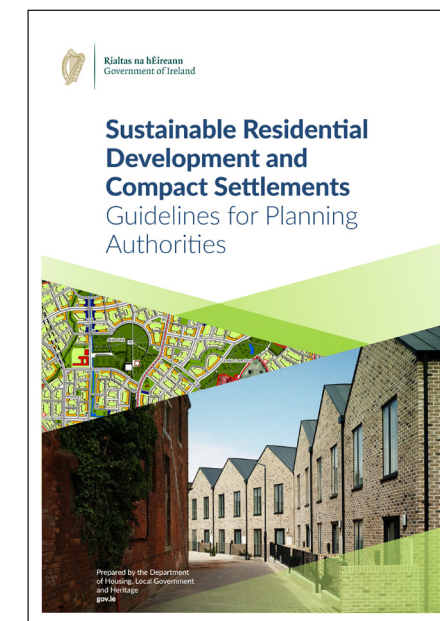


Figure 1.9 Example of compact settlement from the Guidelines; narrow blocks, small plots, compact layouts. Image source Alison Brooks Architects

2.0 | PLANNING CONTEXT

Planning History

The subject lands for Phase 2 do not have an existing or an expired historic planning approval for development. The adjacent lands forming Phase 1 of the project have the benefit of a recently granted approval and are at tender stage (at the time of submission of this application).

Phase 1 of the overall Cherry Orchard Point project was the subject of a Part X application to An Bord Pleanála in December 2023, Reg. Ref. ABP-318607-23. The site is owned by Dublin City Council (DCC) and the scheme is being delivered on behalf of DCC by The Land Development Agency (LDA). An application of this type would normally be a Part 8 Application made by DCC to the Elected Members. However Phase 1 comprised more than 500 dwellings and triggered the need for an Environmental Impact Assessment Report (EIAR). The appropriate route for such a planning application was a Part X application submitted directly to An Bord Pleanála.

A decision to grant planning approval, subject to conditions, was made by An Bord Pleanála on the 13.07.2024.

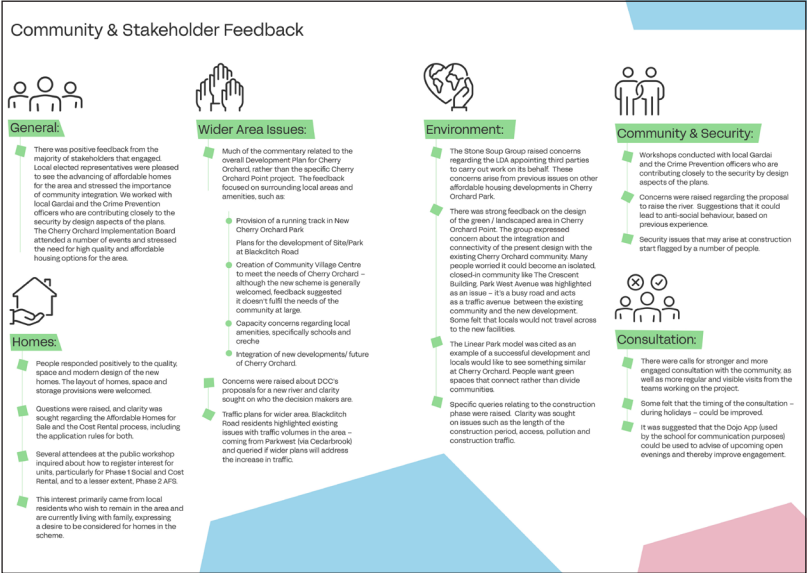
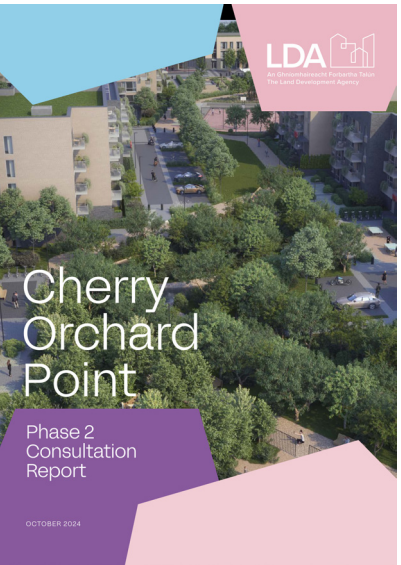
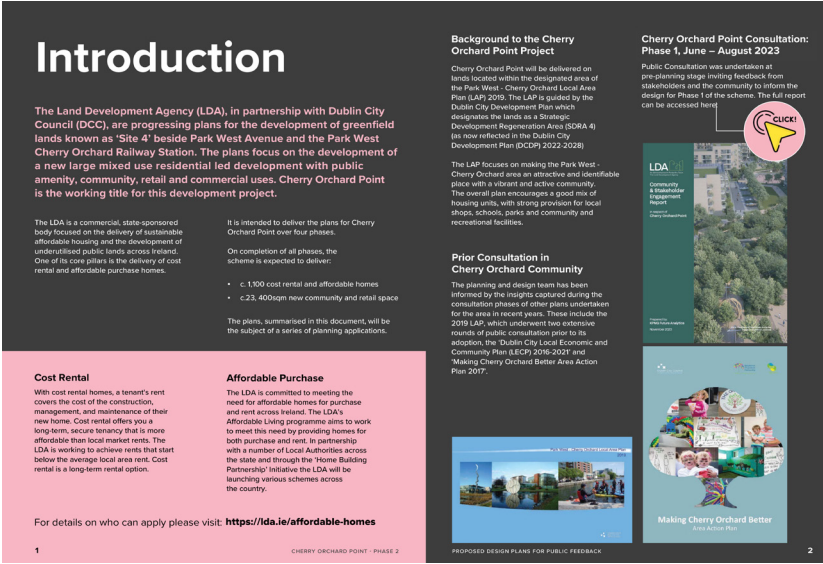
Phase 1 comprises 708 dwellings and 4790sqm of childcare, retail, community, cultural and arts space, new public spaces plus all associated and ancillary works.

Phase 2 comprises 137 units but is cumulative to the Phase 1 approval, and therefore an updated EIAR is required. The Phase 2 planning application is therefore also a Part X application to An Bord Pleanála.

Consultation with the relevant stakeholders was undertaken by the Applicant between January 2024 and November 2024, including a public consultation inviting digital feedback and an open evening held in St. Ultan’s Primary School, Cherry Orchard.

A shortlist of the various pre-planning consultations, the stakeholders and dates of same is listed below:

DCC Housing Section	26.01.2024
DCC Local Area Elected Members	26.06.2024
Public Consultation Period	Jun to Aug 2024
Public Open Evening	02.07.2024
An Garda Síochána	05.07.2024
The Cherry Orchard Implementation Board	12.08.2024
DCC Planning, Transport, Drainage, Heritage Sections	27.09.2024
The National Transport Agency	16.10.2024
DCC Arts Office	09.12.2024
DCC Local Area Elected Members	16.01.2025
The Cherry Orchard Implementation Board	20.01.2025



DART+ South West Railway Order

An Bord Pleanála signed a railway order on the 13.11.2024 for the DART+ South West Electrified Heavy Rail Order 2023. This Order authorises Coras Iompair Éireann (CIÉ) to carry out all works necessary to enable the construction, operation, maintenance and improvement of the railway between Hazelhatch and Celbridge Station (County Kildare) to Heuston Station Dublin (circa 16km) on the Cork Mainline, and Heuston Station to Glasnevin via the Phoenix Park Tunnel Branch Line.

The planned infrastructure improvements include:

- 20km of electrification and re-signaling of the Hazelhatch and Celbridge Line to Heuston and the south city via Phoenix Park Tunnel
- Construction of a new station at Heuston West to serve the community of Clancy Quay and Island Bridge
- Four-tracking of the rail line from Park West and Cherry Orchard Station to Heuston to enhance capacity
- Civil, bridge and ancillary works as necessary to accommodate the project
- Upgrading of the Phoenix Park Tunnel
- New electric DART carriages for the DART+ Programme will be deployed on Hazelhatch and Celbridge services.

CIÉ proposed a new substation and compound, a temporary access road, a temporary works compound and a track access point on the Cherry Orchard Point lands. Utility diversions on the east side of Park West Avenue, within 'Site 5', are also required.

The proposed Phase 2 development is not materially impacted on by provision of the proposed new substation and track access point in the south west corner of the development lands, and the temporary access road can be accommodated within the permitted internal road network for Phase 1 of the development lands. The electrification of the railway line will be of great benefit to existing and future residents, providing a faster, cleaner mode of public transport to the city centre.

The temporary works compound is outside the planning redline for Phase 2 of the Cherry Orchard Point development and an 'interim' boundary treatment between the compound and new residential development has been detailed by the Landscape Architect.

The DART + works are anticipated to be completed by 2030 and will most likely run in parallel with the construction of Cherry Orchard Point Phase 1.

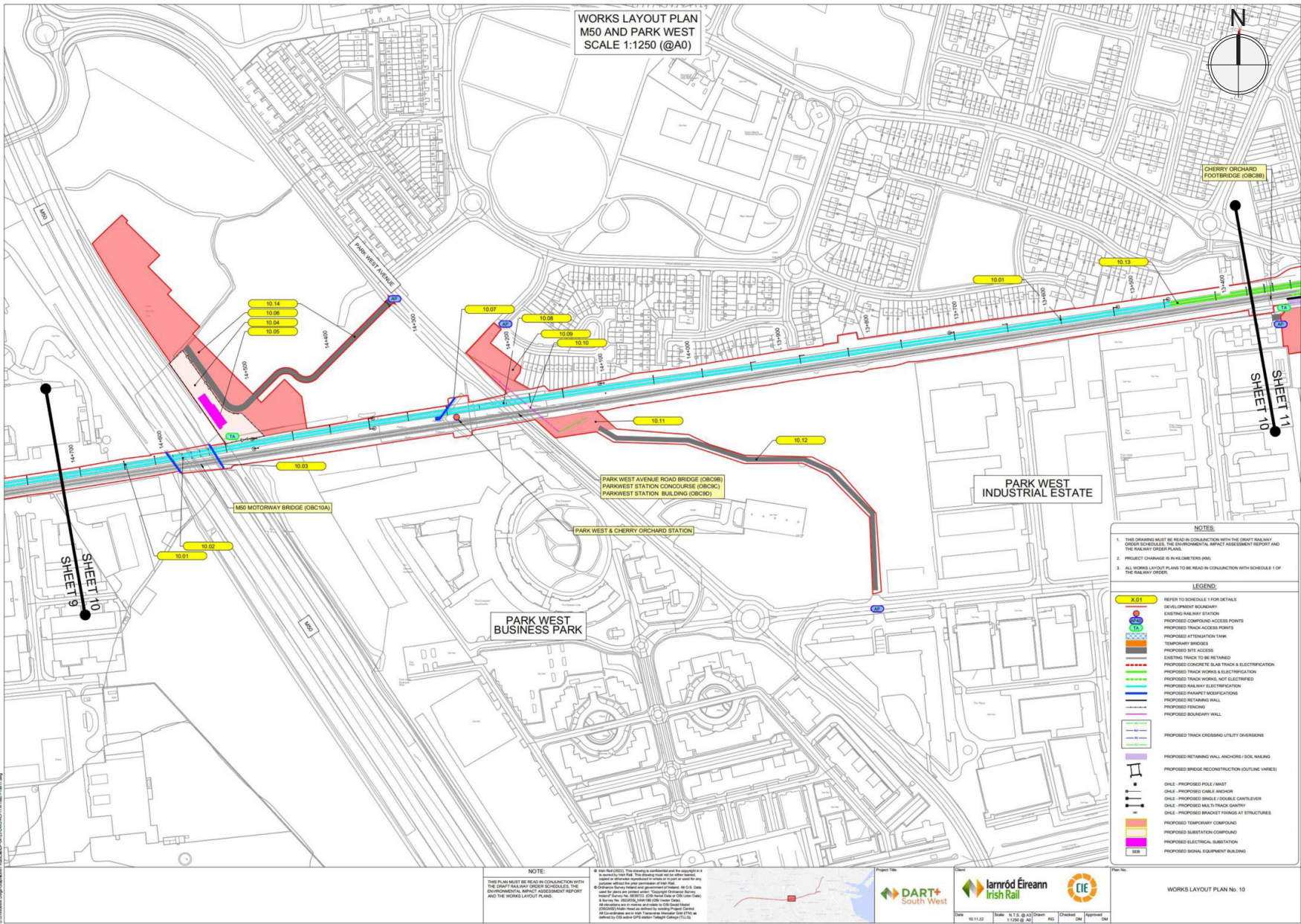


Figure 1.9: Works Layout Plan No. 10 (extract from the DART + South West Railway Order)

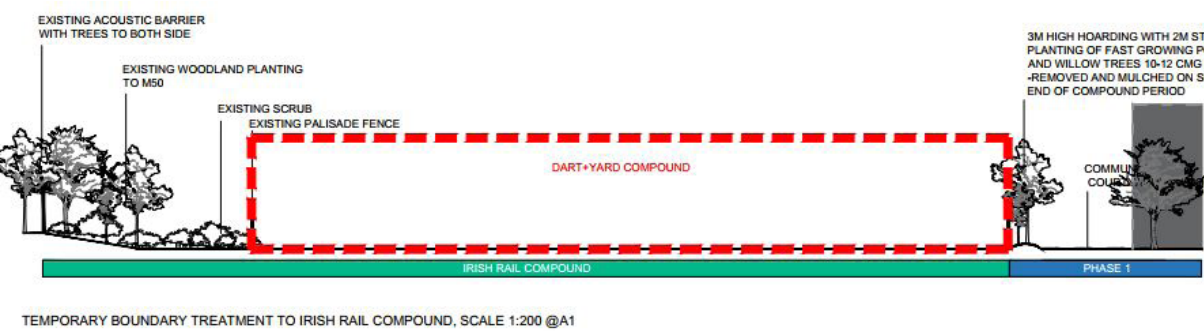


Figure 1.10: Temporary boundary treatment to Irish Rail Compound (Mitchell + Associates)



Figure 1.11: Precedent image for temporary boundary treatment; Kilkenny Riverside Park

3.0 | URBAN DESIGN RATIONALE

Development Layout Strategy

In developing an overall urban strategy for the Cherry Orchard Point scheme consideration was given to different character areas and the movement sequence between them. 'Serial Vision' is a term coined by the urbanist Gordon Cullen which describes the experience of a person moving through the built environment, and how all of the elements combine to create a unique series of unfolding views and spaces. This scheme prioritises pedestrians and cyclists over private cars and therefore this spatial sequence or 'serial vision' is designed to meet and satisfy their needs first.

The central Neighbourhood Park is the heart of the scheme and the 'green spine' that creates the framework for the different character areas. It is a unifying element for all of Cherry Orchard Point and was granted in its entirety as part of the permitted Phase 1 development to ensure delivery and avoid piecemeal development.

The northern section of the Neighbourhood Park is located within Phase 2. This is proposed to be a low-medium density neighbourhood with its own particular set of Key Principles established by the design team and following the best-practice principles of good, quality urban design.

- A distinctive character which creates a new sense of place and local identity within Cherry Orchard Point.
- Connectivity within the new development and to existing residential neighbourhoods and parks.
- People-friendly public streets and spaces, with overlooked parks and plenty of ground level activity.
- Variety in building height, form and materials.
- Efficiency in building density and in land use.
- Minor-landmark buildings in key locations, such as the northern corner of the site.
- Well defined boundaries between private terraces, semi-private courtyards and the public realm.
- A natural, landscaped buffer along the M50 motorway.
- Biodiversity in soft landscaping with an emphasis on native planting.

The images to the right are early sketch designs for Phase and the Neighbourhood Park, which addressed building typologies, height, enclosure and public realm.



Figure 3.0 - Top & Bottom: Early sketch designs for Phase 2

3.0 | URBAN DESIGN RATIONALE

Street Hierarchy

The street hierarchy has been considered and designed for the overall development rather than piecemeal per phase. Each 'category' of street has its own innate functions and characteristics, described below.

Primary Streets

Park West Avenue is an existing distributor road running broadly parallel to the M50 motorway and dividing the overall LAP development of Sites 4 and 5 on a diagonal. Traffic-calming and urbanisation of this road is key to the success of the new neighbourhood park and its integration with existing estates. The design strategy proposes to calm this road by design: by locating active building edges close to the carriageway, mixed uses around the station, introducing parallel parking bays and large street trees, traffic lights at the proposed entrance into Phase 2 and better off-street cycle lanes.

Secondary Streets

A secondary street system will irrigate local traffic through the new development on completion. This 'New Street' forms a loop around the site, keeping traffic to the edges and providing access to residential and commercial car parks. This street will provide some on-street parking and incorporate large street trees.

Tertiary Streets

The tertiary street network is a series of minor streets characterised as 'woonerf' spaces, the Dutch term for living streets, whereby the street is shared between pedestrians, cyclists and cars, but clear priority is given to pedestrians. Hard and soft landscaping contribute to making these living streets safe and attractive.

Working from the periphery into the centre of the development, car priority diminishes in favour of pedestrians and cyclists. Off-street cycle lanes along Park West Avenue make for the most direct route to the station, shops and wider neighbourhood, but an organic, winding path through the park provides a more attractive and leisurely route.

Permitted and Proposed Status of Development Roads

The permitted development for Phase 1 includes urban upgrades to a section of Park West Avenue and additional upgrade works to Cedarbrook Way, approx 195m of the secondary loop road (which is also described as 'New Street') and a number of tertiary streets.

Phase 2 proposes a continuation of urban upgrades to Park West Avenue, the construction of c. 190m of the secondary loop road and a number of tertiary streets.

Future Phase 4 will provide for the completion of the secondary loop street, approx 295m long. See Chapter 7: Development Phasing for an overview of the proposed phasing sequence.

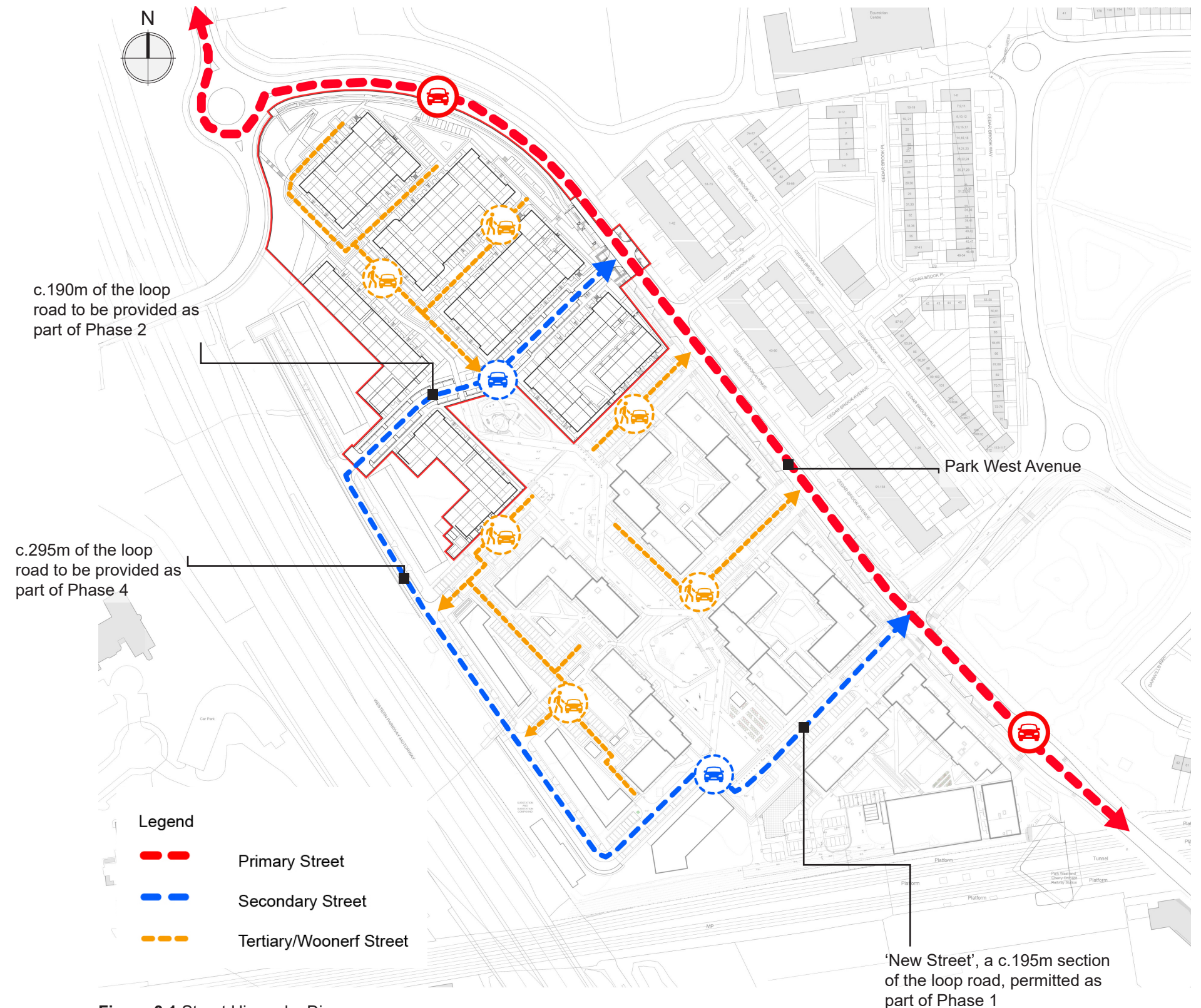


Figure 3.1 Street Hierarchy Diagram

Connectivity

Connecting the new Phase 2 development to Phase 1 and the wider area is a key urban principle of the overall strategy for Cherry Orchard Point and the LAP development sites 4 and 5.

Phase 2 is already very well served by road, bus and rail but there are barriers to reaching full connective potential, these being the poor nature of existing footpaths and cycle ways, and the lack of passive surveillance of same. The future plans for DART+ and BusConnects will make a significant contribution to better public transport and reduce dependency on private cars, and the overall strategy for Cherry Orchard Point provides for integration of public transport as an integral element by means of continuous active frontage to the public realm and urban upgrades to paths and cycle ways. It is proposed that the existing bus stop on the west side of Park West Avenue is moved northwest to a more accessible location for both Phase 2 and Cedarbrook.

New pedestrian and cycle connections are proposed to be provided from Phase 2 to Cloverhill Road and the Palmerstown Way flyover. This new link is an objective of the LAP’s green infrastructure strategy to make long-term connections to Collinstown Park.

Within Phase 2, all of the proposed dwellings will have direct access to internal paths and to the Neighbourhood Park. The Neighbourhood Park is central to car-free movement within the overall development and provides an alternative walking/cycling route from Phase 2 to Phase 1, the station, permitted shops and amenities, and to Cedarbrook Way and New Cherry Orchard Park.

A signalised junction at the new entrance road, the ‘loop’ road, will indicate a change in the nature of Park West Avenue from distributor road to urban street, and these traffic lights will naturally slow southbound traffic. This signalised junction will benefit the residents of Cedarbrook, providing a safe pedestrian crossing point to Phase 2 and the re-located bus stop, and allowing them to safely enter/exit their parking court by car.

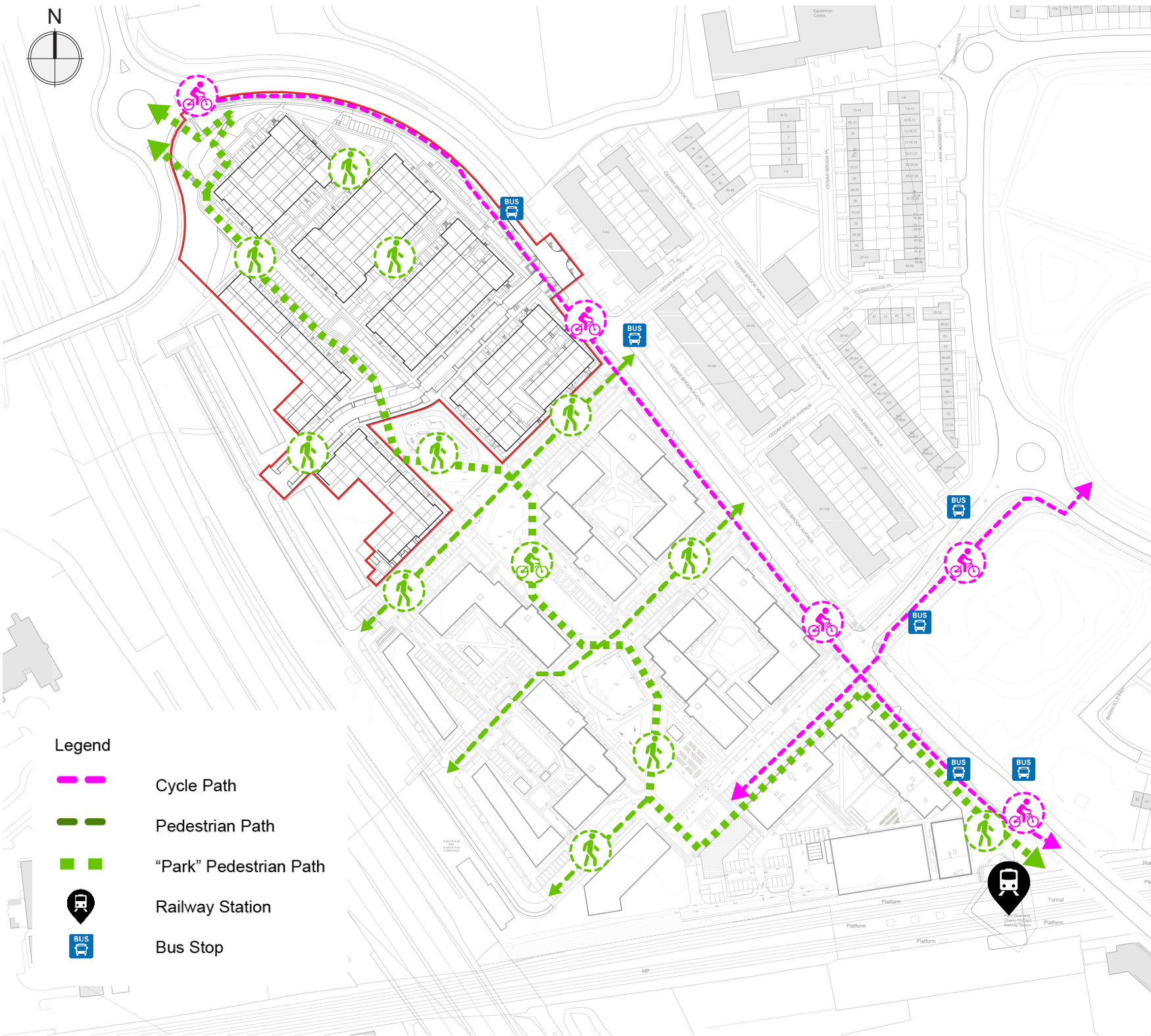


Figure 3.2- Connectivity Diagram

3.0 | URBAN DESIGN RATIONALE

Movement Strategy & DMURS: Designing for People

Rationale

This movement strategy explains and supports the rationale behind the urban plan of the proposed new development at Cherry Orchard Point.

The strategy is compliant with all relevant national, regional, and local planning and development policies, as well as overarching urban design policy and guidance documents, with particular reference to DMURS.

A key principle behind the urban plan is pedestrian and cyclist priority, ease of use, and preference for *active travel* over *inconvenient* car use.



Figure 3.3- Shared street space, Vauban, Freiburg, DE



Figure 3.4 - Covers of various guidelines, standards, policies that influence movement strategies

Existing Context and Needs

The existing path and cycle network within and surrounding Cherry Orchard is generally of poor quality and in need of local and wider improvements. There is a lack of connectivity for both pedestrians and cyclists, with priority given to private cars, despite the presence of the existing railway station and good bus connections.

Park Avenue West is particularly poor; a long, straight road with no safe crossing points to and from the station and bus stops, fast-moving through traffic and sub-optimum off-road cycle lanes and footpaths. A short drop-off zone has been provided outside the station, but many vehicles were observed mounting the kerb and parking on the plaza, posing a risk and inconvenience for pedestrians and cyclists.

Cedar Brook Way is the existing link road connecting the development site to New Cherry Orchard Park and the school, community centre and amenities within. It has a narrow footpath along its north side, no off or on-road cycle paths and connects onto a roundabout at the park, which gives vehicular priority over pedestrians and cyclists.

There is limited cycle infrastructure throughout the area and although on and off-road cycle lanes exist along the majority of Park West Avenue there is a lack of continuity. The Local Area Plan notes that this lack of cycle infrastructure is the likely reason for a poor uptake in cycling among local residents. Census data indicates that only 4% of people living in Park West use cycling as a preferred mode of transport, as opposed to 10% across the rest of the city.

The proposed new development cannot successfully integrate with New Cherry Orchard Park and the rest of the LAP lands without significant consideration of connectivity and movement hierarchy. The future residents of the new development and the existing residents of Barnville and Cedar Brook deserve safe, straightforward and attractive paths to and from their homes to the station, shops, schools and parks.

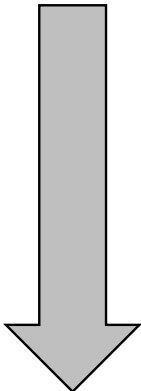
The implementation of Phase 1 will address many of these issues and it is proposed that Phase 2 continues the groundwork established by that permission.



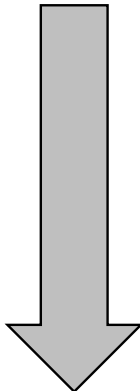
Figure 3.4 Poor quality pedestrian and cycle paths at Park West Avenue and the Station plaza



Figure 3.5 Poor quality pedestrian and cycle link from Cedar Brook Way to Park West Avenue (Image Google Earth)



This is the opportunity to transform Park West Avenue and make a positive, sustainable change to how people live and connect within and around Cherry Orchard.



3.0 | URBAN DESIGN RATIONALE

Design Manual for Urban Roads and Streets (DMURS)

In designing the internal street network and its integration with the wider existing neighbourhood, consideration was given to pedestrians as a priority, with a descending order through cyclists, public transport and lastly the private car.

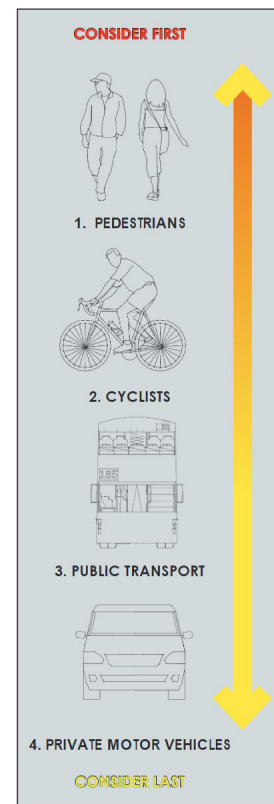


Image above extracted from DMURS

In tandem with this design ambition, encouragement and facilitation of 'active' travel within the neighbourhood is critical, and consideration is given to making cycling or walking an easy, convenient and enjoyable alternative to a car trip

The key design principles of DMURS for connected networks, multi-functional streets, pedestrian comfort and safety were foremost in mind for the design team.

Central to the development is the permitted linear green and car-free park that connects Phase 2 of the site to the high density area and station. This green park is fully permeable and accessible to all residents and visitors by foot and bike, and includes a second cycle path as an alternative to the more direct off-street path along Park West Avenue.

It is a key design principle of the urban framework plan to provide a safe, overlooked, attractive and car-free route from dwelling to station, bus, shops and even the nearest primary school in New Cherry Orchard Park with minimum road crossings.

Urban Design Response to the Existing Road Network

Park West Avenue requires measures to calm traffic and create a sense of place. In particular, measures are needed to slow traffic and announce a change in the nature of the street from Cloverhill Road and the fast-moving Palmerstown Way M50 overpass.

The proposed design for Phase 2 addresses this as follows:

- Building edge is brought close to the carriageway with multiple ground entrances and a fine-grain pattern of development.
- The existing cycle lane is upgraded and separated from the footpath by new landscaping.
- A slip access road serving the development (as per LAP indicative layout) was avoided in favour of a secondary peripheral 'loop' street around the north and M50 boundaries, connecting back to Park West Avenue via New Street.
- New short side streets or woonerf streets irrigate the residential blocks and create short, walkable urban blocks.
- The bus stop on the western side of Park West Avenue is to be made more accessible, safer and a more pleasant place for pedestrians to connect with public transport.
- A signalised junction at the entrance to Phase 2 (being part of the 'loop' street described above will signify a change in the nature of the street from Cloverhill Road to the newly urbanised Park West Avenue.



Figure 3.6 - Top: Shared street space, Vauban, Freiburg, DE
Middle: Shared streets, Utrecht
Bottom: Active travel modes

Urban Street Sections

The street hierarchy, connectivity and movement strategy have influenced the urban street sections proposed for Phase 2. These sections in turn, influence the character of street in terms of width to height ratio, enclosure, parking proposals, landscaping, and pedestrian routes.

Three typical sections are illustrated here;

- 1. Section A-A: Park West Avenue and Cedarbrook
- 2. Section B-B: Access Road
- 3. Section C-C: Woonerf Street



Figure 3.7 Section A-A

3.0 | URBAN DESIGN RATIONALE

Urban Street Sections

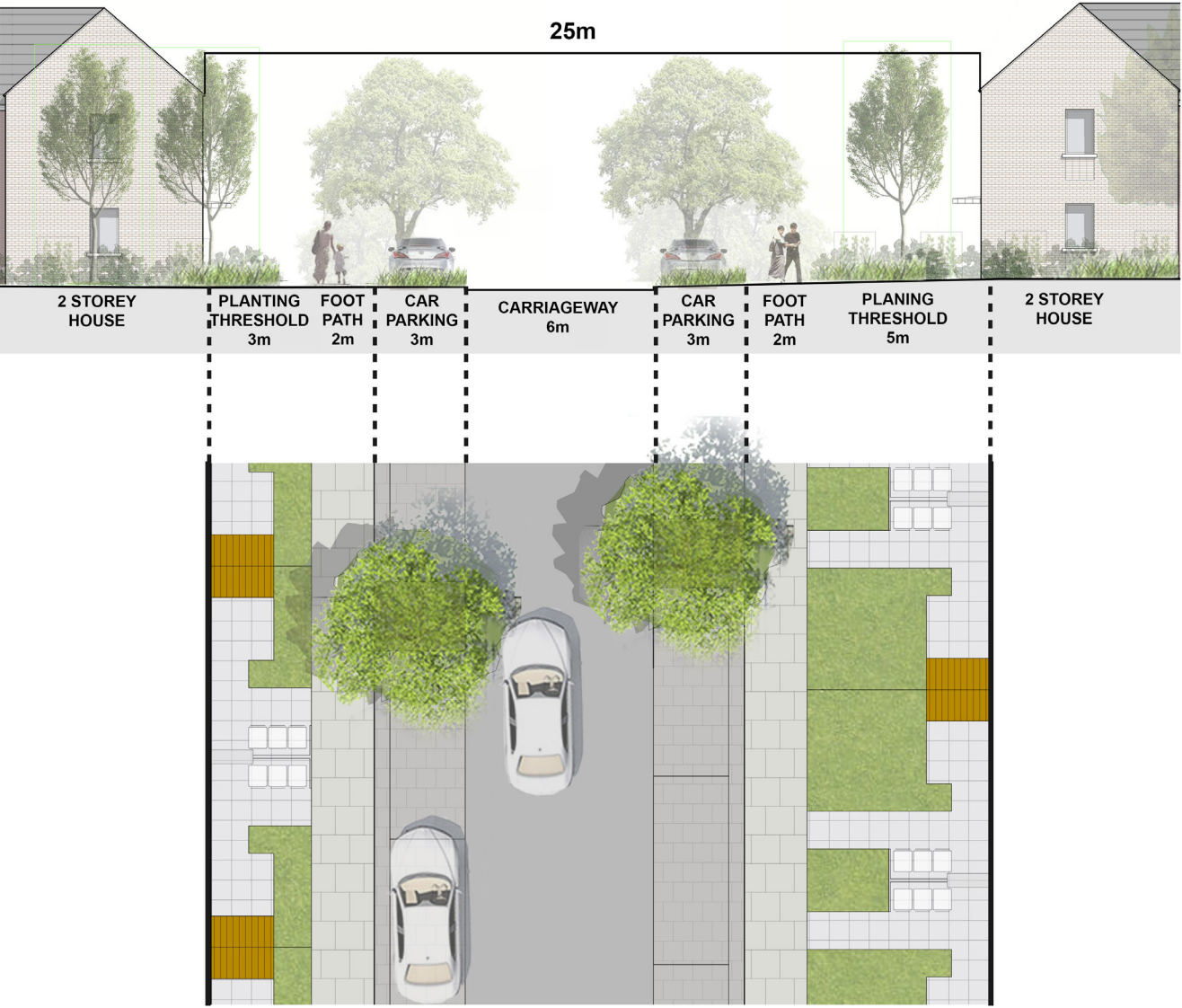


Figure 3.8 Section B-B



Figure 3.7 - Section C-C

Building Heights & Landmarks

The height and scale of the development increases from the northern quarter of the development, Phase 2, towards the railway station, Phase 1.

Two and 3-storey buildings are proposed within Phase 2, after which blocks start stepping up to 4, 5 and 6 storey buildings within the central mid-density neighbourhood permitted as part of Phase 1. This is compliant with the indicative heights diagram and objectives for Site 4 of the LAP, which includes the Phase 2 subject lands.

Three-storey duplex buildings are located (i) on the southeast edge of Phase 2 to make the step-change in height to those taller blocks permitted in Phase 1, (ii) at the primary entrance into the development from Park West Avenue and (iii) at the northernmost end where the unusual roof profile of the duplex buildings will create a gate-way feature announcing the new development on Cherry Orchard Point from the approach along Cloverhill Road.

The asymmetrical and jaunty roofs of the Phase 2 duplex blocks make for minor landmarks within the streetscape of the overall development and will aid legibility for visitors to the area.

Appendix 3 Table 4 of the Dublin City Development Plan 2022-2028 sets out performance criteria for the assessment of landmark or tall buildings. A Landmark/Tall Building Assessment was submitted as part of the now permitted Phase 1 planning particulars. This assessed prescribed performance criteria for Phase 1 which proposed buildings of 6 and 7-storeys, and a landmark block of 15 storeys. Phase 2 is a significantly lower scheme of 2 and 3-storeys, and it is considered that a Landmark/Tall Building Assessment, or a Cityscape Analysis is not required for this application.

The impact of the proposed Phase 2 development on the existing adjacent residential development of Cedarbrook has been assessed as part of the Daylight and Sunlight Assessment which accompanies this planning application, and there is negligible impact.

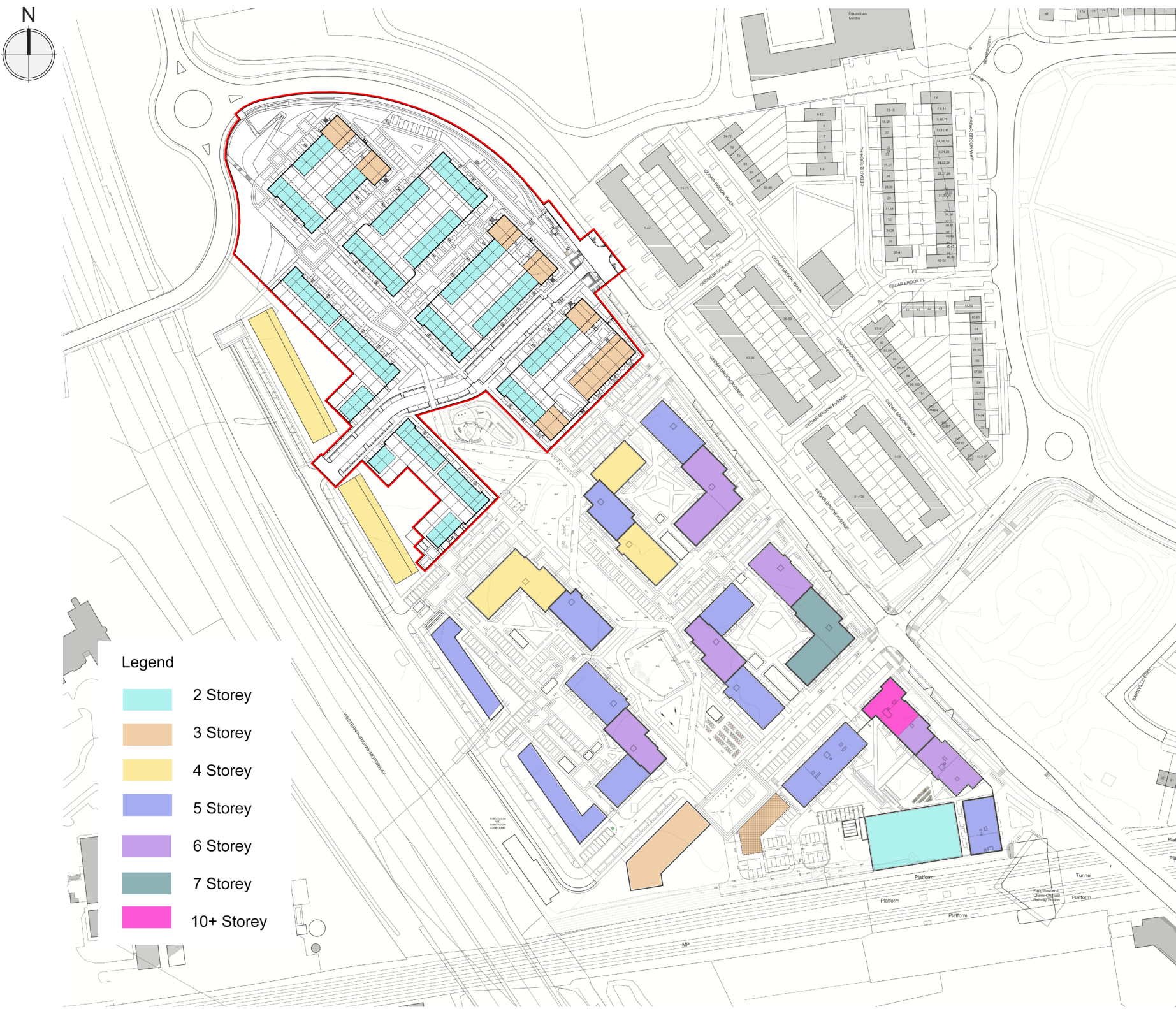


Figure 3.9 Building Heights Diagram

3.0 | URBAN DESIGN RATIONALE

Site Layout

Phase 2 has a uniform and simple 'grid' layout arranged on both sides of the central neighbourhood park that was permitted as part of Phase 1. This new phase is accessed from Park West Avenue by a new internal street that will form part of a 'loop' around the edge of the overall development on completion of all phases. The junction of the new street is to be signalled and will contribute to the general traffic-calming measures proposed for Phase 1 and the overall development.

Minor streets between blocks are designed as shared surface 'woonerf' streets, following the established pattern in Phase 1. 'Woonerf' is a dutch term meaning 'street for living', and is a common space to be shared by pedestrians, cyclists and low-speed vehicles. They are typically streets with high-quality landscaping, and carriageways without kerbs or paths. This type of street was developed in the 1970's and the principles of 'woonerven' are applied across the Netherlands and much of western europe including Ireland.

Residential blocks comprise a mix of 2-storey houses and 3- storey duplex units, and have active frontages on all four sides. Special 'corner' houses were designed to address corner conditions and ensure there are no blank gables.

The central neighbourhood park extends via a heavily-landscaped internal street up to the northern boundary, where it opens out into a small local park. This park makes a pedestrian and cycle link to the Cloverhill Road roundabout and the Palmerstown Way flyover, which is an objective of the LAP for a wider green route to Collinstown Park in the northwest.



Figure 3.10 - Shared surface 'woonerf' street in Robswall, Malahide, Co. Dublin. Architects CCK, Image source google earth.



Figure 3.11 - Proposed Site Plan

Residential Amenity & Public Realm

Central to the scheme design is green infrastructure and the manner in which this has influenced the movement strategy within and beyond the subject site and the nature of the public realm.

The large Neighbourhood Park running the length of the development lands is the focus for passive and active amenity space for the new residents. The park is permeable to pedestrians and bicycles and is well over-looked by active edges. It makes a direct connection to ‘New Street’ within Phase 1, and that junction is marked by a traffic-calmed event space, one of a number of community amenities to be provided in Cherry Orchard Point. The continuation of the green route from park to New Street and Park West Avenue is reinforced by the off-street 2-way cycle path, footpath, street trees and soft landscaping that continue east across the Phase 3 lands (Site 5) to the existing Cherry Orchard Park and the existing school and community centre within.

The same pedestrian-priority strategy is applied site-wide, including Phase 1, and is not just confined to the Neighbourhood Park.

Hierarchy and Character

Public open space has a clear hierarchy with distinct purpose and character. There are 5 types of open space within the overall development.

- 1. Neighbourhood Park
- 2. Civic Plaza
- 3. Community, cultural and arts space
- 4. Streetscape: Woonerfs, ‘New Street’, Park West Avenue
- 5. Communal Open Space: Semi-private courtyards

Open space and amenity areas within Phase 2 comprise communal open space for the duplex blocks, woonerf streets, and a large section of the Neighbourhood Park (0.205 ha), for which planning was sought and granted under the Phase 1 permission in order to front-load delivery of the park. See Appendix A for a diagram explaining the location and quantity of the Neighbourhood Park within Phase 1 that has been attributed to Phase 2.

The Neighbourhood Park has been designed by the Landscape Architect as a semi-natural space that promotes a healthy lifestyle, a nature experience, and sociability. Exercise in the form of a running/trim trail, kick-about space, outdoor gym (calisthenics), table tennis and a ball court for casual team sports are provided within the park. The nature experience is provided by mostly native planting for increased bio-diversity, micro-forest pockets, fruit trees, a community garden, meadow, swales and a picnic lawn, as well as a nature inclusive playground. This theme of health and nature is continued up into the pocket park at the northern end of Phase

2 which is visually and physically to the large Neighbourhood Park.

Sociability is an important element in successful public spaces, and having the residential buildings of Phase 2 front directly on to the park and the playground make it an accessible social space for neighbours to use.

All of the duplex blocks have a semi-private courtyard for their residents’ use. These communal open spaces are designed to be low-key amenity spaces for neighbours to meet and for small children to play. Each courtyard is planned with small playgrounds, seating areas, and lawns. The food planting theme from the neighbourhood park is repeated in the courtyards, with a planting specification that includes fruit trees and berry shrubs. All of the communal gardens are secured from the public street by railings and access is for residents only.

Townland Boundaries

Three townland boundaries intersect in the centre of the Cherry Orchard Point site; Raheen, Ballymanaggin, and Gallanstown. These have historic and bio-diverse importance, and their point of convergence has been retained within the Neighbourhood Park.

Refer to Mitchell + Associates Landscape Architects for details of all public and semi-public open spaces and streets.



Figure 3.14 Woonerf, Netherlands

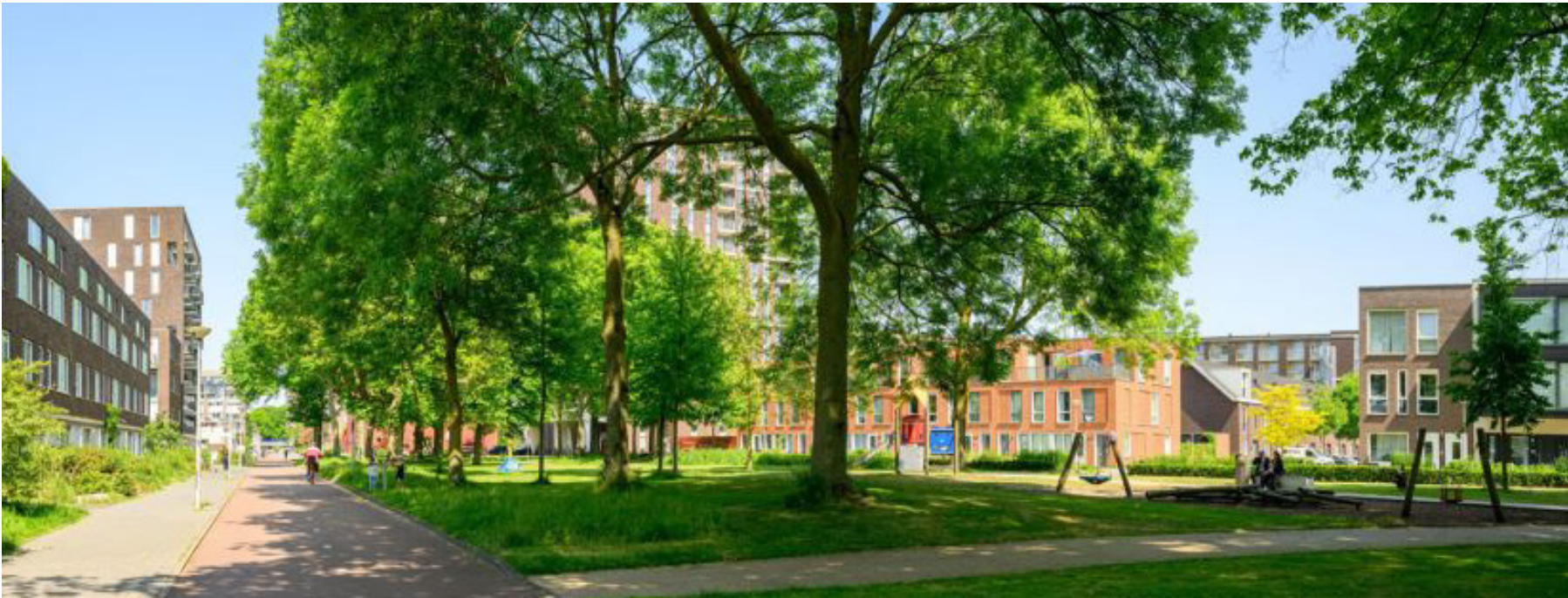


Figure 3.12 Koopvarder Neighbourhood Park, Amsterdam (photo Arjen Veldt)



Figure 3.13 Architects' CGI of the woonerf street between permitted Phase 1 (left) and Phase 2 (right)



Figure 3.14 Architects' CGI of the entrance road from Park West Avenue into Phase 2



Figure 3.15 Architects' CGI of the neighbourhood park and playground, with permitted Phase 1 in the background



Figure 3.16 Architects' CGI of proposed internal street with terraces of houses.



Figure 3.17 Architects' CGI of the proposed duplex units fronting the new entrance road from Park West Avenue into Phase 2

An architectural rendering of a residential development. In the background, there are two-story houses. The left house is made of red brick with white window frames. The right house is light-colored with a dark grey roof and features decorative red brick patterns around the windows. In the foreground, a landscaped courtyard is shown. It includes a red slide, a wooden play structure with vertical logs, a wooden bench, and a child riding a small bicycle. The ground is covered with green grass, white flowers, and various trees and shrubs. A paved path runs along the right side of the courtyard. The sky is blue with light clouds.

4.0 | Key Indicators of Quality Placemaking

4.0 | KEY INDICATORS OF QUALITY PLACEMAKING

Sustainable Residential Development and Compact Settlements; Guidelines for Planning Authorities

Appendix D of the Compact Guidelines is a design checklist to ensure that a detailed planning application has considered and addressed the Key Indicators of Quality Urban Design and Placemaking.

Each of the 4 Indicators is addressed on a point-by-point basis below.

1. Sustainable and Efficient Movement

1. The proposed scheme creates a highly permeable and legible network of streets and spaces that optimises movement for sustainable modes of transport. Walking and cycling are prioritised within and around the site by (i) upgrading the existing cycle path on Park West Avenue, (ii) the provision of alternative paths and cycle paths through the Neighbourhood Park to the railway station and future mixed-use centre of Phase 1, (iii) placing pedestrian and cycle-priority on the woonerf streets and (iv) the provision of secure and accessible bike storage for residents and visitors.
2. Opportunities to improve connections with and between existing communities have been made by (i) a new traffic-lit crossing point at the junction of the access road with Park West Avenue, (ii) the provision of a path link to Cloverhill Road and the Palmerston Way fly-over on the northern boundary. It is also proposed to re-locate the existing bus stop on the west side of Park West Avenue further north where it broadens its catchment of the existing development of Cedarbrook.
3. All of the new streets are designed in accordance with DMURS to calm traffic and enable the safe and comfortable movement of vulnerable users. Upgrades are proposed to the western edge of Park West Avenue as part of this application; improvements to the existing off-street cycle path and footpath, new landscaping and street trees, continuous active edges with passive surveillance onto the street.
4. Residential parking is proposed to be provided at a rate of 1 space per dwelling, plus additional accessible spaces. Parking bays are a mix of on-street and on-curtilage, and their visual impact on the scheme has been mitigated by the detailed design of the woonerf streets and the landscape plan. By locating many of the spaces on-street, and not necessarily adjacent to a dwelling, it is hoped that residents will be encouraged to make short trips by foot, bike or public transport, using the upgraded pathways on Park West Avenue and via the Neighbourhood Park that connects Phase 2 with Phase 1 and the railway station.



Figure 4.0 Movement diagram for pedestrians, cyclists and public transport

2. Mix of Land Uses (Vibrant Centres and Communities)

1. The proposed development is residential by nature and appropriate to the site. It complies with the site specific objectives for these lands under the Park West-Cherry Orchard Local Area Plan (LAP) which has identified the Phase 2 lands for lower density to 'kick-start' development. Building heights are to be 0-4 storeys, which is commensurate with houses and duplex units. This lower density phase is one of a number of character areas already permitted for Cherry Orchard Point, these being the medium-density zone in the centre of the overall lands and the higher density zone by the railway station.
2. Phase 2 will provide 101 no. 2 and 3-bedroom houses, 18 no. 3-bedroom duplex units and 18 no. 2-bedroom ground floor apartments, all of which are own-door dwellings and all of which are proposed to be 'affordable to purchase' homes. Phase 1 comprised 708 apartments which were a mix of cost-rental and social homes. The new typologies proposed in Phase 2 provide choice and variety in this part of Cherry Orchard. Nine of the ground floor apartments are designed as age-friendly to Universal Design standards.
3. Phase 2 will provide badly needed affordable homes on a vacant site opposite the existing development of Cedarbrook. The new residential population will support investment in public transport (DART, BusConnects) as well as the future retail, community, arts and cultural uses permitted in Phase 1. The overall scheme for Cherry Orchard Point has been designed to encourage active travel and discourage private car use for short trips. The creation of safe and attractive paths between dwellings, public transport, shops, parks, creches and schools can create better, more sustainable habits for the benefit of the neighbourhood economy by shopping and socialising locally.
4. The new development will very much support the regeneration and revitalisation of this part of Cherry Orchard. The subject lands are vacant and have attracted anti-social behaviour for many years, and Park West Avenue is hostile street for pedestrians and cyclists. Phase 2 will provide a new high-quality public realm, improved connectivity in and around the site and upgrades to Park West Avenue for the benefit of existing and future pedestrians and cyclists. As per point 3 above, safe and attractive paths create what is termed a 'walkable neighbourhood', inviting interest and ultimately investment into the area.

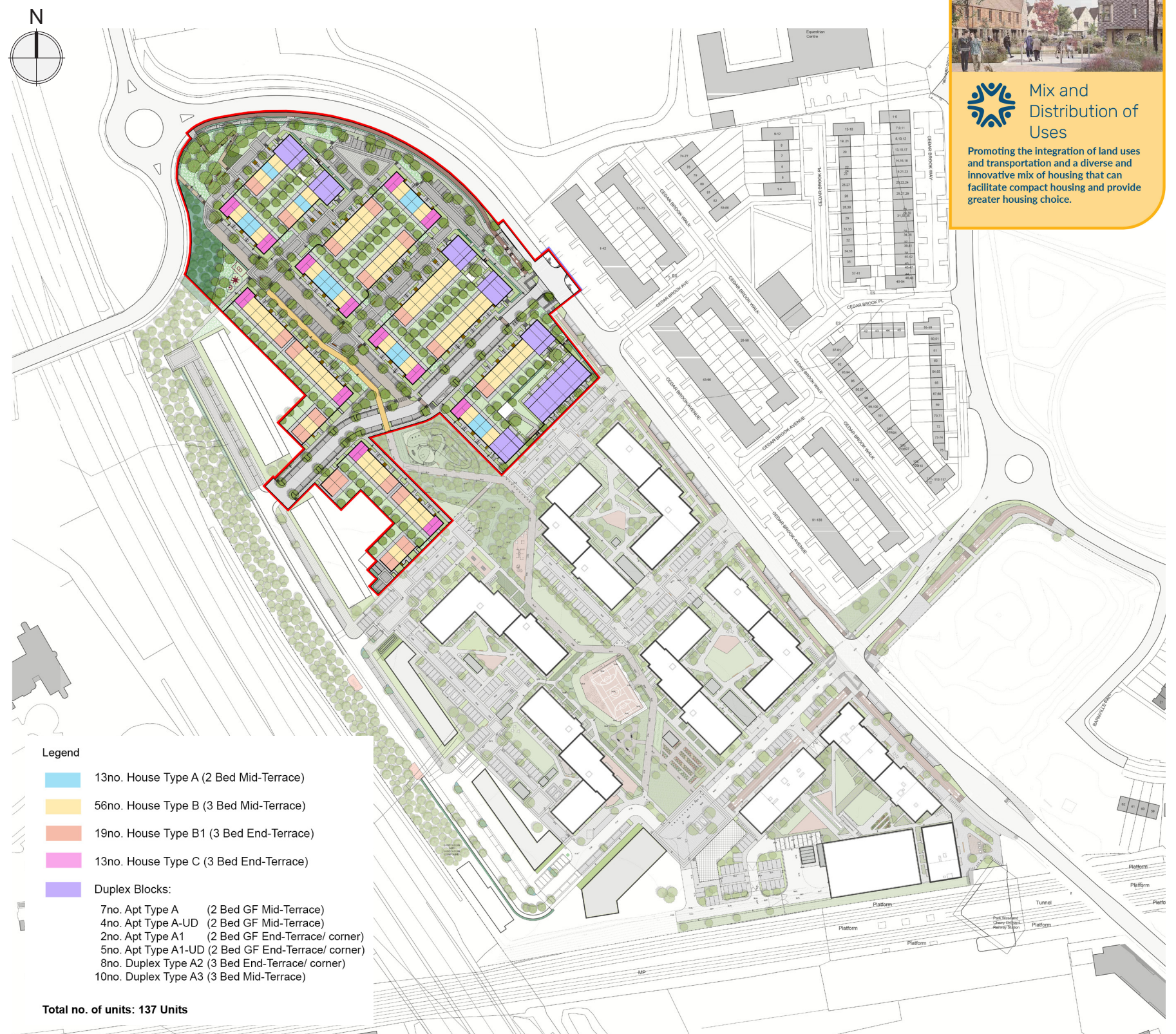


Figure 4.1 Site layout and unit mix



4.0 | KEY INDICATORS OF QUALITY PLACEMAKING

3. Green and Blue Infrastructure (Open Space, Landscape and Heritage)

1. The subject lands are general lacking in natural or historic features. There is an overgrown belt of scrub and trees along the northern boundary which will be retained in the landscape plan for Phase 2. The overall landscape plan for Cherry Orchard Point has preserved the confluence of three townland boundaries within the Neighbourhood Park. These will be recorded by an archaeologist, the planting renewed/replaced as appropriate and a stone marker will be placed to inform visitors of their importance. A *fulacht fia* located within the Phase 1 lands was discovered during the archaeologists investigations and this will be preserved by record. There are no protected structures or conservation areas on or adjacent to the site.
2. Complementary and interconnected spaces within the development create and conserve ecological links, promote active travel and promote a healthier lifestyle. Cherry Orchard Point is an important part of the LAP-wide green infrastructure plan, connecting eastwards with New Cherry Orchard Park and on to Le Fanu (Ballyfermot) Park, and westwards to Collinstown Park. The woodland buffer along the M50 is continued and reinforced with native microforest planting, in line with the development objective for Site 4 in the LAP to accommodate a green buffer along the M50 as part of a Green corridor. To promote an active lifestyle, opportunities for fitness and sports are incorporated in the overall scheme for Cherry Orchard Point, including a running track/trim trail, calisthenics outdoor gym, kick-about amenity lawn, and multipurpose games area etc. Incidental equipment is also used in Phase 2, such as table tennis. Promoting active travel is also part of an active lifestyle, which is why pedestrians and cyclists are prioritised in the scheme.
3. All of the public open spaces within Phase 2 are universally accessible. The aim is to provide amenity and variety of activities for everyone, from playground for children and young families with children, sports amenities for all ages and abilities, including wheelchair accessible equipment, as well as spaces where all members can meet such as community gardens and event space.
4. A nature-based solution focused sustainable drainage system is proposed for the development with a variety of nature-based elements including rain gardens for rainwater captured on roofs, bio-retention planting and tree pits to streets and swales. Permeable paving is further proposed for parking spaces and communal courtyards. The drainage system has been designed in detail by the landscape architect and civil engineer.



Figure 4.2 Landscape Architect's green infrastructure strategy

4. Responsive Built Form

1. The proposed layout is a simple, orthogonal grid-plan of terraced houses and duplex blocks. It follows the urban structure established by Phase 1; blocks are set at right-angles to the central neighbourhood park and are tightly planned to the new Compact Guidelines. The orientation of the blocks means that no dwellings are angled due-north and, being dual-aspect, they will benefit from natural light and sunlight at different times of the day/season. Taller duplex units are located where height and landmark status is required; (i) in the transitional street between Phases 1 and 2, (ii) marking the primary access road into the development, (iii) overlooking Park West Avenue and (iv) making a 'gate-way' feature on to the Cloverhill Road roundabout.
2. Buildings provide continuous frontage to urban streets and spaces, framing the neighbourhood park and enclosing the woonerf streets. All of the public faces of the terraces are 'active' with entrance doors and windows overlooking the public realm. This pattern of own-door development is particularly successful in generating activity and footfall, compared to single-entrance apartment blocks. By locating car-parking bays on street and generally off-curtilage, residents will have greater engagement with their neighbourhood. It is recognised that the further away from front doors a car is parked, the more that will happen in that area, because busy pavements mean lively places (ref. Jan Gehl, urbanist).
3. The pattern of the new development is not unlike the pattern language of the adjacent Cedarbrook development. This urban form lends itself to efficiencies in density and construction, and makes for clear, legible wayfinding in and around the development. The scale of building at 2 to 3-storeys is in keeping with the heights of Cedarbrook, and also aligns with the site-specific objectives of the LAP. The jaunty angles of the asymmetric roofs to the duplex buildings are minor landmarks in their own right and will make this a recognisable development, particularly when approached from the north where a gate-way motif is an objective of the LAP.
4. The urban design strategy for this scheme is sustainable, distinctive within Cherry Orchard and will promote a strong sense of identity and community. Chapter 3 of this report provides a comprehensive rationale of the urban design strategy for Phase 2.

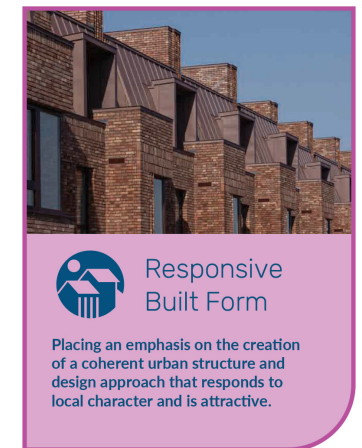


Figure 4.3

Top: Early sketch design for scale, form and massing within Phase 2

Middle: Work in progress model for the emerging scheme design and frontage/form onto Park West Avenue and in the transition between Phases 1 and 2

Bottom: CGI of the final scheme design fronting onto Park West Avenue and Cedarbrook (image source GNET)

5.0 | DEVELOPMENT STANDARDS



CONROY CROWE KELLY
ARCHITECTS & URBAN DESIGNERS

Building Typologies

There are three building types proposed within this phase; ‘traditional’ houses, own-door ground floor apartments and own-door 2-storey duplex units.

Houses

Houses are all 2-storeys high and are compact row houses with a narrow grid and a long plan. Kitchens are to the rear and open out onto the garden and living rooms are located to the front. Both rooms are connected by double doors, allowing flexibility for use and/or privacy.

These dwellings have clean rooflines and slim eaves detailing. Houses fronting the primary streets and open space are finished in brick and those on minor streets are rendered with a brick plinth. Front elevation windows have a special brick panel below the cill to provide interest in the form of detail and texture.

House Type HT C is designed to bookend a terrace and turn the corner with active elevations on both sides. The front entrance door is located on the long gable and secondary windows to the living room and bedroom make for an attractive elevation.

Table 5.1: House Types

House Type	Description	No. of Units	Floor Area
HT A	2 Bed 4 Person Mid-Terrace House	13	81 sqm
HT B	3 Bed 5 Person Mid-Terrace House	56	96 sqm
HT B1	3 Bed 5 Person End-Terrace House	19	96 sqm
HT C	3 Bed 5 Person Gable-End House	13	106 sqm
Total		101	



Fig 5.1 House Type HT A



Fig 5.2 House Type HT B



Fig 5.3 House Type HT C

Duplex Units

Duplex units are 3-storey high blocks located at the end of residential urban blocks. They consist of own-door ground floor apartments and upper own-door two-storey duplex units.

Similar to the houses, the buildings have a simple form and clean rooflines with slim eaves detailing. The centre of the apex roof line is asymmetric, creating a modern feel and varied rhythm along Park West Avenue.

Ground floor apartments have bedrooms facing to the rear with access to a private terrace and the living-kitchen-dining area to the more public front. The upper duplex unit is accessed via a half flight of external steps, leading to a wide landing and a private front door. Internally, a short flight of stairs lead to the first floor which has a living room to the front and a kitchen-dining area to the rear that opens out to a large private terrace. The 3 bedrooms at second floor level are reached via a central stairs.

The facades are designed in a brick finish with accents of alternating brick colours, soldier courses and panels of brick patterns to provide interest in the form of detail and texture to street elevations. Both street and gable elevations are designed to give active frontage with entrances to both sides. Duplex blocks are positioned along Park West Avenue and also facing the higher density and scale of the Phase 1 development.

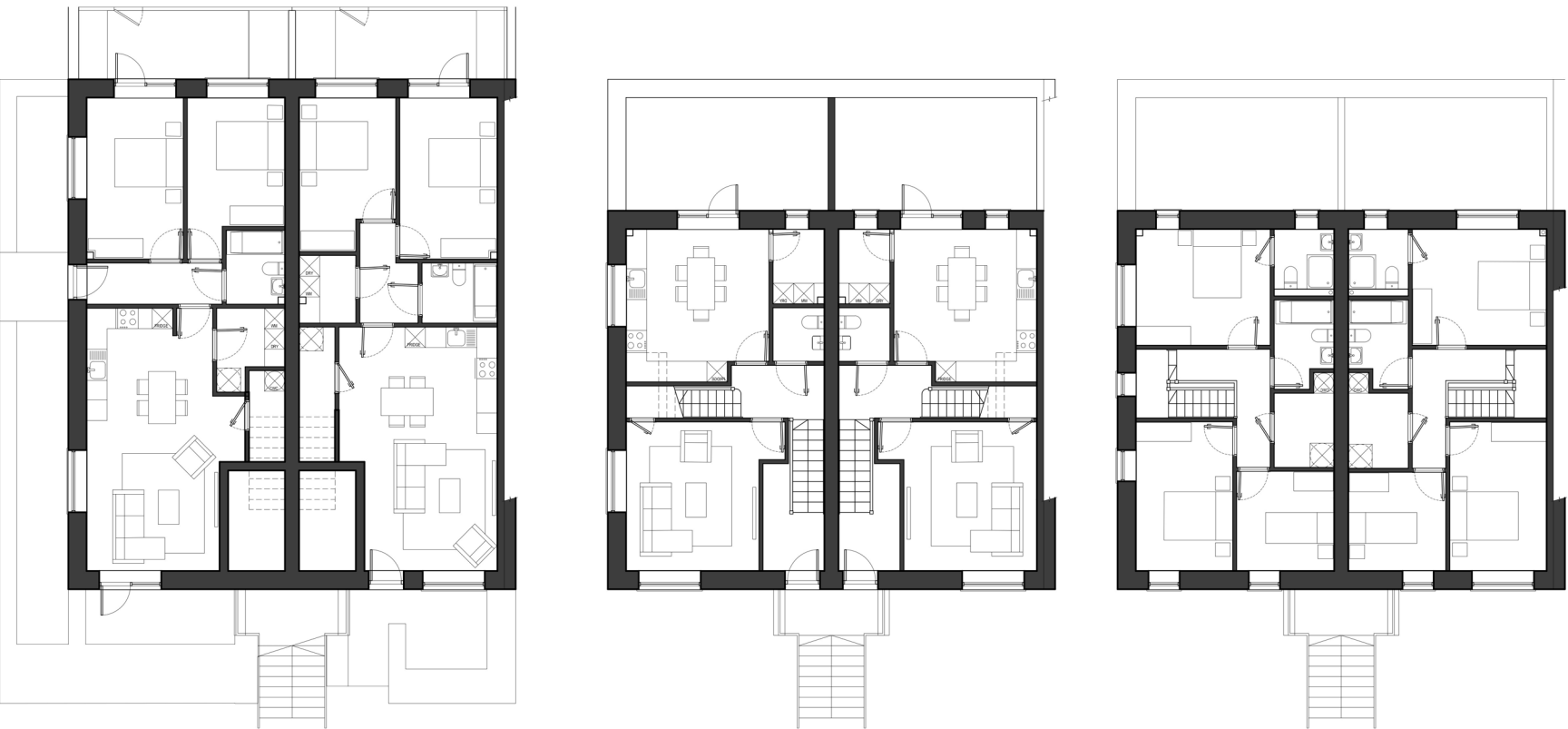


Table 5.2: Duplex Types

Duplex Type	Description	No. of Units	Floor Area
Duplex A	2 Bed 4 Person Mid-Terrace Apartment	7	73 sqm
Duplex A (UD)	2 Bed 3 Person Mid-Terrace UD Apartment	4	73 sqm
Duplex A1	2 Bed 4 Person End-Terrace Apartment	2	73 sqm
Duplex A1 (UD)	2 Bed 3 Person End-Terrace UD Apartment	5	73 sqm
Duplex A2	3 Bed 5 Person End-Terrace Duplex	8	115 sqm
Duplex A3	3 Bed 5 Person Mid-Terrace Duplex	10	115 sqm
Total		36	

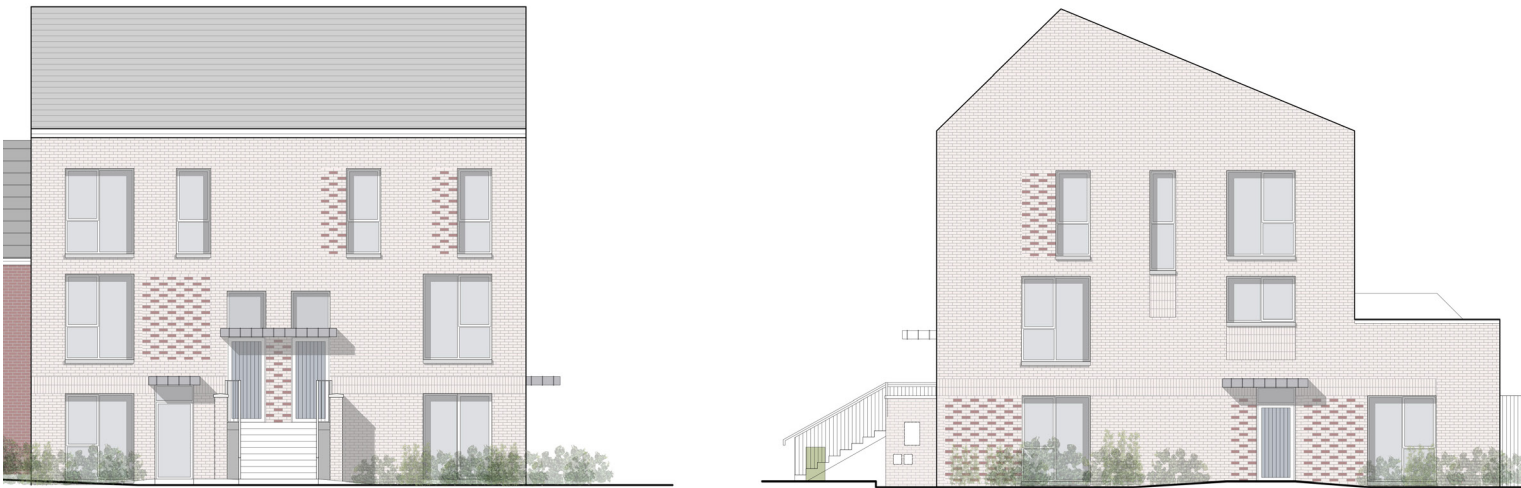


Fig 5.3 Duplex Type A

Universal Design

The Dublin City Development Plan requires new developments to provide Universal Design or Accessible dwellings at a rate of 50% of the 50% of apartments that are required by the Apartment Standards to exceed minimum standard. This works out at 25% of the overall number of apartments and duplex homes within the development.

Total no. apartments and duplex homes = 36
25% = 9 no. UD friendly homes

The 9 no. UD friendly homes are all proposed to be ground level own-door 2-bedroom 3-person apartments and have been 'pepper-potted' across the site plan.

These homes have wider circulation areas and zones within rooms. The bathroom is larger and has a 'soft' wall to the master bedroom to allow for a connecting door and hoist should a resident require it.

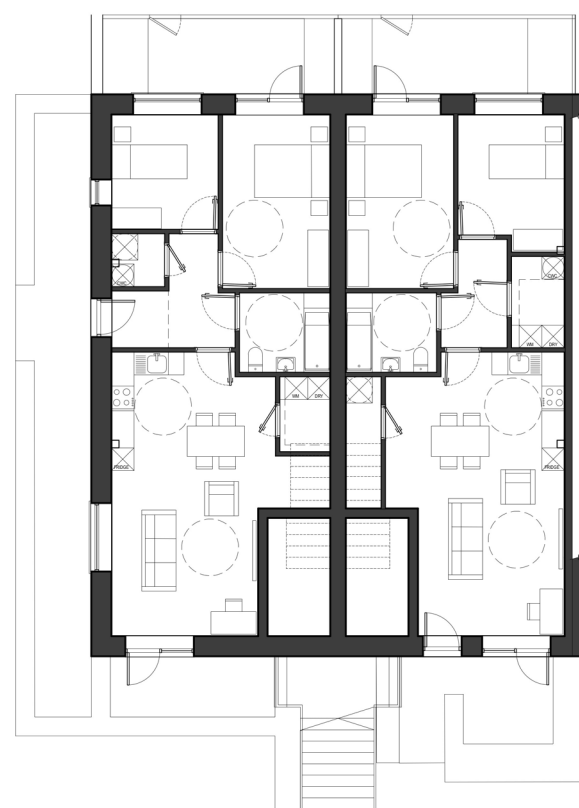


Fig 5.4 Duplex Type A (UD), A1 (UD)



Fig 5.5 Unit Types and Location of UD dwellings

5.0 | DEVELOPMENT STANDARDS

Public Open Space

Section 15.8.6 and Table 15.4 of the Dublin City Development Plan 2022-2028 requires a minimum of 10% of the net development to be public open space.

The gross development area of Phase 2 is c.3.185 ha and the net development area of Phase 2 is c.3.390 ha which equates to 0.339 ha of public open space.

Phase 1 of the overall development over-provided public open space in order to develop and deliver the Neighbourhood Park in its entirety rather than piecemeal.

C. 0.205 ha of the Neighbourhood Park is attributed by the Phase 1 approved planning permission towards future public open space provision within Phase 2.

The balance required to meet the minimum standard of 10% is provided in the form of additional open space at the northern end of the development, which is aligned with the indicative layout for these lands in the LAP. This pocket park is physically and visually linked with the Neighbourhood Park by a high-quality landscaped street. It also provides a new connection on the northern boundary which will facilitate long-term green links to Collinstown Park.

A diagram illustrating the gross and net development areas is provided in Appendix A of this Design Statement.

Table 5.3 Public Open Space Required

Public Open Space Required		
Planning Phase 2	Area (Ha)	
Net Residential Site Area	3.390 Ha	
Public Open Space Required	0.339 Ha	10%

Table 5.4 Public Open Space Provided

Public Open Space Provided		
Neighbourhood Park (Phase 1)	0.205 Ha	
Public Open Space (Phase 2)	0.213 Ha	
Total	0.418 Ha	12.34%

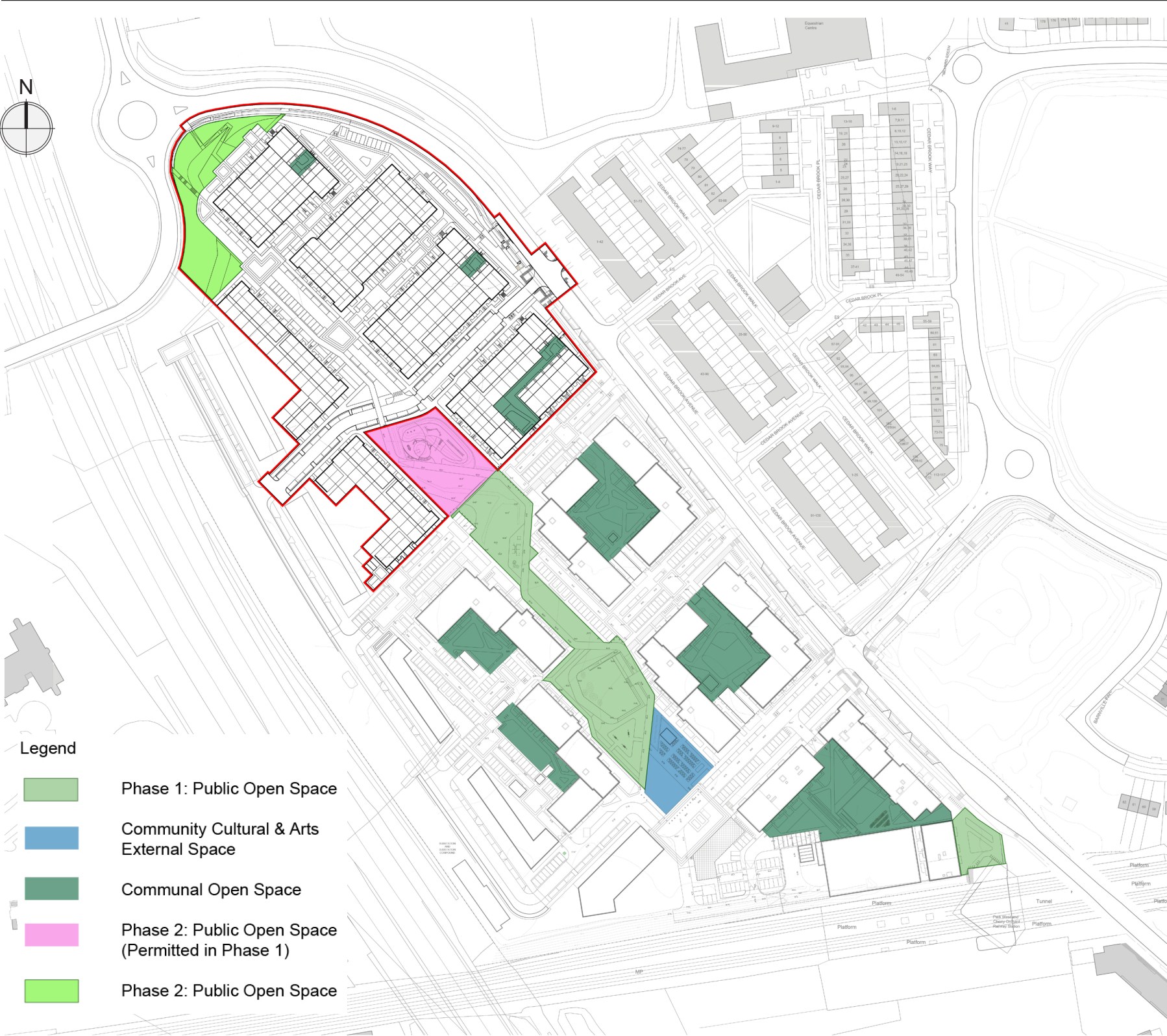


Table 5.6 Public Open Space Hierarchy

Communal & Private Amenity Space

The Sustainable Urban Housing: Design Standards for New Apartments: Guidelines for Planning Authorities (December 2022) require both private and semi-private amenity space for apartments and duplex units.

Private amenity space is provided in the form of ground level patios or first floor terraces and meets or exceeds the minimum requirements. The floor area of each patio and terrace is noted on the Housing Quality Assessment that accompanies this application.

Communal amenity space is provided in the form of a secure, shared garden at ground level, and also exceeds the minimum requirements. This is separate to public open space and is quantitatively assessed separately in Table 5.5 and Table 5.6 below. Patios and terraces face directly onto the communal space, providing passive surveillance. All ground floor patios of duplexes have a privacy planting strip screening them from the communal space, but with direct access onto the communal space. This design solution creates balance between privacy, sociability and passive surveillance.

A central amenity lawn is provided in the courtyards for amenity and play, with fruit trees and shrubs for the residents’ enjoyment. The main focus is on pollinator-friendly planting, seasonal interest throughout the whole year, privacy screening, and on berry-bearing shrubs and trees, and includes a mix of native and non-native plants.

Table 5.5 Communal Amenity Space Required

Phase 2	No.	Area/Apt	CAS Required
2 Bed 3 Person Apartments	9	6 sqm	54 sqm
2 Bed 4 Person Apartments	9	7 sqm	63 sqm
3 Bed 5 Person Duplex Units	18	9 sqm	162 sqm
Total	36		279 sqm

Table 5.6 Communal Amenity Space Required

Phase 2	CAS Required (m²)	CAS Proposed (m²)
Communal Open Space A	159 sqm	454 sqm
Communal Open Space B	60 sqm	74 sqm
Communal Open Space C	60 sqm	74 sqm
Total	279 sqm	602 sqm

Private Gardens for Houses

All of the 2 and 3 bedroom houses have their own private garden to the rear. These gardens have been designed to the new standards outlined in the SPPR 2 of the Compact Guidelines, which sets a minimum area of 30 sqm for a 2-bedroom house and 40 sqm for a 3-bedroom house. The net area of each garden is provided on a unit by unit basis in the Housing Quality Assessment.

Figure 5.7
Top R: Communal amenity space Steeplechase, Ratoath
Bottom R: Elmfield Ballyogan, Co. Dublin
Bottom:Amager, Copenhagen



5.0 | DEVELOPMENT STANDARDS

Bicycle Parking

Bicycle parking is proposed in accordance with SPPR 4 - of the Compact Guidelines which recommends that 1 bicycle space per bedroom is provided for dwellings that do not have access to a ground level open space, these being mid-terraced houses, duplex units and ground floor apartments.

Duplex Units

Communal bicycle stores are to be located within the secure, shared garden. These are lightweight but lockable structures with stacked, gas-assisted storage racks. Space for cargo bikes and trailers has also been considered and provided in the large bike stores.

Houses

There are 69 no. mid-terraced houses which won't have direct access to their rear gardens and each will have its own private store on the curtilage of its private threshold. These stores are proposed to be made of timber and will be locked securely.

The 32 end-of-terrace houses that have direct access to their rear gardens via their own garden gate will store their bikes there.

Visitors

Steel Sheffield stands have been located within the public realm for use by visitors. These are robust enough to secure a heavy e-bike or cargo bike and are the preferred means of bike storage on a public street.

Table 5.7 Bicycle Parking

Parking Spaces	No. of Spaces
Residential On-Curtilage	194
Residential Communal	94
Visitor On-Street	18
Total	306

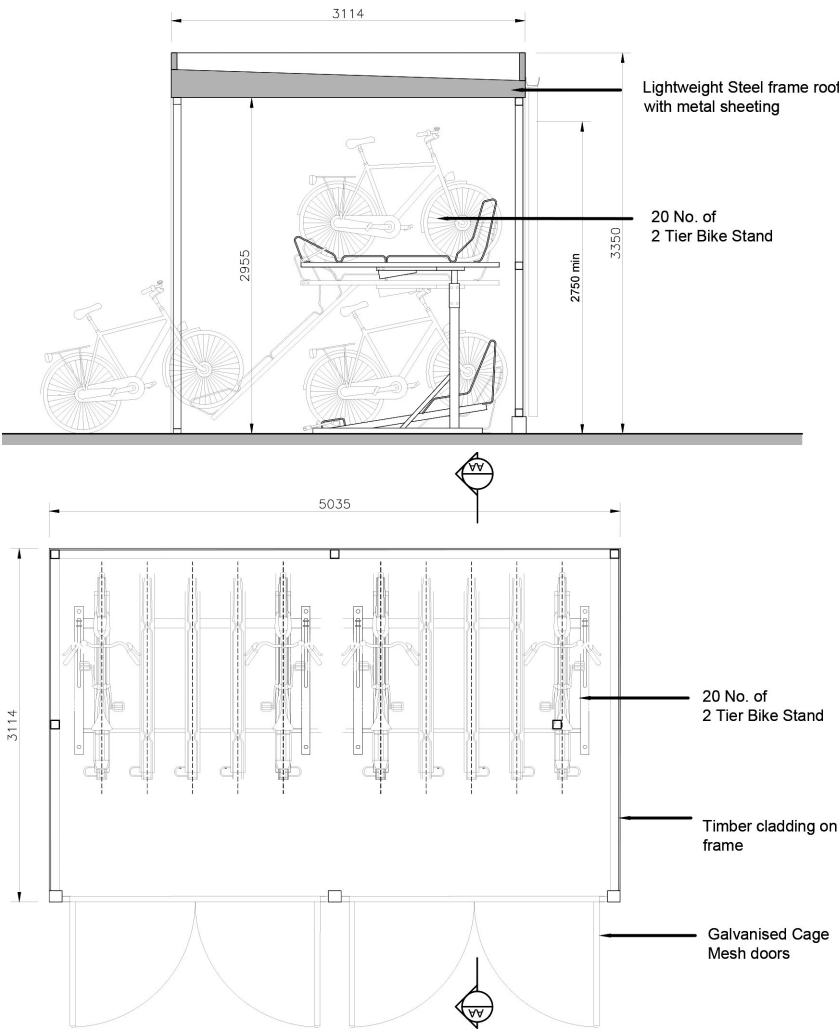


Figure 5.8 Double-stacked secure bicycle storage for duplex units situated in communal garden. Section and plan.



Figure 5.9 Duplex bike store example (image source The Bike Storage Company)



Figure 5.10 Private bike store for mid-terraced house (image source The Bike Shed Co.)



Figure 5.11 Sheffield stands for visitors (image source SFD)

Car Parking

A total of 141 parking spaces are proposed to serve the Phase 2 development. 137 spaces will be assigned to the residential dwellings (a 1 space/dwelling ratio) and the remaining 4 spaces will be available to visitors. Of these 141 spaces, 7 will be universal accessible spaces.

The parking ratio of 1 space per dwelling is the maximum permissible under SPPR 3 of the Compact Guidelines and considered appropriate for this affordable-for-purchase development.

Car club spaces have been permitted as part of the Phase 1 development. There will be 11 car club spaces located within the high-density area, approximately 500m walk from Phase 2, which takes c.5 minutes by foot.

Electric Vehicle (EV) parking is provided in accordance with Appendix 5 Section 5.0 of the Dublin City Development Plan which requires 50% of all spaces to have a 'live' charging point and the remainder of the spaces to be designed to accommodate future EV charging. This equates to 71 spaces, of which 27 will be on-curtilage and 44 will be on-street. All of the accessible spaces will have a charging point.

Motorbike parking is provided in accordance with Appendix 5 Section 6.0 of the Dublin City Development Plan which requires motorbike bays at a rate of 5% of the overall total. There are 7 no. spaces provided, and these are indicated on the site layout drawings and parking key plan.

Parking bays are a mix of on-street and on-curtilage, which provides variety in the streetscape and allows for soft planting to mitigate against the visual impact. On-street spaces are both parallel and perpendicular bays, broken into short banks by street tree planting, and softened by low level shrub and perennial planting buffers where appropriate. The woonerf streets are shared surface areas with parking bays tucked in between landscaping.

The dispersion of residential parking within the development can deter the inclination towards using private cars for short trips, consequently promoting the adoption of more active modes of travel. Moreover, this dispersion encourages social interaction among residents in contrast to schemes where all of the parking is located within private driveways.



Figure 5.12 On-Street Parking, St Andrews, Bromley by Bow Townshend Landscape Architects.

Table 5.8 Car Parking

Parking Spaces	No. of Spaces
Residential On-Curtilage	27
Residential On-Street	110
Visitor On-Street	4
Total	141

Table 5.9 EV Parking Spaces

EV Parking Spaces	No. of Spaces
Residential On-Curtilage	27
Residential On-Street	40
Visitor On-Street	4
Total	71 (50% of total spaces)

5.0 | DEVELOPMENT STANDARDS

Refuse Storage & Collection

The site layout has been designed to accommodate the movements of a typical refuse vehicle.

Bin muster zones for collection on refuse days have been located in appropriate positions on the advice of the Waste Management Consultant, AWN.

Houses

For mid-terrace houses, storage space for three wheelie bins located side-by-side is provided on the front curtilage and is screened and enclosed by gossip walls, bike shelters, railings and planting.

For end-of-terrace houses, bins can be stored in rear gardens with independent access.

Duplex and Apartments

Secure bin storage is provided within the shared gardens between each pair of duplex blocks or in the shared garden for the terrace of duplex units. The bin store is adjacent to the garden gate allowing easy transfer of bins out to the public realm and muster zones for weekly or fortnightly collection.

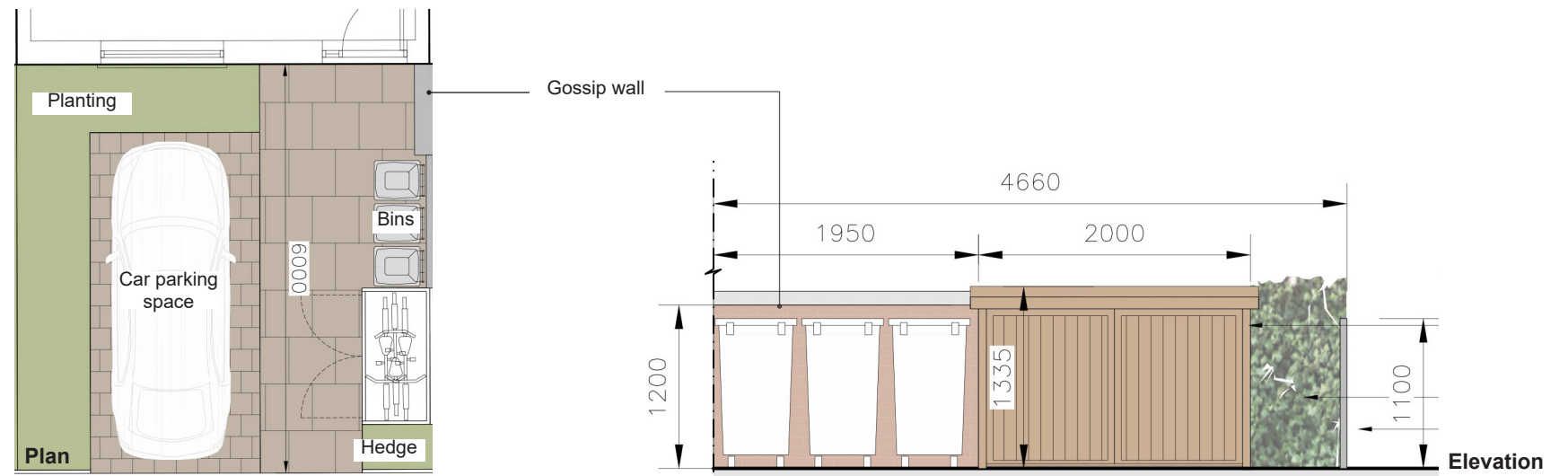
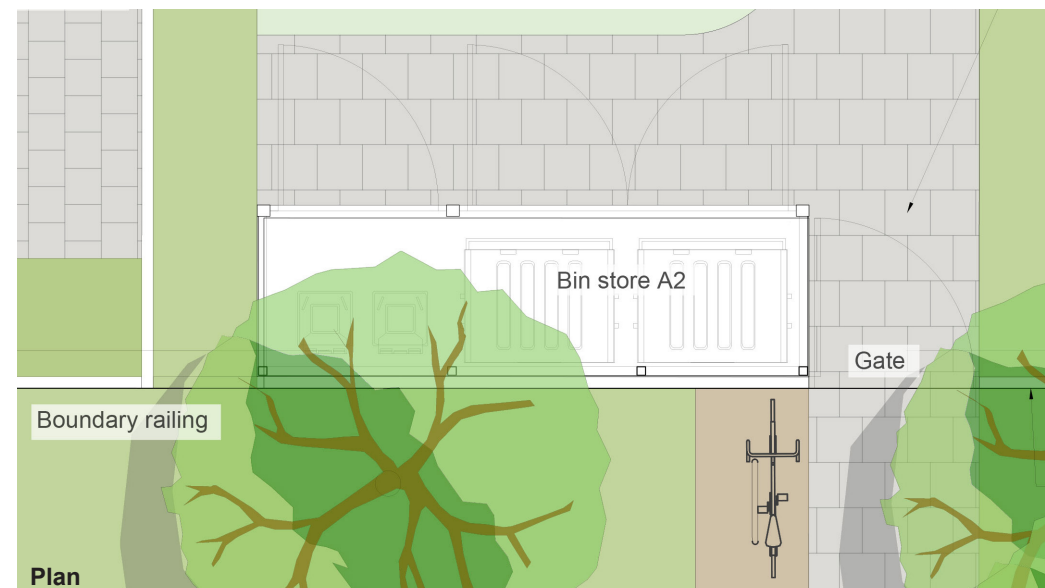


Figure 5.13 Private bin store for mid-terrace houses



Reference image

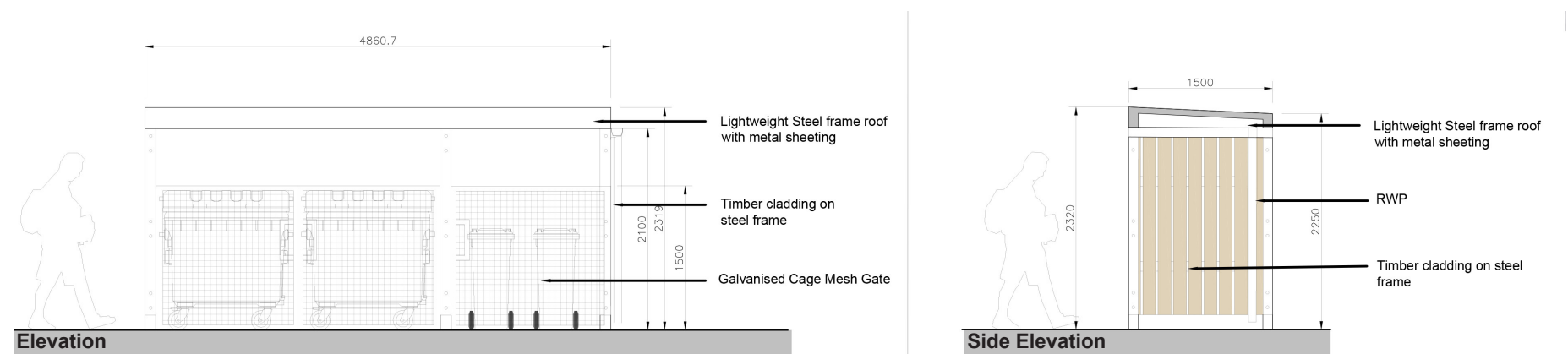


Figure 5.14 Typical communal bin store for Duplex units (plan, section, elevation and example)

Childcare

A large creche has been granted permission as part of Phase 1 and this is intended to serve the childcare needs of both Phases 1 and 2. The permitted creche is located on the ground floor of Block 5 of Phase 1, on the southwest corner of that block, where it is easily accessible to the overall development. It fronts directly onto the central Neighbourhood Park and is convenient to bus stops, the railway station and the future shops and services of Phase 1.

The creche has a gross internal floor area of 672sqm and is currently designed to accommodate 92 children in full day care services. It has a secure outdoor area of 200sqm.

Phase 2 comprises 137 dwellings, which potentially generates a need for 36.5 childcare spaces, based on a standard of 20 spaces per 75 dwellings.

The deliberately over-sized creche floor space has capacity to accommodate another 60 children which will comfortably meet the demand from Phase 2.

The creche can be accessed by car, foot or bike, but the most convenient route from Phase 2 is via the car-free Neighbourhood Park, which is less than a 5 minute walk from the northernmost point of Phase 2.



Figure 5.15 Future creche permitted within Phase 1

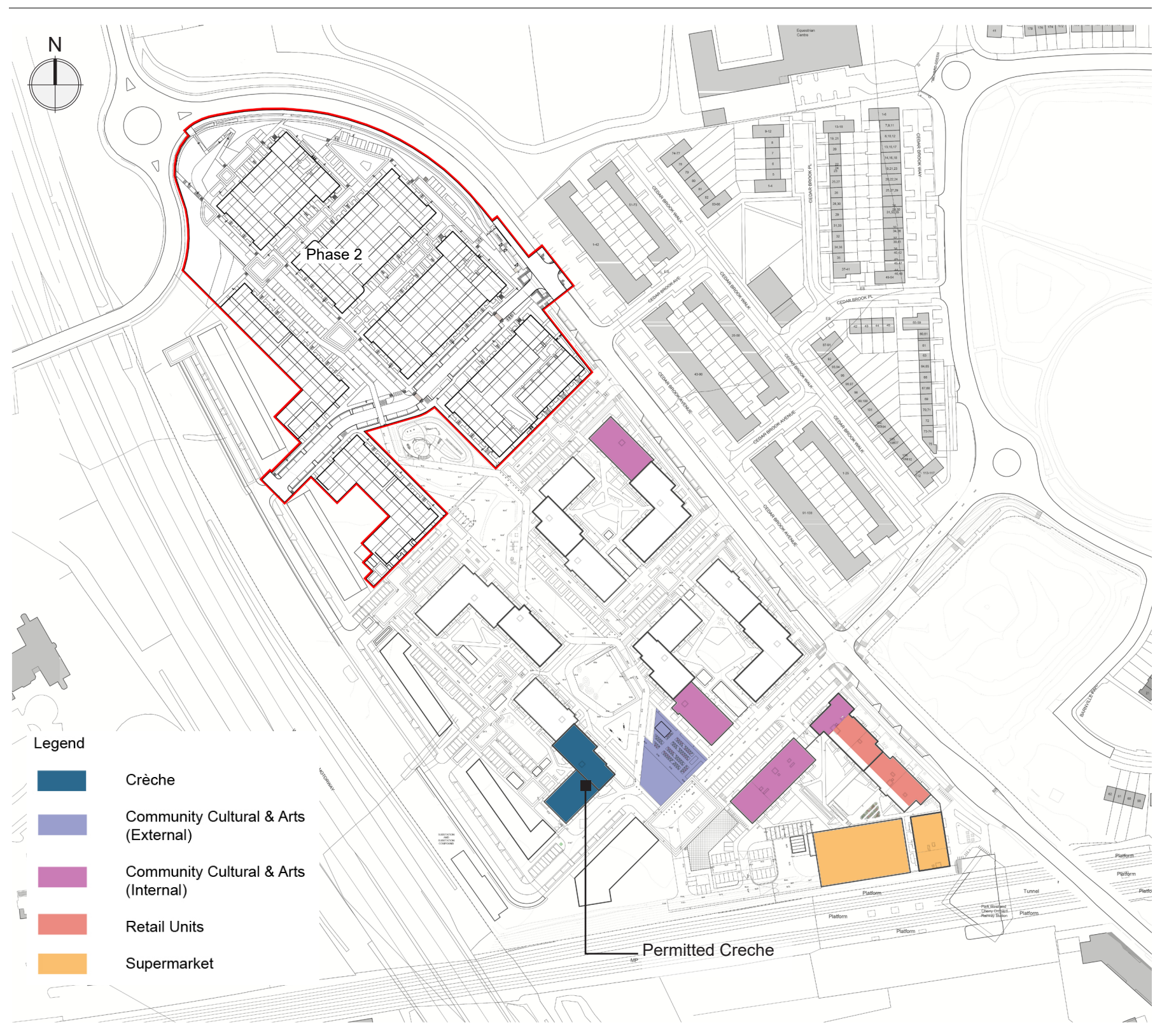


Figure 5.16 Non-residential uses and location of the permitted creche

5.0 | DEVELOPMENT STANDARDS

Tenure Mix and Part V

The estimated capacity of the overall development is approximately 1100 dwellings. 20% of this total is to be provided as Part V social housing and is proposed to be located within Phases 1 and 3.




Phase 1 of the development is a mix of cost rental apartments and social apartments.

Phase 2 is an affordable for purchase scheme and the Part V homes required by this phase are located within Phases 1 and 3.

Phase 1 Cost Rental =	546 homes
Phase 1 Part V =	162 homes
Phase 2 Affordable Sale =	137 homes
Total =	845 homes

The Part V requirement of 162 apartments is 19% of the combined Phase 1 and Phase 2 development, and the balance of 7 homes required to meet 20% overall will be provided in the future Phase 3 of the Cherry Orchard Point development.

Legend

-  Cost Rental Dwellings (Phase 1)
-  Social Dwellings (Phase 1)
-  Affordable Purchase Dwellings (Phase 2)

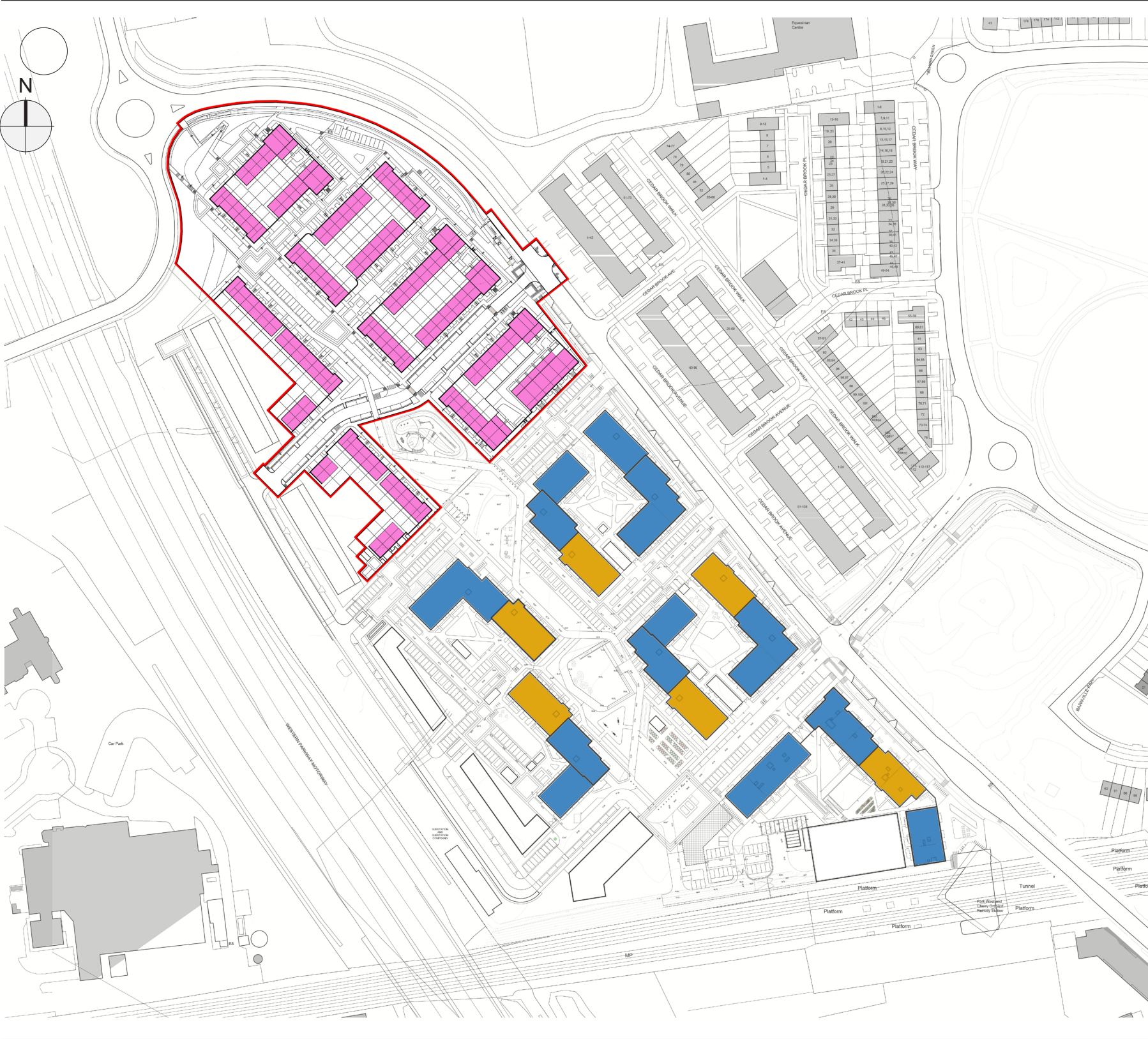


Figure 5.17 Tenure mix across Phases 1 and 2

Community, Arts & Cultural Uses

Space for Community, Arts and Cultural (CAC) uses is a requirement of the Dublin City Development Plan for any development exceeding 10,000sqm, and is to be provided at a rate of 5% of the overall gross floor area.

Phase 2 development gross floor area = 13280 sqm
Community, Arts & Cultural space required (5%) = 664 sqm

The DCC Building Culture Infrastructure Toolkit provides that *'for sites located within the SDRA, the positioning of the facility within the SDRA itself meets the criteria of being within the site for the purposes of CUO25'*. The Cherry Orchard Point development sits within SDRA 4 and lends itself to this form of off-site provision.

The project partnership of DCC and the LDA is focused on providing benefits to both the existing and future communities with integrated strategies for CAC space provision.

For approved Phase 1, CAC space is to be provided on the ground floors of 4 separate blocks, and in the form of a community garden and an external event space between the neighbourhood park and New Street.

For Phase 2, the DCC project and local area management teams have assisted in the identification of supported priority projects that would benefit from planned and guaranteed funding to progress. The provision of the proposed athletic running track facility within New Cherry Orchard Park, and proximate to the proposed Phase 2 development, has been set out as of the highest need and would meet the requirement for compliance with Policy Objective CUO25 to deliver the community, arts and cultural space as required by the proposed Phase 2 development.

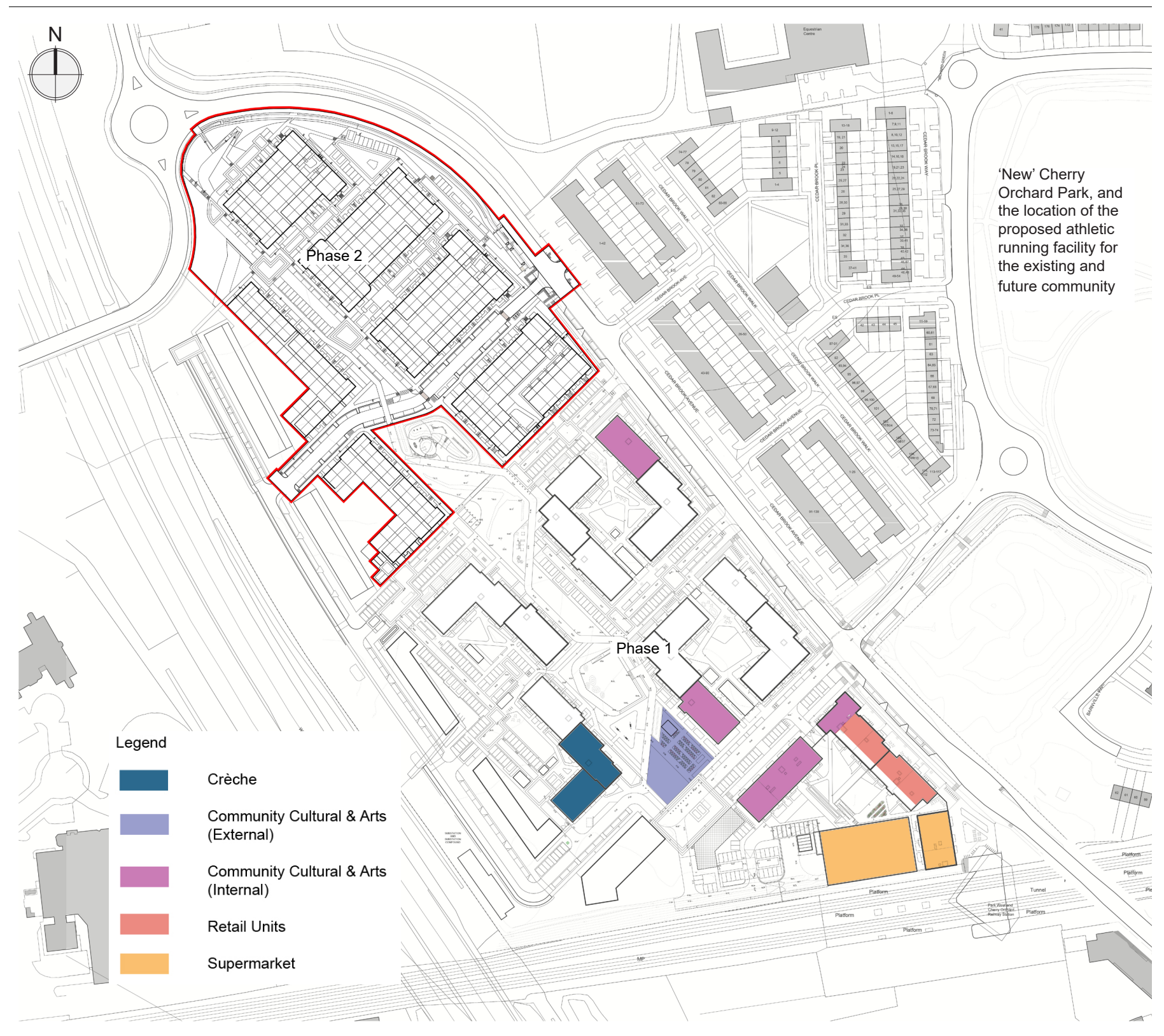
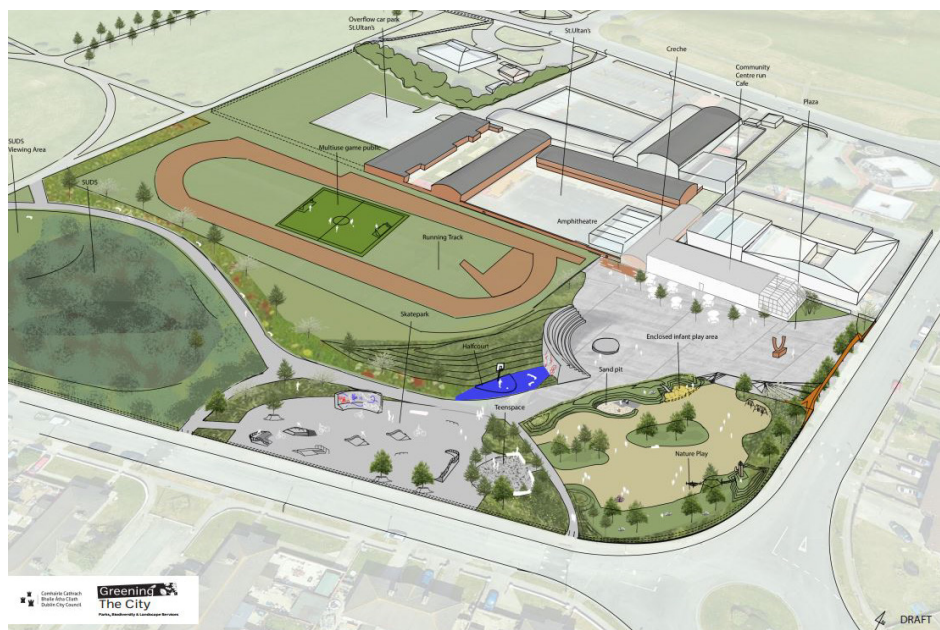


Figure 5.18 (Above) Non-residential uses including permitted community, arts and cultural uses

Figure 5.19 (Left) Sketch image of the proposed athletic running facility for New Cherry Orchard Park

6.0 | MATERIALS & PRECEDENTS



CONROY CROWE KELLY
ARCHITECTS & URBAN DESIGNERS

Receiving Environment

The existing developments to the east and south of the development site include a very broad range of building material and typology.

1-2-3 The mid-density development of Cedar Brook is a contemporary scheme of coloured render, timber cladding and galvanised steel roofs and metal-work.

4 Saint Ultans Primary School is an architectural award-winning building, with well-considered brickwork and distinctive barrel vault roofs.

5 'Traditional' houses in Barnville Park are brick and render with tiled roofs and PVC windows.

6 The railway station is a contemporary building with a soaring canopy, glass and stone screen walls and exposed steel trusses.

7 The relatively new Aspect Hotel is a curved block, with pre-cast panel cladding and simple window ops.

8-9 The Crescent apartment scheme is a large, very distinct building, with render, timber cladding and stone details. Balconies are generally glazed.

10 Park West Business Park is a commercial development with large glazed screens and terracotta rainscreen cladding.

11 The permitted development for Phase 1 is largely finished in brick with elements of render to lighten the facades, particularly on internal courtyards.

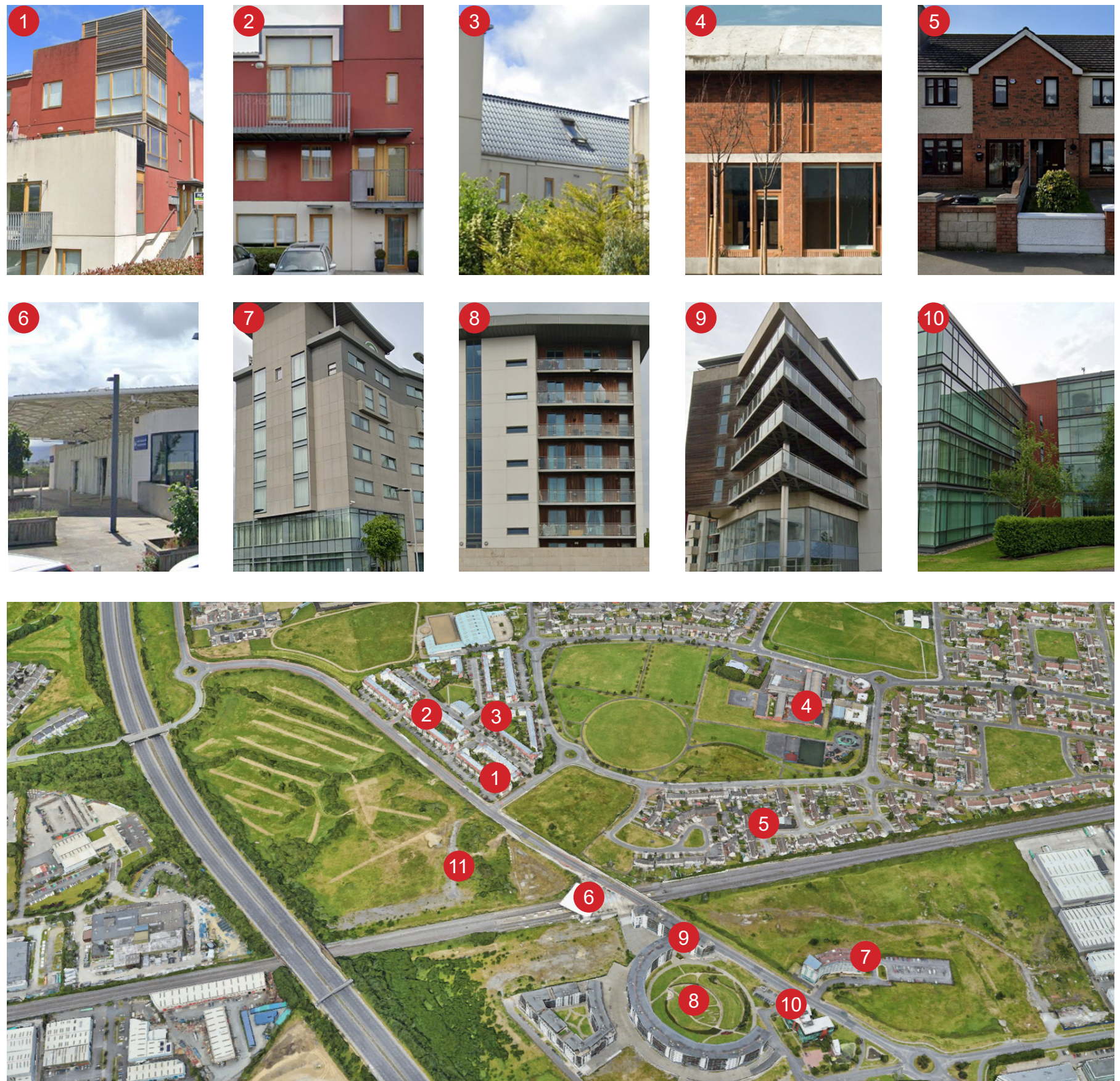


Figure 6.0 Overview of surrounding built environment



6.0 | MATERIALS & PRECEDENTS

Materials and Precedents

The material palette for Phase 2 has been selected to be robust, durable and low-maintenance, with clay or concrete brick as the primary cladding material to ensure a high quality finish.

Building elevations have been designed with a palette of contrasting brick tones, simple details, soldier courses and special brick features to distinguish this phase from the permitted Phase 1.

The colour palette includes light buff, and warm red brick. Contrasting bricks are used to create variety by pattern on the duplex elevations, and the red is used as an accent for key buildings and as a plinth across some of the buildings.

A pale buff/neutral render finish with a brick plinth has been chosen at the internal woonerf streets and courtyard elevations.

Windows are proposed to be aluminium or uPVC with concrete cills. Front doors will be composite timber or uPVC doors in complementary colours to the brick finish.

Stair and terrace balustrades will be simply detailed in black or grey coloured polyester powder coated mild steel.

Roofs will be a flat concrete tile or slate, with clean lines and eave details.

Canopies over front doors will be lightweight and finished in pressed metal. Gutters and downpipes will be black or dark grey uPVC.

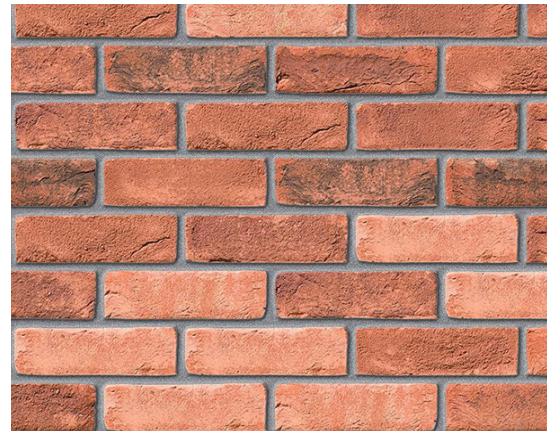


Figure 6.1 Warm red brick



Figure 6.2 Cool light buff or neutral toned brick



Figure 6.3 Architect's image of one terrace of houses with full brick facade and window details



Figure 6.4 Architect's image of variety in material using brick tones and patterns



Figure 6.5 Photomontage of the proposed development onto Park West Avenue (image source GNET)



Figure 6.6 Architect's image of variety in material using brick tones and patterns

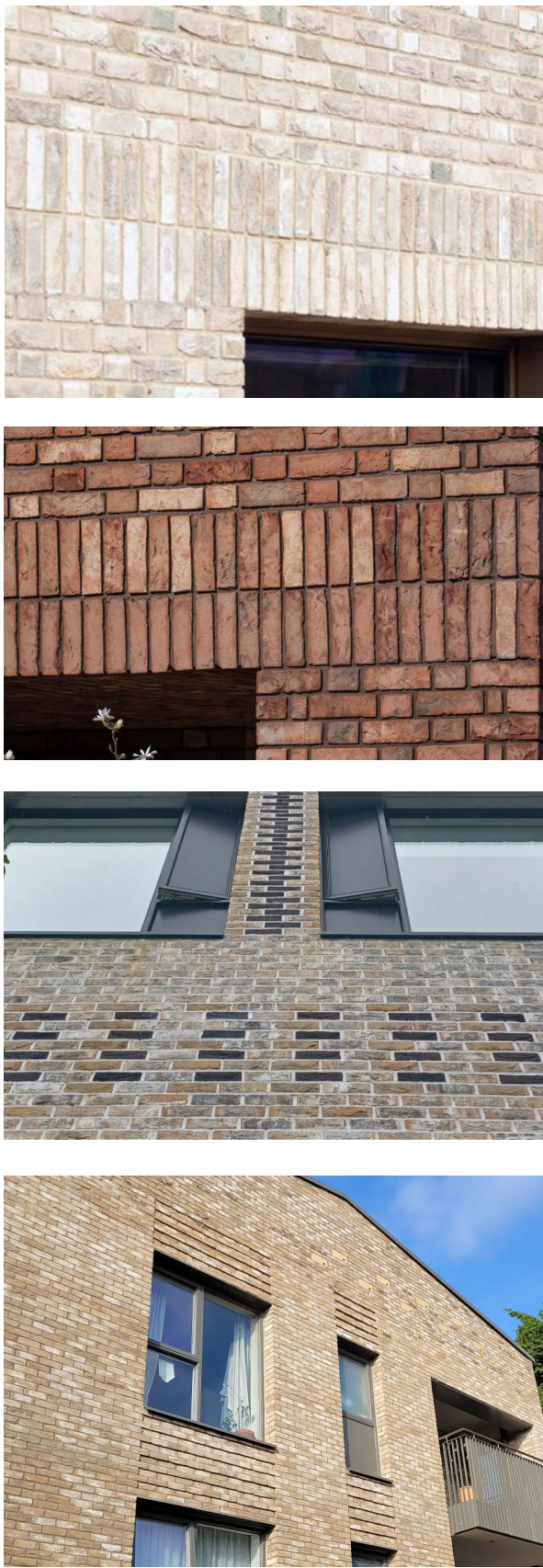


Figure 6.7 Precedent images showing variation in pattern, texture and colour



Figure 6.8 Typical street elevation of duplex block



Figure 6.9 Typical gable elevation of duplex block

7.0 | DEVELOPMENT PHASING



CONROY CROWE KELLY
ARCHITECTS & URBAN DESIGNERS

Development Phasing

The proposed phasing plan divides the site into four distinct sections, broadly following the four different character areas. Character areas are not necessarily defined by a planning redline or phasing boundary, and a transition or ‘blurring’ between character areas which are subject to different planning permissions and/or phases is to be expected to allow a large scheme to read as a coherent neighbourhood, rather than a series of independent estates, as was typical of late twentieth century development.

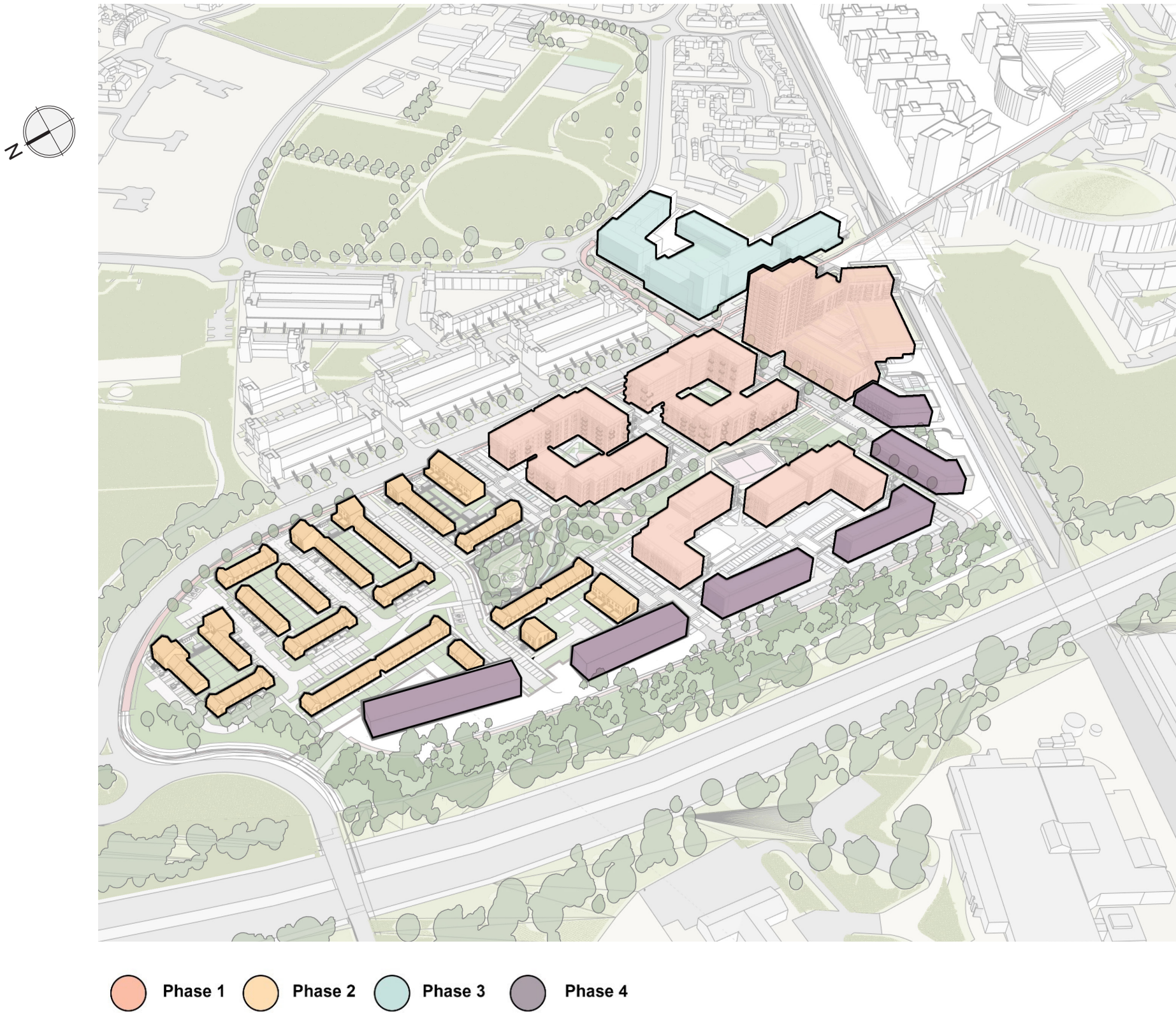
Phases 1, 2 and 4 are within Site 4 of the Local Area Plan and Phase 3 is within Site 5.

The subject application is Phase 2 of Cherry Orchard Point. Phase 2 comprises the low-medium density section in the north of the site, coloured yellow on the diagram opposite.

A large section of Phase 4 is required to facilitate the DART+ South West works, which has been recently granted a Rail Order by An Bord Pleanála. These works are estimated to be complete in 2030, which will hold the development of Phase 4 in abeyance for the medium to long term.

Phase 1 has the benefit of a recent approved planning permission, is currently at tender stage (at the time of the submission of this application) and construction is planning to commence in Q4 of 2025.

Within Phase 2, it is proposed that the construction programme is flexible to allow certain blocks to proceed ahead of the other, as the future developer sees fit, and to co-ordinate with the construction programme for the permitted development of Phase 1.



Phase 1 Phase 2 Phase 3 Phase 4

Figure 7.0 Proposed Phasing

8.0 | COMMUNITY AND SAFETY STATEMENT



CONROY CROWE KELLY
ARCHITECTS & URBAN DESIGNERS

The Dublin City Development Plan 2022-2028 (DCDP) outlines best practice for Safe and Secure Design in Section 15.4.5 under Development Standards.

Under Objective QHSNO15 the DCDP requires the preparation and submission of a Community Safety Strategy for all housing developments over 100 units “which would set out the design features incorporated to address the above measures to ensure a high level of safety and security is maintained including overlooking, passive surveillance, street lighting and clear accessible routes.”

From Section 15.4.5 of The Dublin City Development Plan 2022-2028:

Safe and Secure Design

New developments and refurbishments should be designed to promote safety and security and avoid anti-social behaviour by:

- *Maximising passive surveillance of streets, open spaces, play areas and surface parking.*
- *Avoiding the creation of blank facades, dark or secluded areas or enclosed public areas.*
- *Eliminating leftover pockets of land with no clear purpose.*
- *Providing adequate lighting.*
- *Providing a clear distinction between private and communal or public open space, including robust boundary treatment.*
- *Enabling residents to watch over the entrance to their home; recessed entrances should be avoided and front doors should also be overlooked from other houses or from well-trafficked public areas.*
- *Locating back gardens next to other back gardens or secure private areas rather than on to roadways or other public areas.*
- *Ensuring that the layout and design of roads within residential areas encourages appropriate traffic volumes and speeds.*
- *Providing clear and direct routes through the area for pedestrians and cyclists with safe edge treatment, maintaining clear sight lines at eye level and clear visibility of the route ahead.*
- *Using materials in public areas which are sufficiently robust to discourage vandalism.*
- *Avoiding the planting of fast-growing shrubs and trees where they would obscure lighting or pedestrian routes; shrubs should be set back from the edge of paths.*
- *Consulting with An Garda Síochána crime prevention design advisor where appropriate; Dublin City Council will also have regard to the Guidelines on Joint Policing Committees as established under the Garda Síochána Act 2005 as amended (2014), in order to ensure safe and secure communities.*

Key urban design principles which form the basis for Cherry Orchard Point and landscape design will be integral to encouraging neighbourliness, fostering a sense of community and discouraging anti-social behaviour, vandalism and crime.

The following pages illustrate how the design strategy seeks to ensure a high level of safety and security is maintained in the new development.

- *Maximising passive surveillance of streets, open spaces, play areas and surface parking.*

Central to Cherry Orchard Point is a new large and dynamic public park, which is the ordering device for the overall urban site plan and the driving force for the new development. Residential buildings on either side overlook and secure the park by design, and the variety of passive and active park features will appeal to residents and visitors alike. The children's playground is located in the centre of the development and is overlooked by residential buildings on both sides and by the passing traffic of the internal access road from Park West Avenue.

A continuous edge to Park West Avenue will create better enclosure and activity on that street, and will announce the changing nature of the streetscape from Cloverhill Road and the northern approach.

The 3-storey duplex buildings are located where increased overlooking is required, in particular Park West Avenue and Cloverhill Road roundabout.

New street trees, an off-road cycle lane, parallel parking bays and a pedestrian/cycle crossing on Park West Avenue will help to calm traffic and encourage greater footfall and therefore activity. This increased activity and overlooking will also benefit the existing Cedarbrook development on the east side of the street.

See diagrams below and overleaf for cross sections and sightlines across public parks and streets, all images courtesy of Landscape Architects Mitchell & Associates, and the originals of each can be found in their Landscape Design Statement.

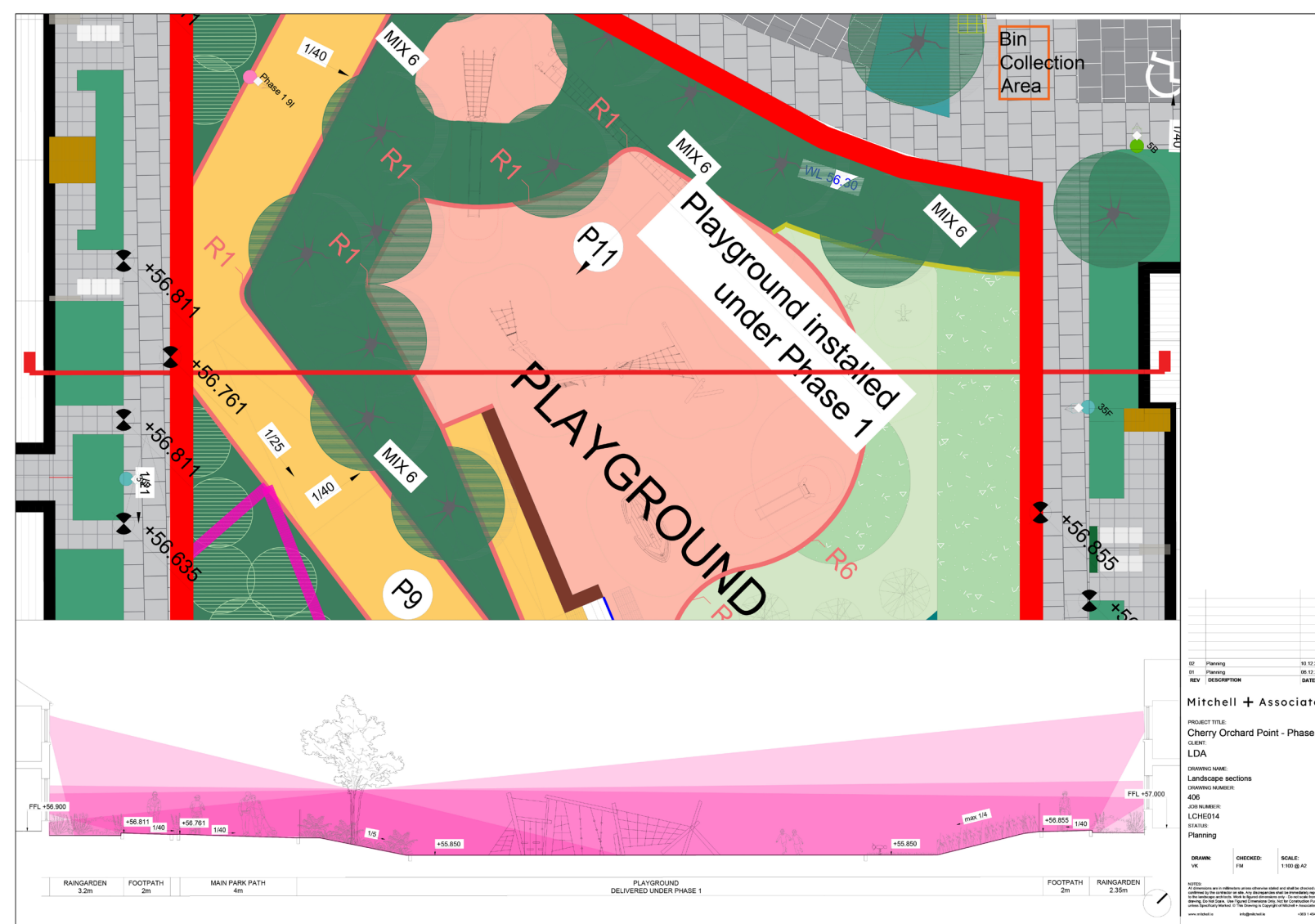


Figure 8.0 Landscape Architects' surveillance section across the neighbourhood park and playground

8.0 | COMMUNITY AND SAFETY STATEMENT

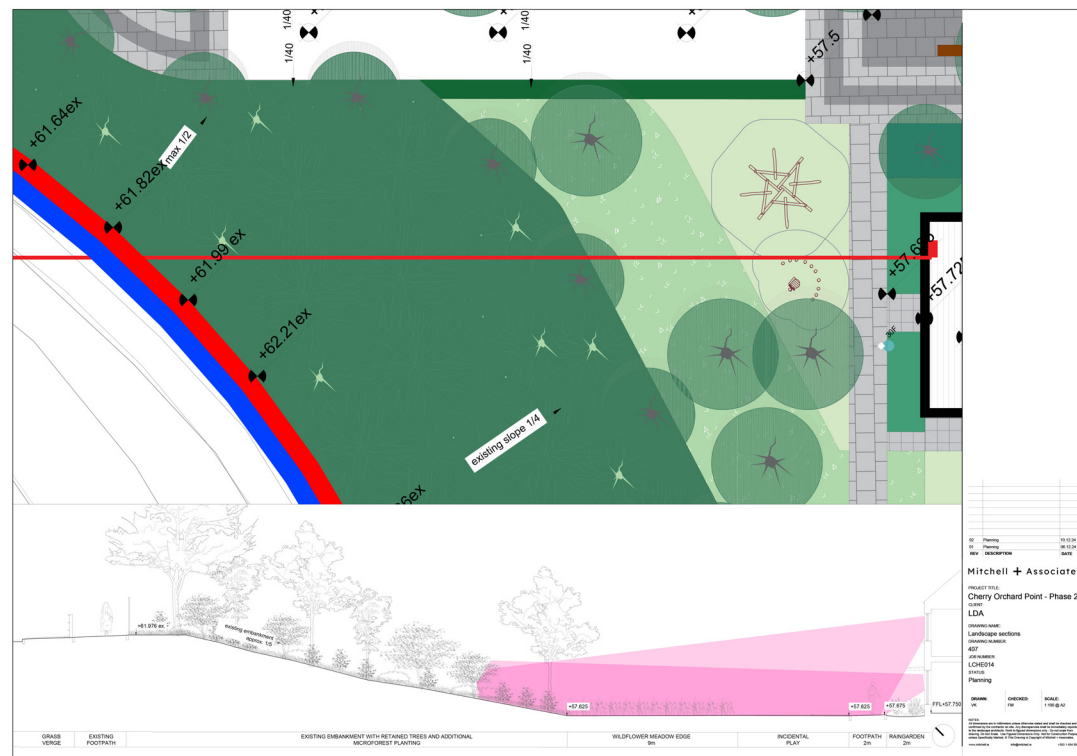


Figure 8.1 Landscape Architects' surveillance section through woodland buffer to northern boundary

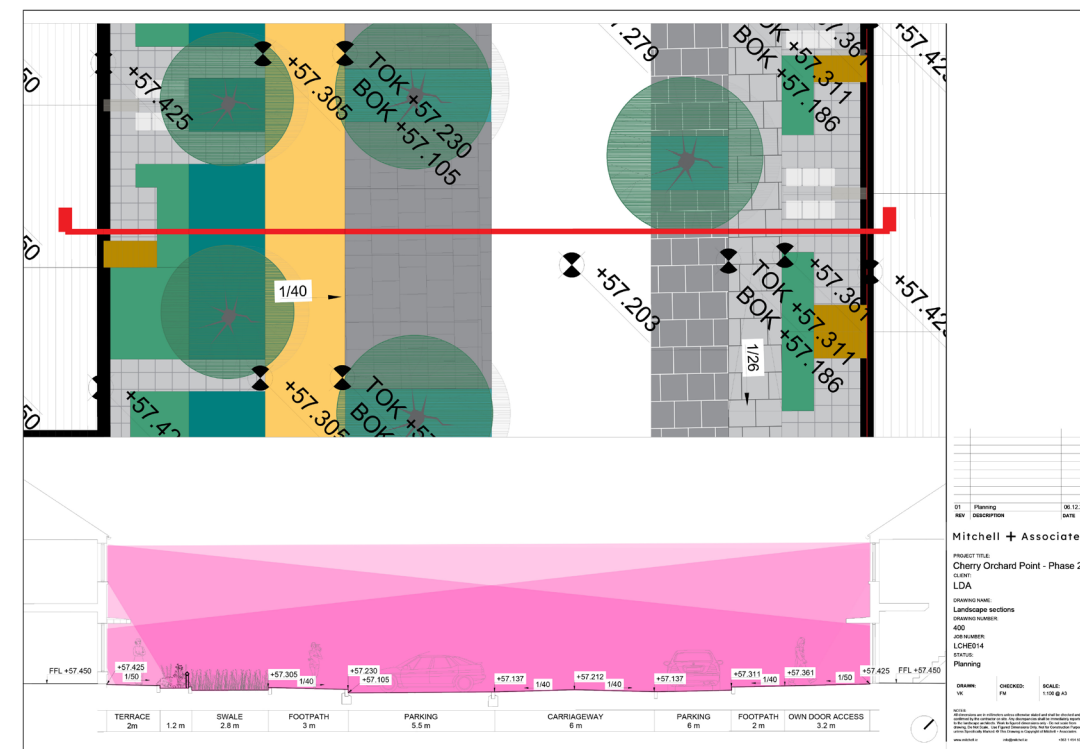


Figure 8.3 Landscape Architects' surveillance section across internal street

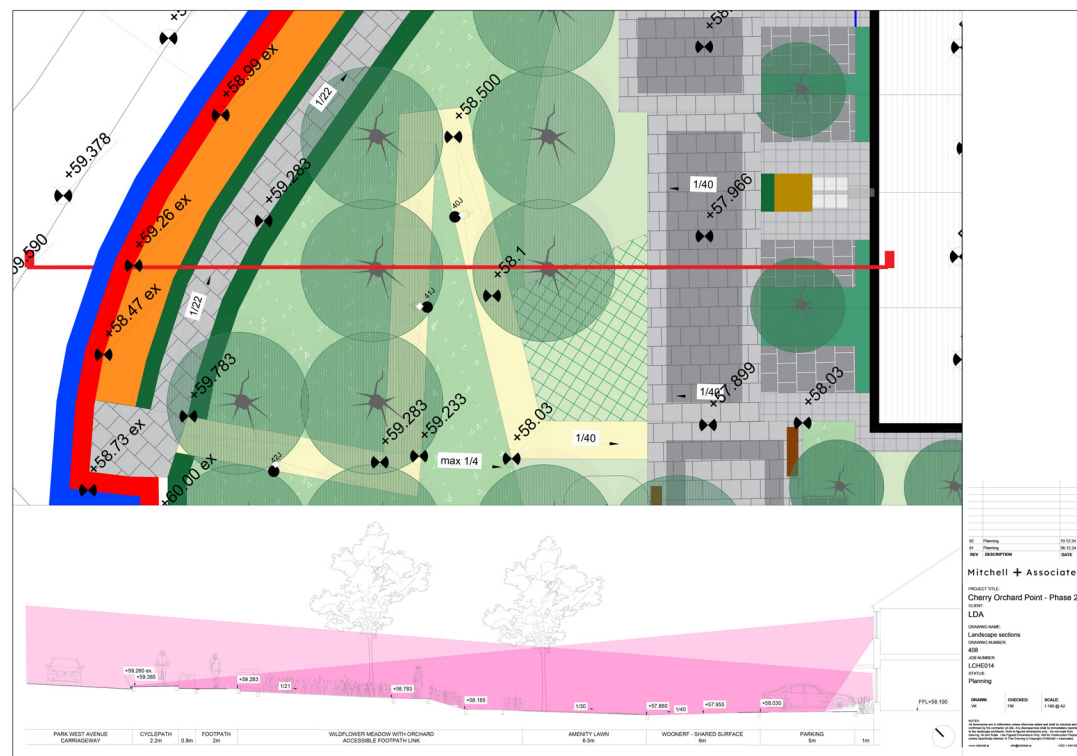


Figure 8.2 Landscape Architects' surveillance section through northern open space and pedestrian/cycle link to Cloverhill Road/Palmerstown Way flyover

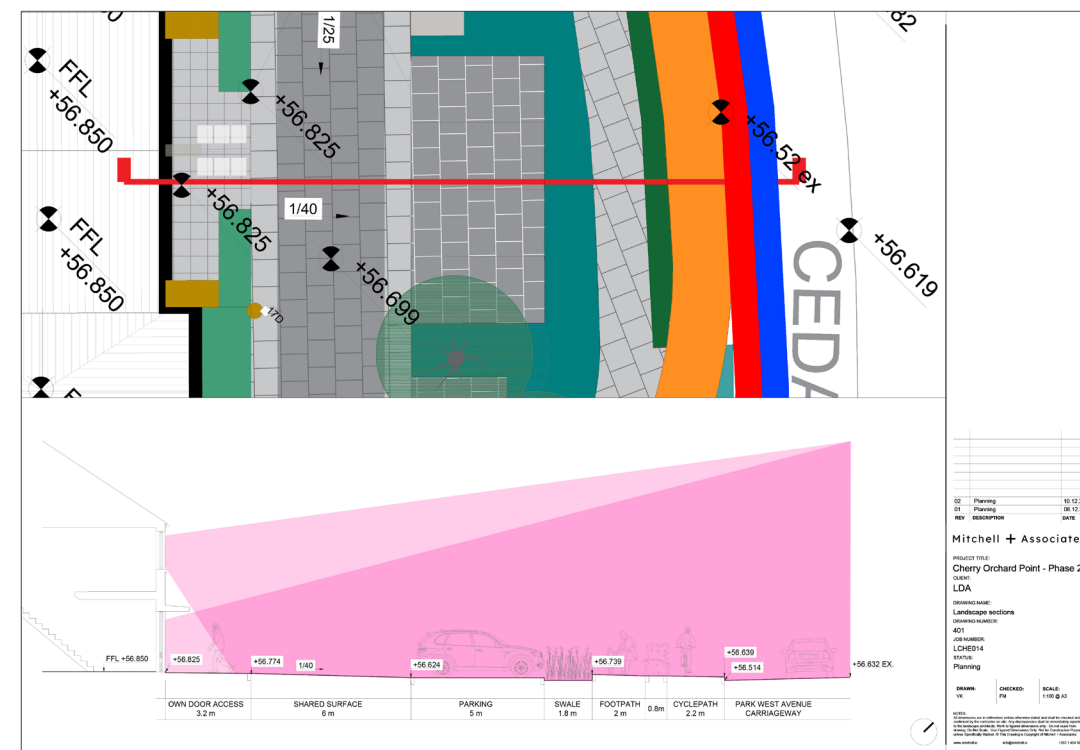


Figure 8.4 Landscape Architects' surveillance section through parking court and Park West Avenue

- **Avoiding the creation of blank facades, dark or secluded areas or enclosed public areas.**

Care has been taken with the scheme design and building facades to ensure that there are no blank gable walls within the scheme. Buildings on street or block corners are designed to present active frontages on both public sides.

A 3D model of the proposed development was a useful tool in investigating the streetscape and identifying corners or stretches of frontage where windows and doors were required to overlook the street. Boundaries to the duplex communal gardens are proposed to be high railings instead of solid walls which permit views both in and out, to discourage anti-social behaviour.

A comprehensive public lighting design has been prepared and submitted with the planning application to ensure that there are no dark or secluded areas that pose a safety risk to residents. Public areas are open in nature, with planting and building frontage used to define the edges and provide vehicular barriers instead of blank walls.



Figure 8.5

Top: Early sketch exploring facade activity and passive surveillance
Bottom: Architects CGI of Type C house which is designed to 'turn' the corner and present active facade on both public sides

- **Eliminating leftover pockets of land with no clear purpose.**

The landscape design for the site clearly defines public, semi-public and private space within the scheme ensuring that no leftover pockets of land will arise within this particular phase of the development.

A temporary boundary treatment to the proposed Irish Rail works compound has been designed by the Landscape Architect to provide an attractive and robust boundary for the duration of those works and until such time as permission and the development of future Phase 4 is determined.

- **Providing adequate lighting.**

A lighting consultant has prepared a detailed lighting design for all public and semi-public areas of the site to ensure adequate lux levels are achieved for residents' safety and security.

- **Providing a clear distinction between private and communal or public open space, including robust boundary treatment.**

The hierarchy of open space is clearly defined between the central neighbourhood park and playground, the "woonerf" home zones where traffic speeds are slow with surfaces shared with pedestrians and cyclists, the secure community courtyards for the duplex and ground floor apartments, and the rear gardens of private houses.

Boundaries to the rear gardens of houses are 1.8m high timber panel fences between plots and 2m high brick walls to the street. Boundaries between the public realm and the communal duplex gardens are 2.4m high vertical railings with a secure gate, allowing visibility in and out.

All residential units have a landscaped threshold zone between the building edge and the public footpath.

Full details of all boundary treatments are provided in the Landscape Architects' planning drawings and report.

- **Enabling residents to watch over the entrance to their home; recessed entrances should be avoided and front doors should also be overlooked from other houses or from well-trafficked public areas.**

All of the dwellings are own-door units with a defensible space to the front door in the form of a threshold zone that varies in depth from 2m to 6m. This setback allows residents to see visitors approaching. Front doors are flush with the facade and have a light canopy overhead. There are no recessed porches.

- **Locating back gardens next to other back gardens or secure private areas rather than on to roadways or other public areas.**

In general, the back gardens of houses and the communal gardens for duplex units all back onto to each other to create a continuous and closed urban block.

Where the development backs onto future Phase 4, these lands will be temporarily secured for and by the Irish Rail compound works. It is expected that the future development of Phase 4 will adequately address and secure the rear gardens backing onto those lands.

- **Ensuring that the layout and design of roads within residential areas encourages appropriate traffic volumes and speeds.**

There is a clear road hierarchy within Phase 2 that makes a series of step-changes from Park West Avenue which is a primary link road with the characteristics of a distributor road. Measures have been taken to calm traffic on Park West Avenue and create a more urban character.

The junction from Park West Avenue is directly opposite an existing parking court for the Cedarbrook development and it is proposed that this junction is provided with traffic lights. These traffic lights announce a change in street character from fast distributor road to an urban street. Upgrades to the existing cycle path and footpath, new street trees, clear and transparent boundaries and the relocation of the bus stop will contribute to traffic-calming by design on this stretch of road up to the Cloverhill roundabout.

The access road into Phase 2 is a secondary or local street, and is one part of an internal loop for the overall scheme. This street is characterised by on-street parking bays, street trees, continuous active frontage. Pedestrian crossing points are provided where required, including a continuation of the internal pedestrian/cycle path that runs through the neighbourhood park.

The tertiary street network is a series of minor streets characterised as 'woonerf' spaces, a Dutch term for living streets, whereby the street is shared between pedestrians, cyclists and cars, but clear priority is given to pedestrians. Hard and soft landscaping contribute to making these living streets safe and attractive spaces.

8.0 | COMMUNITY AND SAFETY STATEMENT

- *Providing clear and direct routes through the area for pedestrians and cyclists with safe edge treatment, maintaining clear sight lines at eye level and clear visibility of the route ahead.*

This is central to the design of the neighbourhood park which runs through the centre of the scheme from Phase 1 to the northern boundary. Priority is given to pedestrians and cyclists, and planting choices at detail design stage will ensure clear sightlines are maintained.

Simple and legible signage will be used throughout the development to ensure that visitors can easily find their way around.

- *Using materials in public areas which are sufficiently robust to discourage vandalism.*

Material and public lighting choices within the public realm have been carefully considered for their robust qualities.

Pre-cast concrete paving with a granite finish is proposed for the woonerf shared surfaces and footpaths, edged by pre-cast concrete kerbs with a granite finish.

Parking bays will be finished with permeable pre-cast concrete paving, which contributes to sustainable drainage.

Steel Sheffield stands are proposed for visitor bike parking, located in visible and accessible areas.

Children's play areas are designed to have nature inclusive play with natural structures such as a willow tunnel, timber stepping stones and logs as well as mounding and integrated planting within the playground. Benches are designed to be age-friendly with armrests and back rests, and are of simple robust construction using steel and timber.

The full spectrum of proposed materials is described in the Landscape Architects report.



Steel table tennis equipment



Pre-cast paving with granite finish



Sheffield bike stands for visitors



Natural play



Steel and solid timber benches fixed to the ground

Figure 8.6 Precedent images of robust, long-lasting, durable, low-maintenance materials and street furniture in the public realm

- *Avoiding the planting of fast-growing shrubs and trees where they would obscure lighting or pedestrian routes; shrubs should be set back from the edge of paths.*

The landscape design intent is to provide a visually permeable scheme, using a broad range of native and pollinator-friendly planting and management techniques to improve biodiversity, while being conscious of maintenance requirements. The overall design strategy includes extensive native wildflower meadows, native microforest planting (only along the M50), partial retention of existing hedgerows, which are managed to increase visibility across the amenities, swale and rain-garden habitats, herb gardens, and fruit trees.

It is envisaged that as the community develops, residents may take an active role in some operations associated with landscape management and maintenance. Engagement of the local community in realistic and meaningful management roles will empower the residents and assist in building a cohesive community spirit and sense of place and local stewardship.



Fig 8.7 Example of public open space with low-level planting and high-crowned trees allowing for good passive surveillance across the park (Hawthorn Walk, Clonskeagh)

- *Consulting with An Garda Síochána crime prevention design advisor where appropriate; Dublin City Council will also have regard to the Guidelines on Joint Policing Committees as established under the Garda Síochána Act 2005 as amended (2014), in order to ensure safe and secure communities*

The design team consulted with the An Garda Síochána crime prevention design advisor assigned to Cherry Orchard Point for Phase 1 and this collaboration with the Crime Prevention Officer and the Garda National Community Engagement Bureau has continued for Phase 2.

The focus of this consultation was on crime prevention through environmental design and the outcomes emphasise the integration of safety measures in the development to enhance community security and well-being.

The main points of discussion for consideration are summarised below:

Crime Prevention Design

- Emphasis on maximising passive surveillance.
- Avoidance of secluded or poorly lit areas.
- Clear distinction between private and public spaces.
- Adequate lighting and robust boundary treatments.

Crime Pattern Analysis

- Analysis of local crime trends shows prevalent issues of anti-social behaviour, criminal damage, and drug offences.
- Recommendations include designing-out crime through strategic layout and landscaping.

Bicycle Parking Strategy

- Secure off-street parking for residents and strategically placed visitor parking.
- Compliance with guidelines ensuring adequate and secure storage to promote cycling.
- Integration of bicycle infrastructure with urban design for enhanced connectivity.
- Landscaping Strategy;
 - Creation of green spaces promoting biodiversity and community interaction.
 - Emphasis on sustainable development practices, such as rain gardens and energy-efficient lighting.
 - Use of native plants to support ecological health and reduce maintenance.

Planting Strategy

- Defensive planting to deter crime and vandalism.
- Selection of appropriate species to maintain natural surveillance.
- Consideration of future maintenance and crime prevention in landscape design.

Conclusion

The strategies and improvements suggested for Phase 1 of Cherry Orchard Point should be applied to Phase 2. This report was particularly focused on bike storage facilities, optimising rear access, and improving landscaping to create a more functional, aesthetically pleasing, and sustainable environment.

Crime and antisocial behaviour are inescapable features of our society; however, they can be controlled and prevented. Evolving and growing new practices, including policing and local conditions, will increase new ways of crime prevention and promoting community safety while securing quality in the local environment.

Suggested design and management strategies to enhance security are;

- Allow for clear sight lines,
- Provide adequate lighting,
- Minimise concealed and isolated routes,
- Avoid entrapment,
- Reduce isolation,
- Promote land use mix,
- Use of activity generators,
- Create a sense of ownership through maintenance and management,
- Provide signs and information and,
- Improve overall design of the built environment.

These strategies align with Objective QHSNO15 and the Safe and Secure Design measures described in Section 15.4.5 of the DCCP, and with the urban design objectives that the Applicant and Design Team have for this new residential development.

Where feasible, and in consideration of the design of objectives of the overall scheme, the feedback and constructive advice of the Crime Prevention Officer will be incorporated in the detailed design.



9.0 | ARCHITECTURAL DESIGN STATEMENT SUMMARY

Table 15.2 of the Dublin City Development Plan 2022-2028 outlines the information requirements for Design Statements.

For ease of reference see table opposite with the relevant locations of this information within the Architectural Design Statement and the planning application documentation.

Table9 Information Requirements for Design Statements	
Residential Developments	
Site Location and Description	Architectural Design Statement, Chapter 1 - Site
Context and Setting	Architectural Design Statement, Chapter 1 - Site
Urban Design Rationale	Architectural Design Statement, Chapter 3 - Urban Design Rationale
Design Evolution / Alternatives Considered	Environmental Impact Assessment Report, Chapter 4 - Alternatives Considered
Block Layout and Design	Architectural Design Statement, Chapter 3 - Urban Design Rationale
Site Connectivity and Permeability	Architectural Design Statement, Chapter 3 - Urban Design Rationale, P.20-21
Height, Scale and Massing	Architectural Design Statement, Chapter 3 - Urban Design Rationale, P.27
Materials and Finishes	Architectural Design Statement, Chapter 6 - Materials and Precedents
Open Space (Private, Communal, Public)	Architectural Design Statement, Chapter 5 - Development Standards
Public Realm Contribution	Architectural Design Statement, Chapter 3 - Urban Design Rationale
Compliance with Internal Design Standards	Refer to Housing Quality Assessment submitted as part of the planning application
Daylight and Sunlight	Refer to Daylight and Sunlight Report by Digital Dimensions submitted as part of the planning application
Car and Cycle Parking	Architectural Design Statement, Chapter 5 - Development Standards
Management / Lifecycle Report	Refer to Building Lifecycle Report submitted as part of the planning application
Compliance with DMURS	Architectural Design Statement, Chapter 3 - Urban Design Rationale Refer to Waterman Moylan Engineering Reports also.
Safety and Security	Architectural Design Statement, Chapter 8 - Community & Safety Statement
Universal Access	Refer to Universal Access Statement submitted as part of the planning application



10.0 | REFERENCES & BIBLIOGRAPHY

This scheme design was informed by all relevant national, regional and local planning and development policies, as well as over-arching urban design policy and best-practice guidance documents.

National Planning Framework: Project Ireland 2040
(Dept of Housing, Local Government and Heritage 2018)

Climate Action Plan 2023: Changing Ireland for the Better
(Dept of the Environment, Climate and Communications 2023)

Regional Spatial & Economic Strategy 2019 - 2031
(Eastern and Midlands Regional Assembly 2019)

National Sustainable Mobility Policy (Dept of Transport 2022)

Design Manual for Urban Roads and Streets (Dept of Transport, Tourism and Sport 2013)

Sustainable Residential Development in Urban Areas
(Dept of Environment, Heritage and Local Government 2009)

Sustainable Urban Housing: Design Standards for New Apartments
(Dept of Housing, Local Government and Heritage 2022)

Urban Development and Building Heights
(Dept of Housing, Planning and Local Government 2018)

Urban Design Manual: A Best Practice Guide
(Dept of Housing, Local Government and Heritage 2009)

Sustainable Residential Development and Compact Settlements; Guidelines for Planning Authorities (Dept of Housing, Local Government and Heritage 2024)

Greater Dublin Area Transport Strategy 2022 - 2042 (National Transport Authority 2022)

Cycle Design Manual (National Transport Authority 2023)

Safe Routes to School (SRTS) Programme 2021
(National Transport Authority and Green-Schools 2020)

Building for Everyone: A Universal Design Approach, and Universal Design Guidelines for Homes in Ireland
(CEUD and National Disability Authority 2012 and 2015)

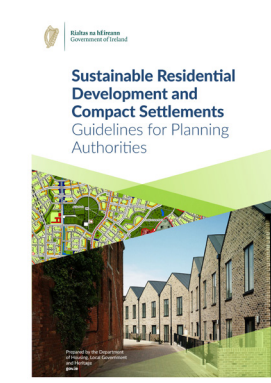
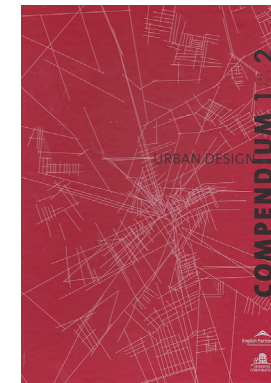
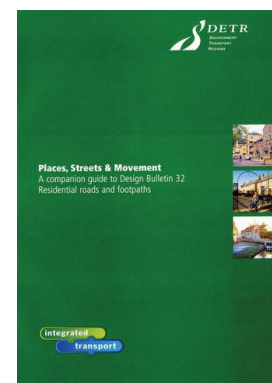
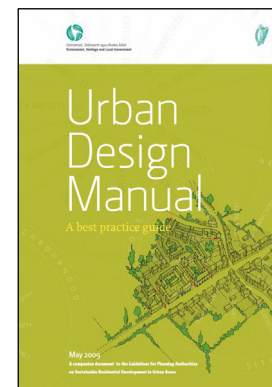
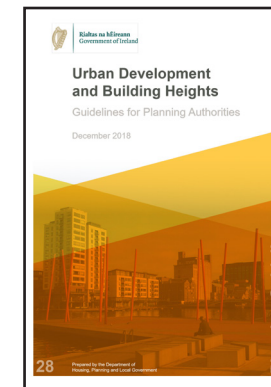
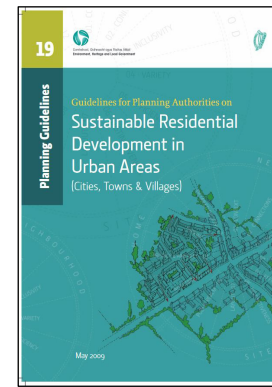
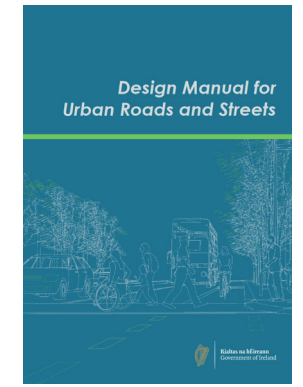
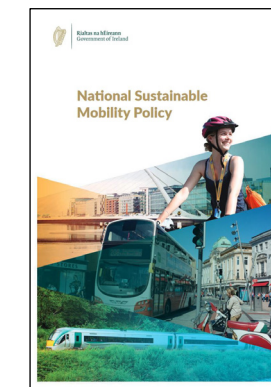
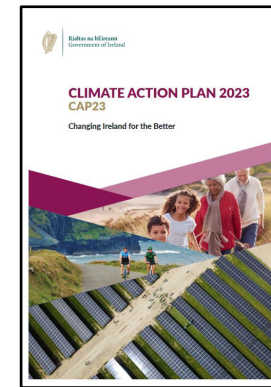
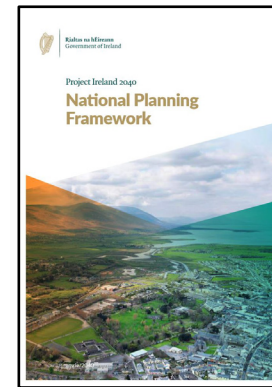
Quality Apartments and Urban Housing (Housing Agency and Urban Agency 2018)

Dublin City Development Plan 2022 - 2028

Park West - Cherry Orchard Local Area Plan 2019

Urban Design Compendium (English Partnerships 2000)

Places, Streets & Movement (UK DETR 1998)



APPENDIX A

This Appendix and the accompanying diagram is provided to explain the difference between the gross and net development site areas.

- The red boundary line is the gross development area and forms the entirety of the application.
- That part of the site coloured pink is public open space approved as part of Phase 1. These open space lands are in excess of the minimum 10% public open space required to serve Phase 1 and were attributed to future Phase 2. The pink open space lands are part of the Neighbourhood Park that serves the overall Cherry Orchard Point development and it was considered appropriate to front-load the development of this park rather than deliver it in a piecemeal fashion under multiple planning permissions. Thus having the benefit of a current planning permission, the pink open space lands are excluded from the Phase 2 application redline .
- The orange boundary line is the net development area for the purpose of calculating net residential density, plot ratio, site coverage and a 10% of public open space.

Gross Development Area = c.3.185 ha

Public open space approved under Phase 1 = c.0.205 ha

Net Development Area = c.3.390 ha

- Legend:
- Planning application site area
 - NET site area
 - Public Open Space (PHASE 1)

