

Cherry Orchard Point Phase 3

Architectural Design
Statement

September 2026



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Appendix A – Summary Schedule of Accommodation
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0.0 Executive Summary

0.1 Introduction

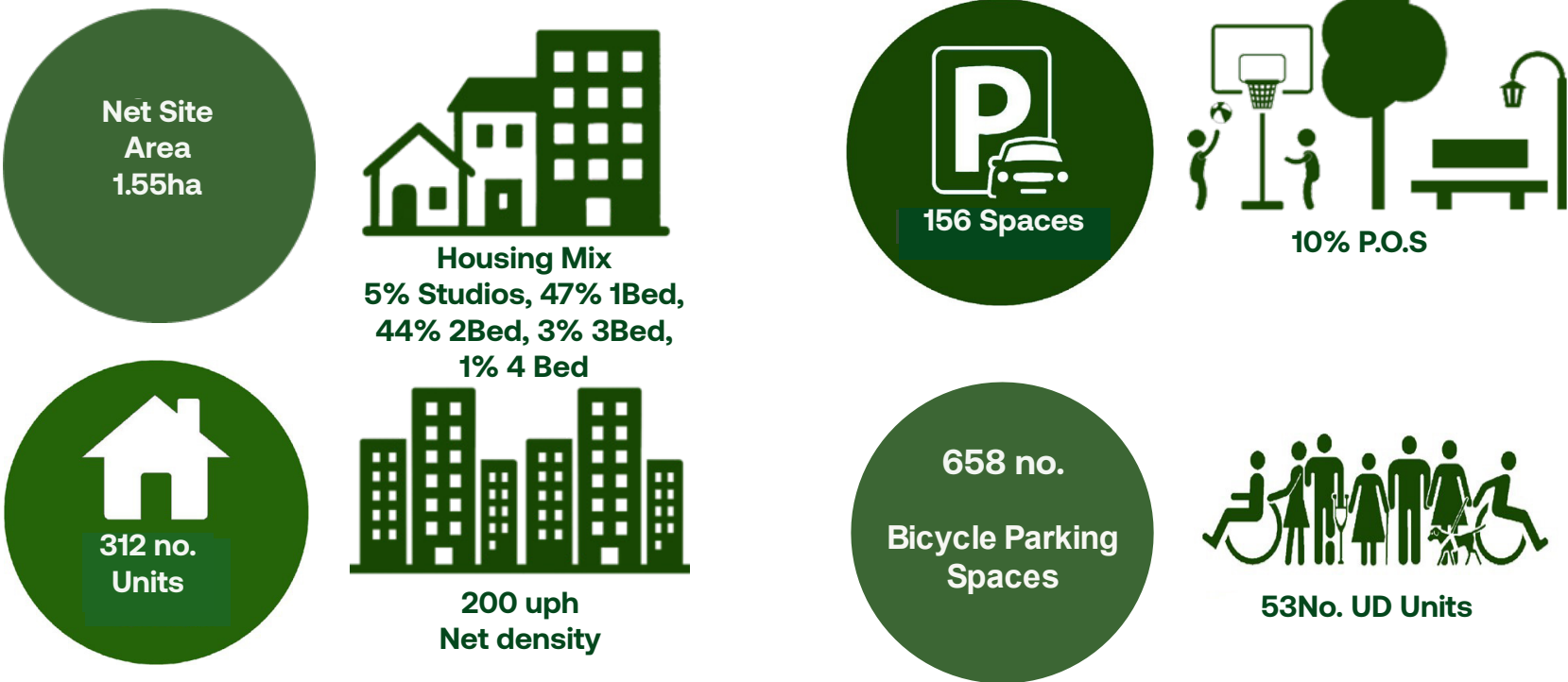
This Architectural Design Statement has been prepared by van Dijk Architects in a joint venture with Conroy Crowe Kelly Architects as part of a Part X application to An Coimisiún Pleanála under Section 175(3) of the Planning and Development Act, 2000 (as amended) for a proposed new large-scale residential development with some mixed-use development at ground level at Cherry Orchard, Dublin 10. The proposal is located on a development land site beside Park West Avenue and the Park West/Cherry Orchard railway station. The Local Area Plan identifies these lands as Site 4 and Site 5, and they have a combined area of 13.1 ha.

The overall development area consists of four proposed phases and this application only pertains the third of four phases within a larger land parcel - the working title of which is ‘Cherry Orchard Point’.

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.

The development of Phase 3 will comprise:

- 312 apartment dwellings across 7 core blocks
 - 16 no. studio apartments
 - 146 no. 1 bedroom apartments
 - 139 no. 2 bedroom apartments
 - 9 no. 3 bedroom apartments
 - 2 no. 4 bedroom apartments
- 8 no. local retail & commercial units with c. 1441sqm GFA
- A secure landscaped communal amenity space for residents
- 156 parking spaces
- 658 bicycle parking spaces
- 8 Motorcycle spaces
- 53no. Universal Design apartments
- Net site area of c.1.55 hectares (c.3.83 acres)
- Net density of 200 units per hectare
- Plot ratio of 1.65
- Site coverage of 52% (inclusive of podium)



Development Team

Applicant:	Dublin City Council in Partnership with The Land Development Agency (LDA)
Architect:	Van Dijk Architects in joint venture with Conroy Crowe Kelly Architects & Urban Designers
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
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

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.

1.0 Site Analysis

1.1 Site Overview

The overall lands are comprised of two plots and will be developed in multiple phases. There are no buildings or features of note on the Cherry Orchard Point development sites and the smaller site to the east of Park West Avenue appears to comprise a significant quantity of fill.

There is a large ESB pylon on the corner of Site 5, these being the subject lands. It needs to be moved or undergrounded in the medium term to enable the full development of that site. This is being managed by a separate project.

The site is generally flat in nature but a significant amount of fill from adjacent historic development has been stockpiled onto the centre of the site. Park West Avenue rises steeply to the south as it bridges over the railway line with a significant change in level from c.+56 OD Malin Head to c.+61 OD at the highest point. The change in level to Park West Avenue is retained by a concrete wall.

There are existing residential developments of Cedarbrook and Barnville to the north west and east, and Cherry Orchard Park is directly across the road from the northern boundary of the site.

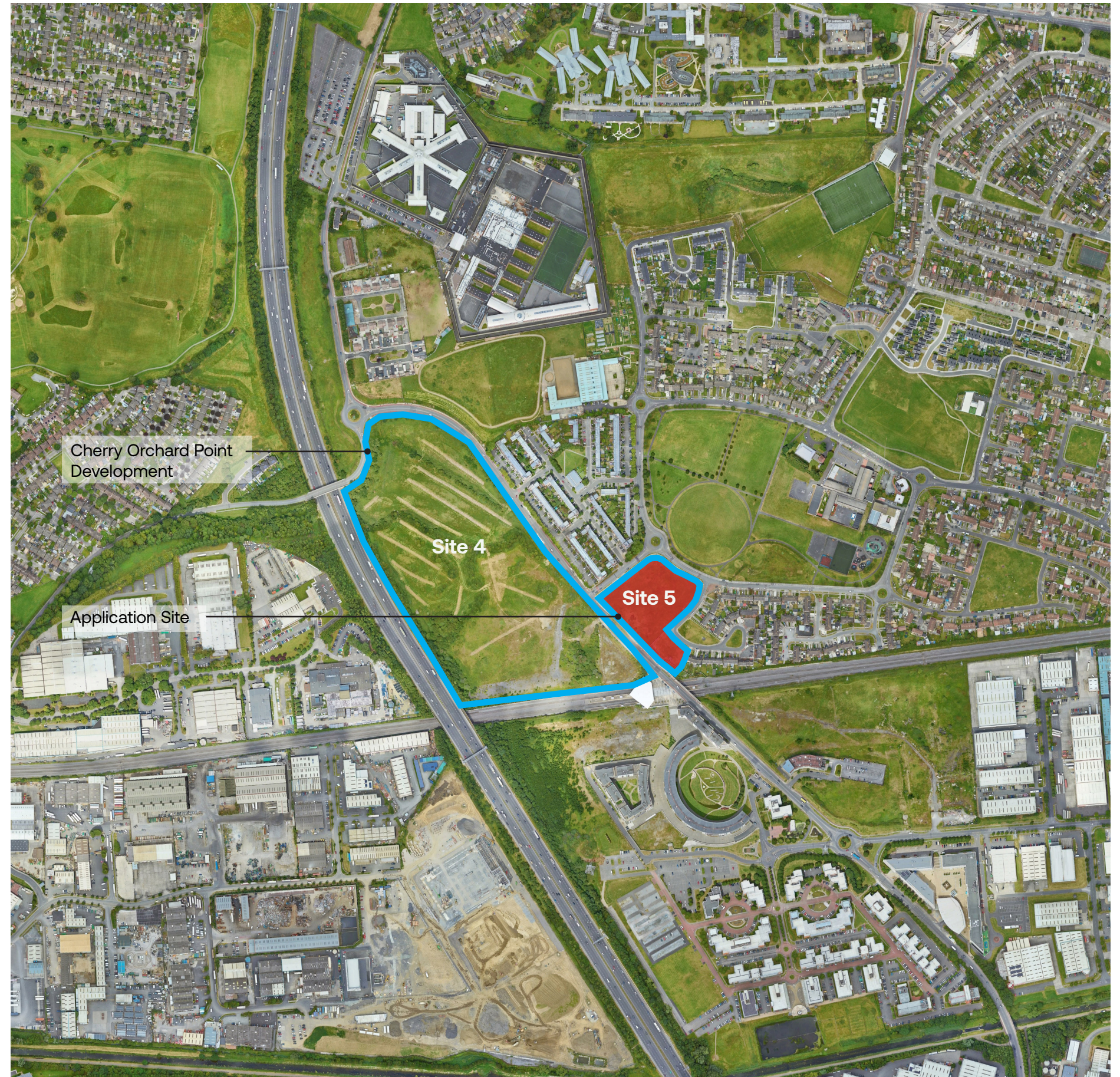


Figure 1.1 - Aerial view of site (Image Google Earth)

1.0 Site Analysis

1.2 Site Context

The overall Cherry Orchard Point development has a combined site area of 13.1 ha and Site 5, the subject site, has a development area of c. 1.72 ha. and is located on the western edge of Dublin City Council’s jurisdictional area. Cherry Orchard Point is bounded by the M50 motorway along the west side, the Dublin southwestern railway line along the south side, the Park West Avenue fly over to the north and the existing residential developments of Cedar Brook and Barnville to the east.

The Park West - Cherry Orchard railway station is located on the southwest corner of Site 4, immediately opposite Site 5 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.

- 1

Cherry Orchard Point
- 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

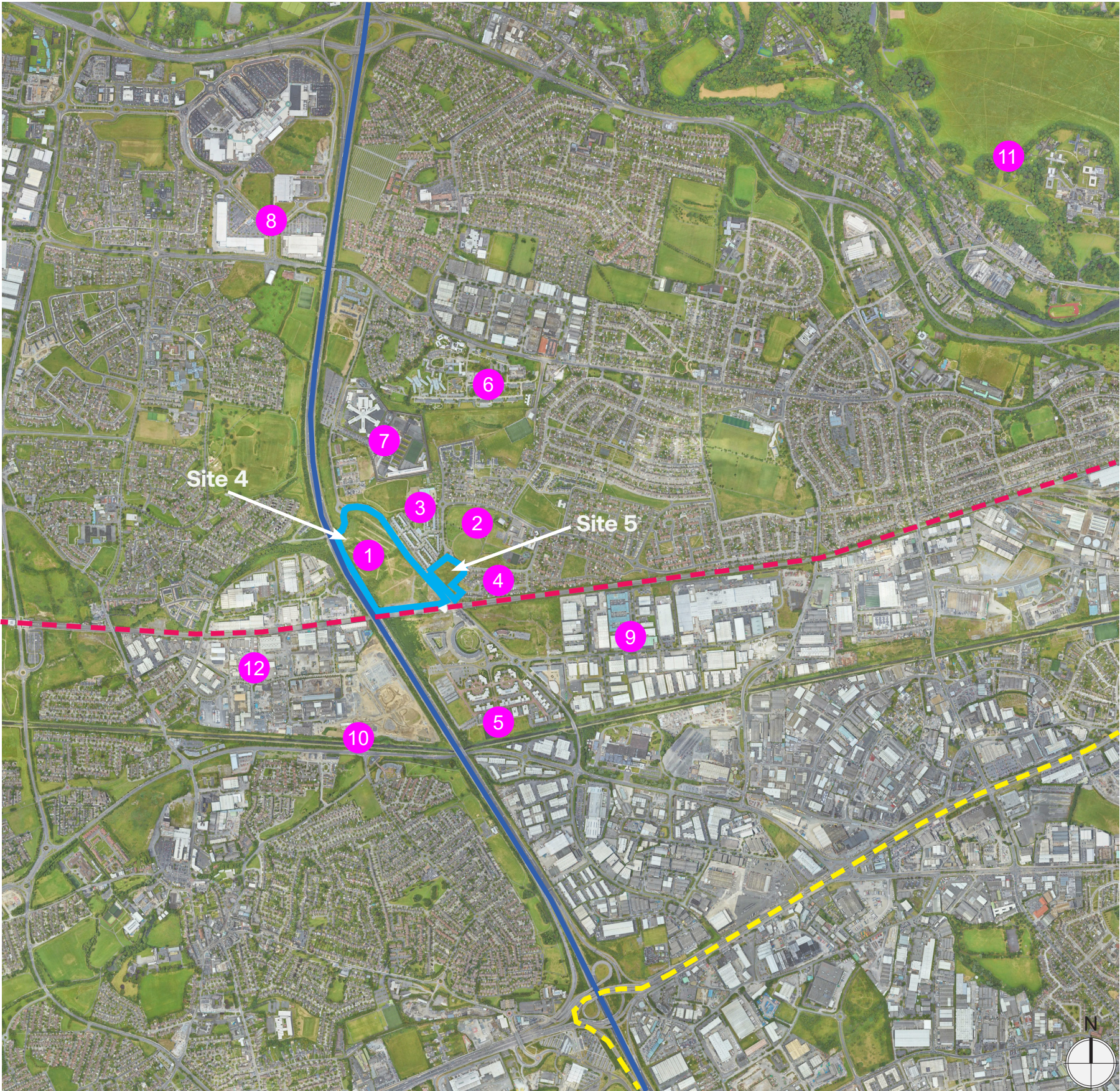
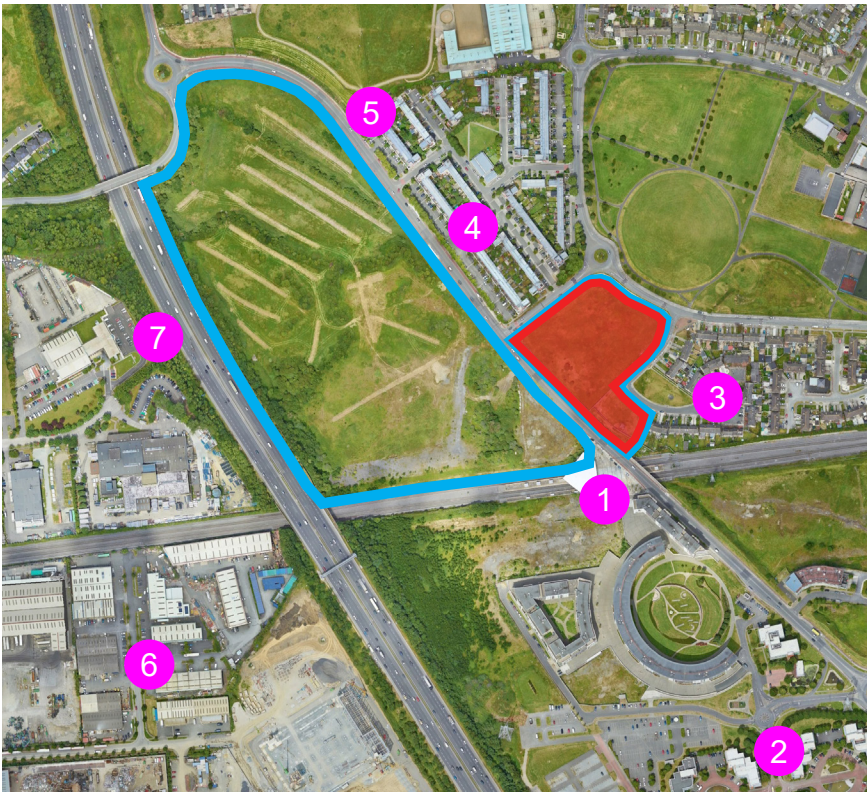


Figure 1.2 – Aerial view of site with wider context (Image Google Earth)

1.0 Site Analysis

1.3 Site Photographs

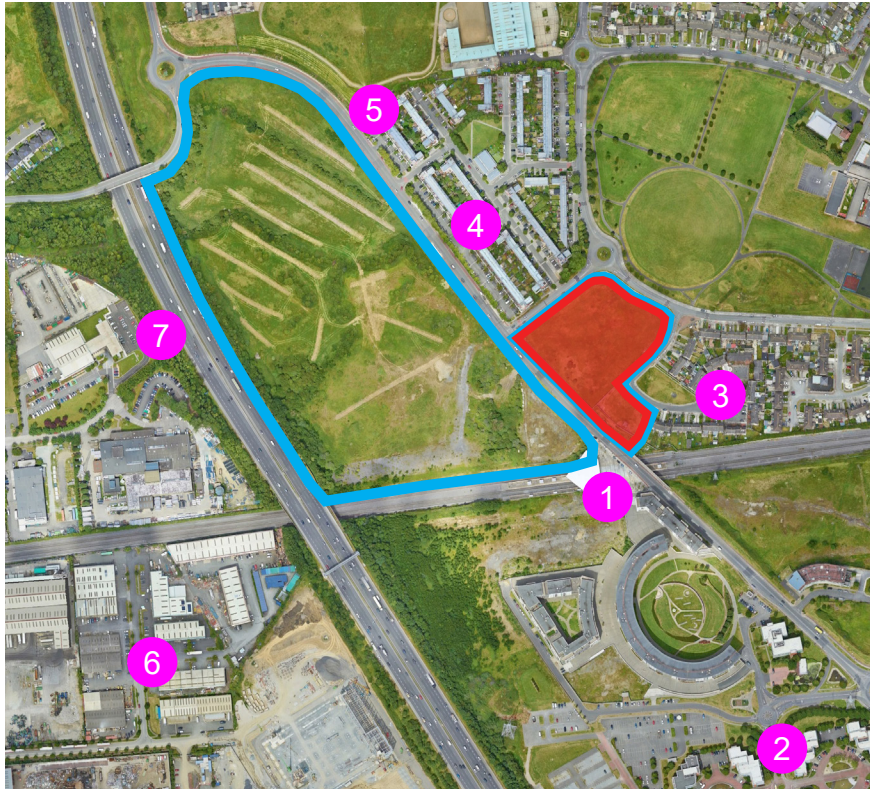


- Site Context Imagery**
- 1 Park West and Cherry Orchard Train St.
 - 2 Apartment Development at Yeats Way
 - 3 Barnville Park
 - 4 Cedar Brook Ave
 - 5 Cedar Brook Ave
 - 6 Clondalkin Industrial Estate
 - 7 Clondalkin Industrial Estate



1.0 Site Analysis

1.3 Site Photographs



Site Context Imagery

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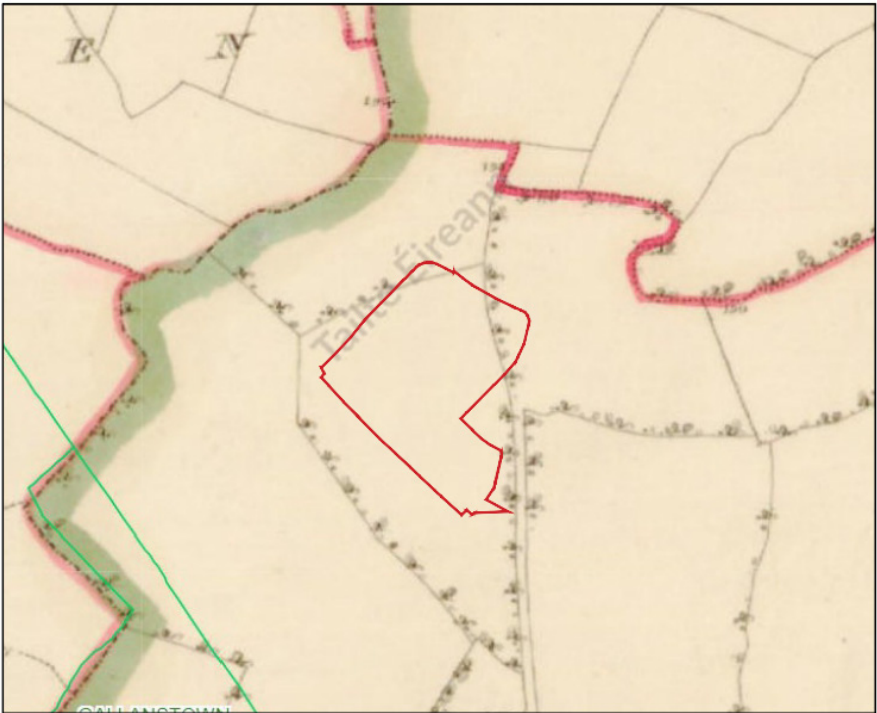
1.0 Site Analysis

1.4 Site History

Archaeology Study

This archaeological impact assessment comprising a desktop study and walkover survey was carried out at Site 5, Phase 3 of the development at Gallanstown, Cherry Orchard, Dublin (ITM 707990, 732892). The assessment was undertaken in January 2026 and aims to identify and describe known and potential archaeological and cultural heritage constraints within the site and offer recommendations for the mitigation of such impacts. The following factors were identified:

- The site is a c. 1.72ha brownfield site.
- There are no RMPs within or immediately adjacent to the subject area.
- Historical depictions of the site's area between 17th to early 20th centuries show the subject area as part of a greenfield agricultural site with a field boundary and roadway crossing on the east side. No new features of archaeological significance were noted during analysis of historical mapping.
- Nothing of archaeological significance was noted during the study of the historical mapping. The site was shown to be heavily disturbed (partial topsoil stripping, machine tracking, spoil dumping and levelling) from 1995 to 2024.
- No previous archaeological excavation works have been undertaken within the current Phase 3, Site 5 subject area
- Three licenced investigations; Geophysical Survey (22R0221), Archaeological Testing (22E0522), Archaeological Excavation and Monitoring (25E0914) took place immediately to the west of the current subject area in Site 4 (Phase 1 and 2) of this development. These works recorded a Bronze Age Fulact Fia.
- There are no artefacts listed in the Topographical Files as found within the surrounding townlands of; Gallanstown, Blackditch, Ballyfermot Upper, Fox and Geese, Fox and Geese Common, Knockmitten, Yellowmeadows, Ballymanaggin, Neillstown, Collinstown and Bluebell.
- There are no Protected Structures or NIAH within or adjacent to the subject site.
- The site visit revealed the site to be a heavily disturbed brownfield site with significant dumps of spoil across it. This site is unsuitable for Geophysical Survey or Archaeological Test Trenching. No areas of enhanced archaeological potential were noted.



1837 1st Edition OS Map



1915-1940 Cassini Map



1996-2000 Osi Aerial Photograph



2024 Google Earth Pro

1.0 Site Analysis

1.5 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 Site 4 with a frequency of 15 minutes at peak times. There is a second stop serving the site on the northern boundary of Site 5.

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 Site 4 eastern boundary. Additionally, there is another stop just at the northern boundary of Site 5. This route has a 60min frequency.

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

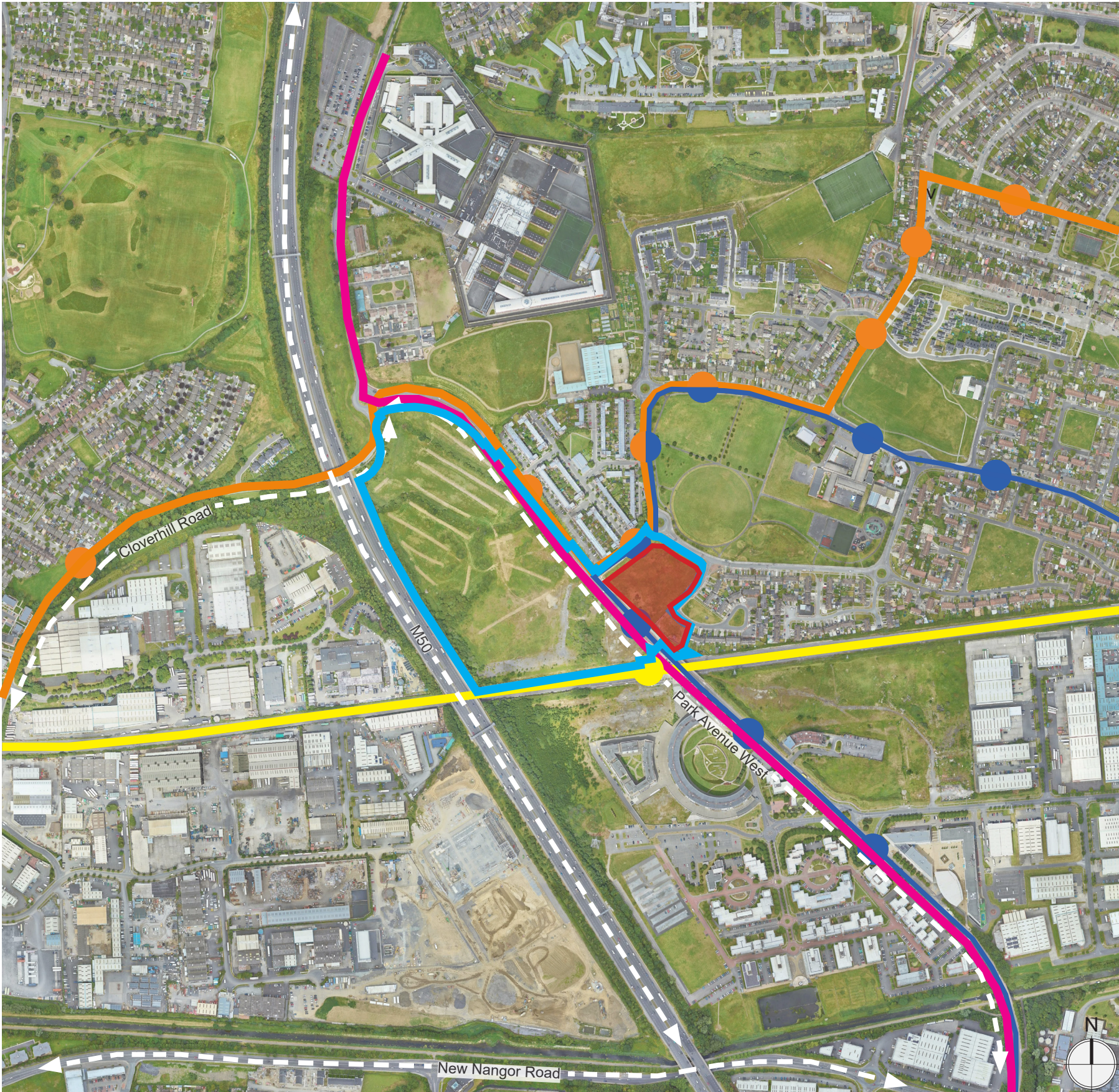


Figure 1.3 - Connectivity Diagram (Image Google Earth)

1.0 Site Analysis

1.6 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. Under Phase 1 provision for future retail units have been granted and are located close to the rail station.

- | | | | |
|---|--|---|-------------------------------|
|  | 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)

1.0 Site Analysis

1.7 Receiving Environment:

Existing & Planned Neighbourhoods

The Local Area Plan is the 'blueprint' for 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. Construction of this development commenced in 2025.

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 & 2 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.

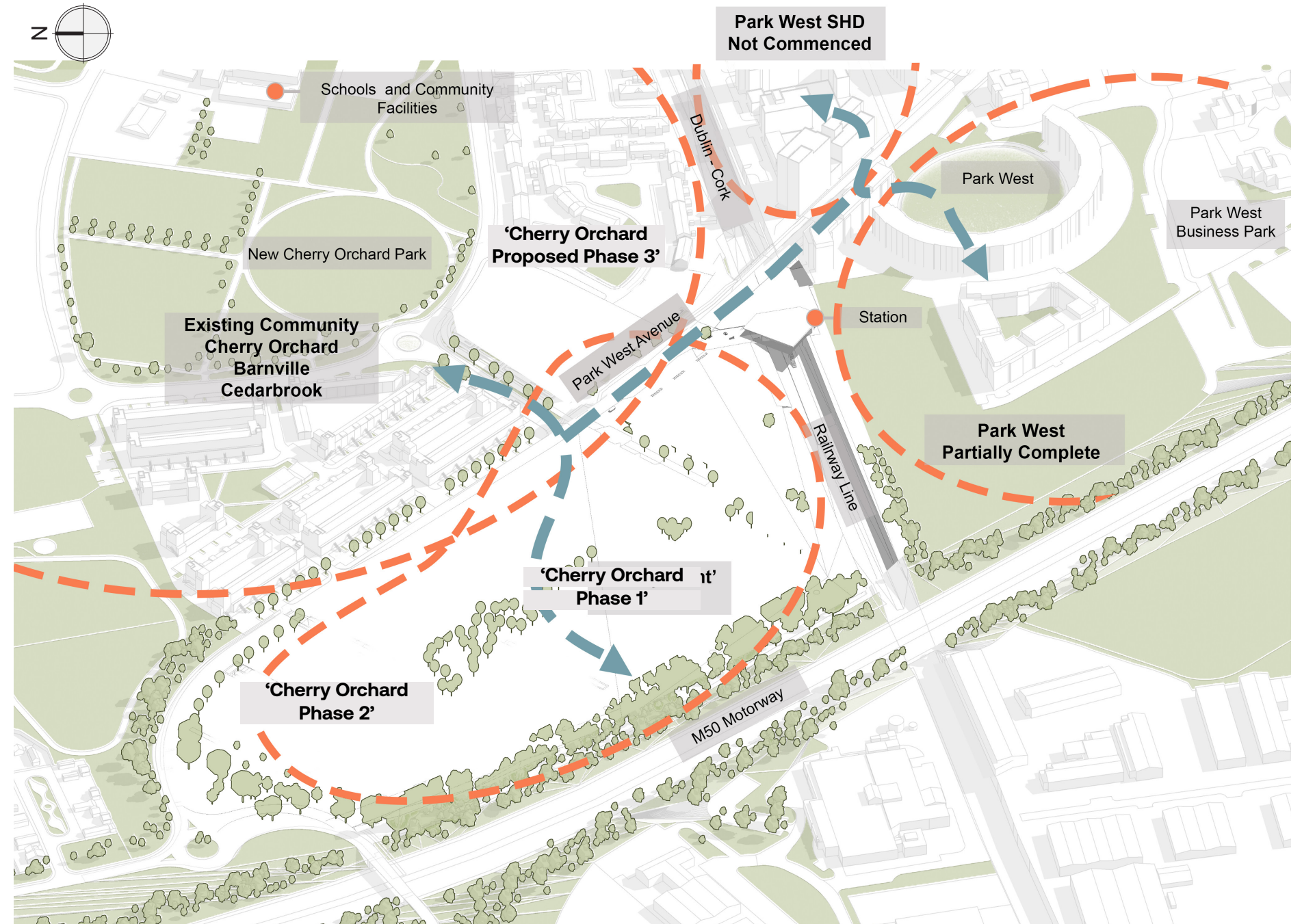
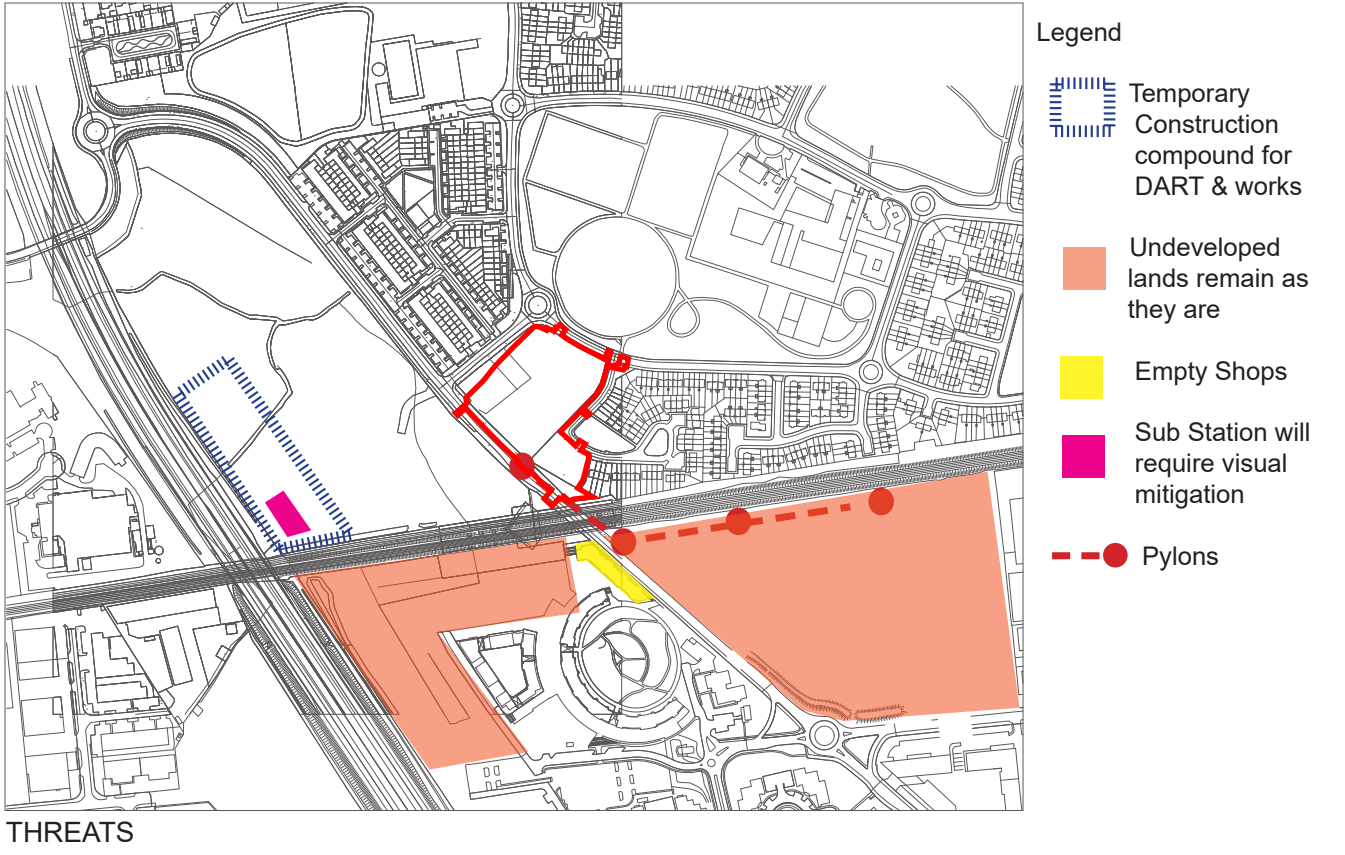
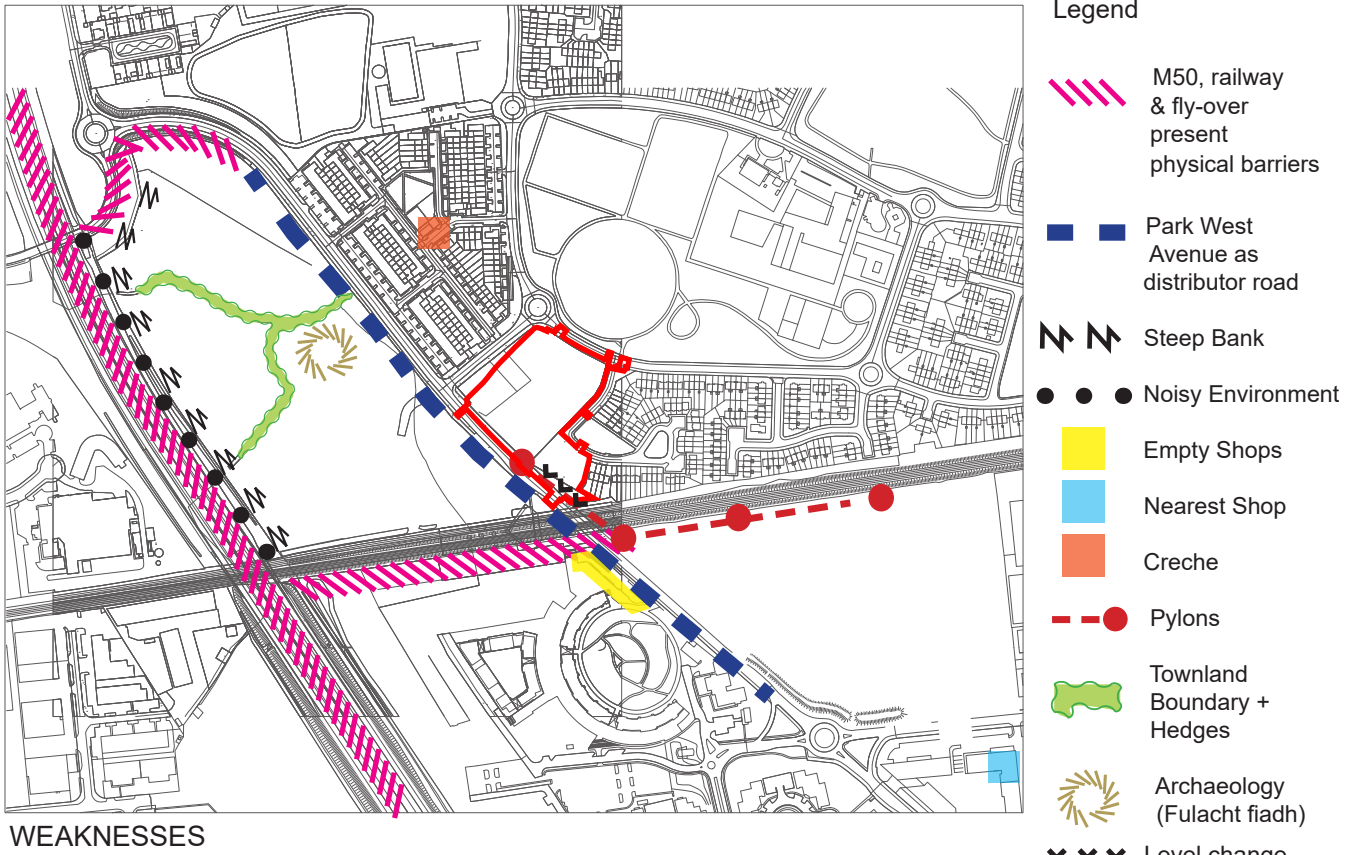
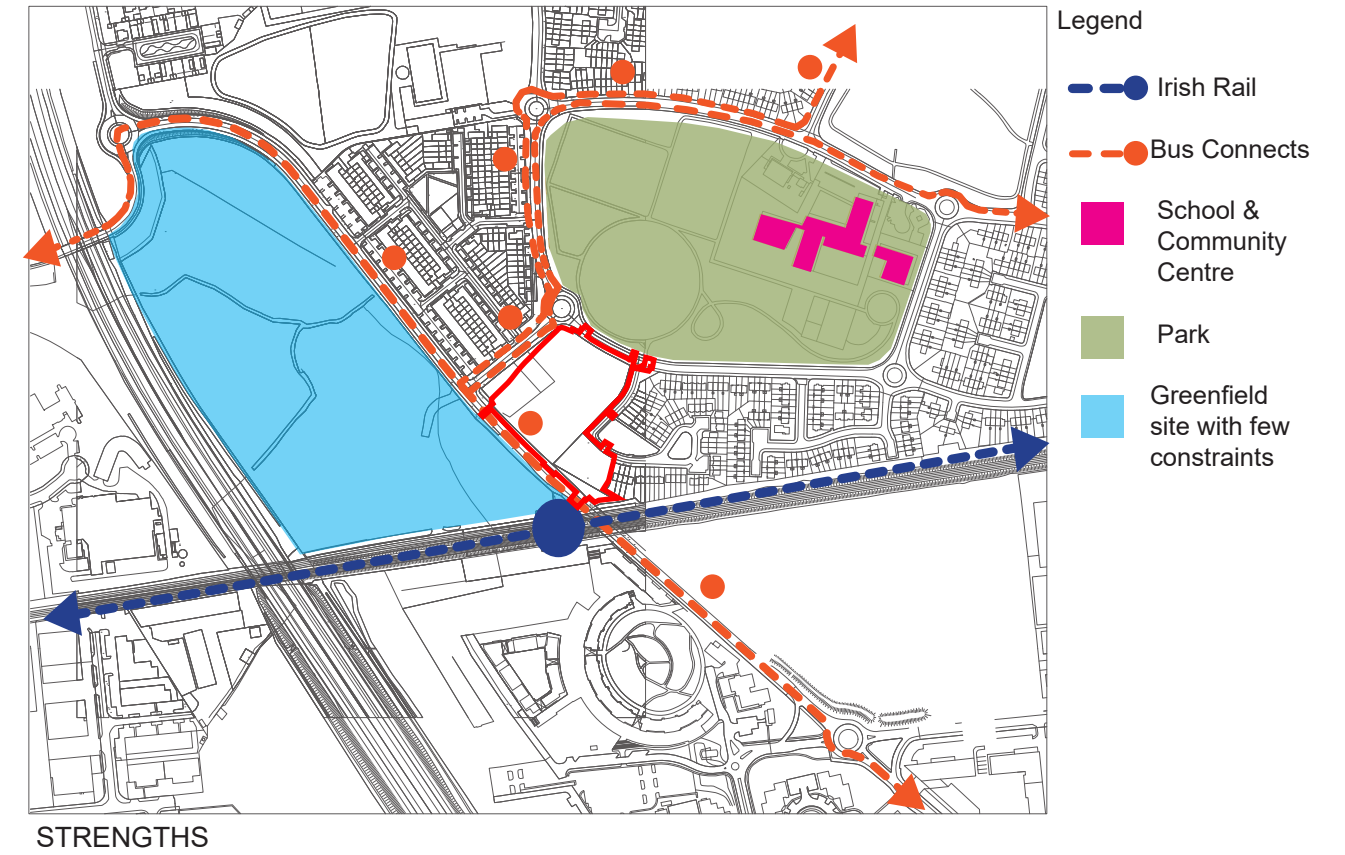


Figure 1.5 - Diagram showing the intersection of the four existing and planned neighbourhoods.

1.0 Site Analysis

1.8 SWOT Analysis

Strengths, Weaknesses, Opportunities, & Threats (SWOT)



1.0 Site Analysis

1.9 Constraints

Physical and legal burdens impacting the development are summarised below. This is not an exhaustive list and will be updated as appropriate.

Archaeology

No known or foreseeable constraints.

Ecology/Arboriculture

Assessment is complete. No known or observed constraints.

Existing Underground Services

- Watermains
- Electric Cables
- Telephone / Data Cables
- Gas
- Drainage

ESB Pylon & Wayleave

There is an exclusion zone around the ESB pylon on site that is to be removed by others.

Existing Road Bridge

New plaza structure to be offset from the existing road/bridge

Railway Line

The proximity of the railway line to the southern boundary of the site along with a number of residential developments will need to be considered relative to site access, security, and craneage

Legal

DCC is currently the freehold owner of the development Site and the surrounding roads and footpaths are in the charge of DCC.

Concurrent Development

Phase 1A, 1 B, and 1C of the overall development has enabled works on site since September 2025. Construction activities for Phase 1A, 1B&1C and Phase 2 will be carried out concurrently. Phase 2 of the development has commenced in Q3 of 2026.

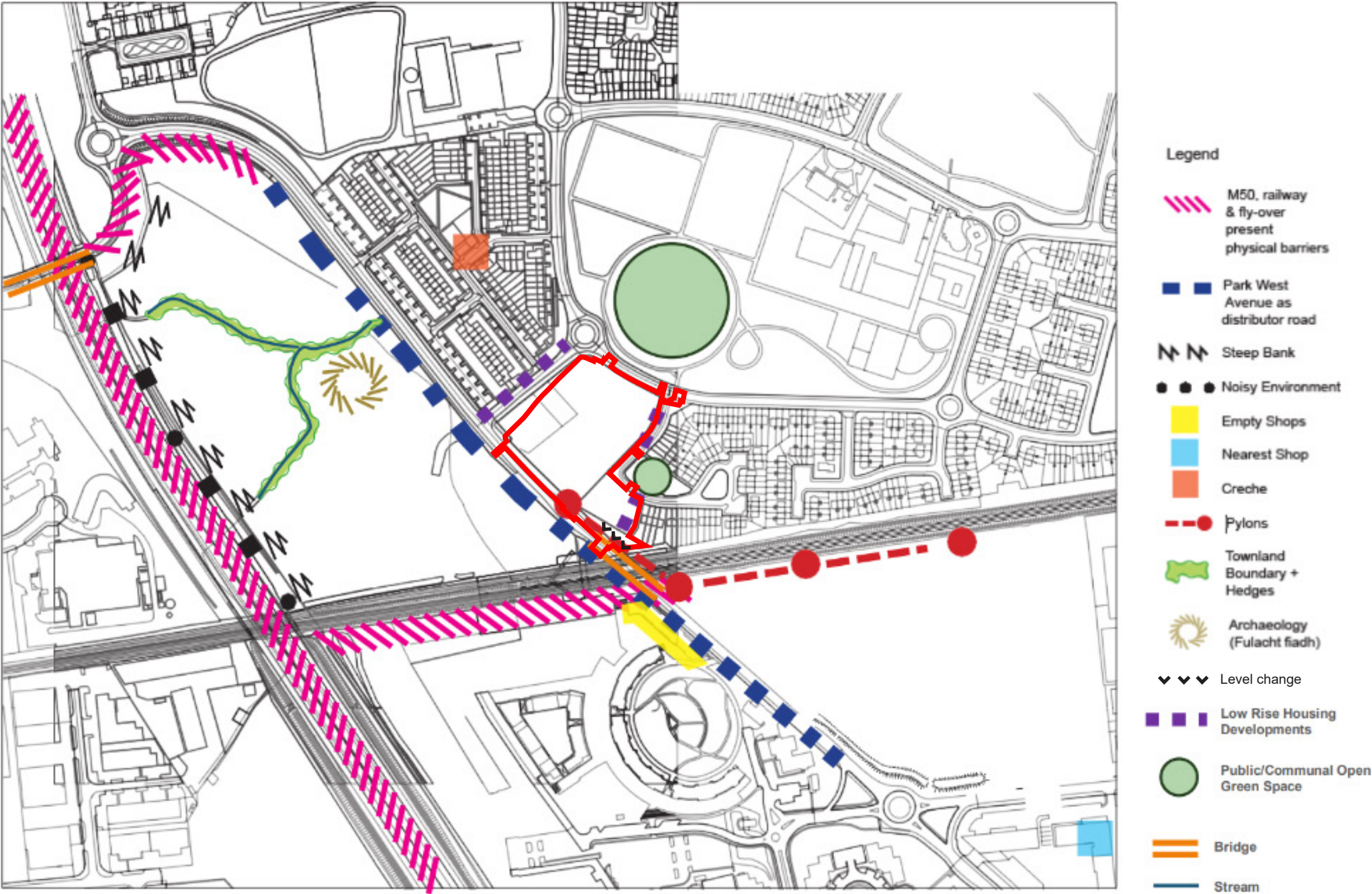


Figure 1.6 - Constraints map

2.0 Planning Context

2.1 Planning Policy

Key Planning Context Issues

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 (SDRA 4). 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	

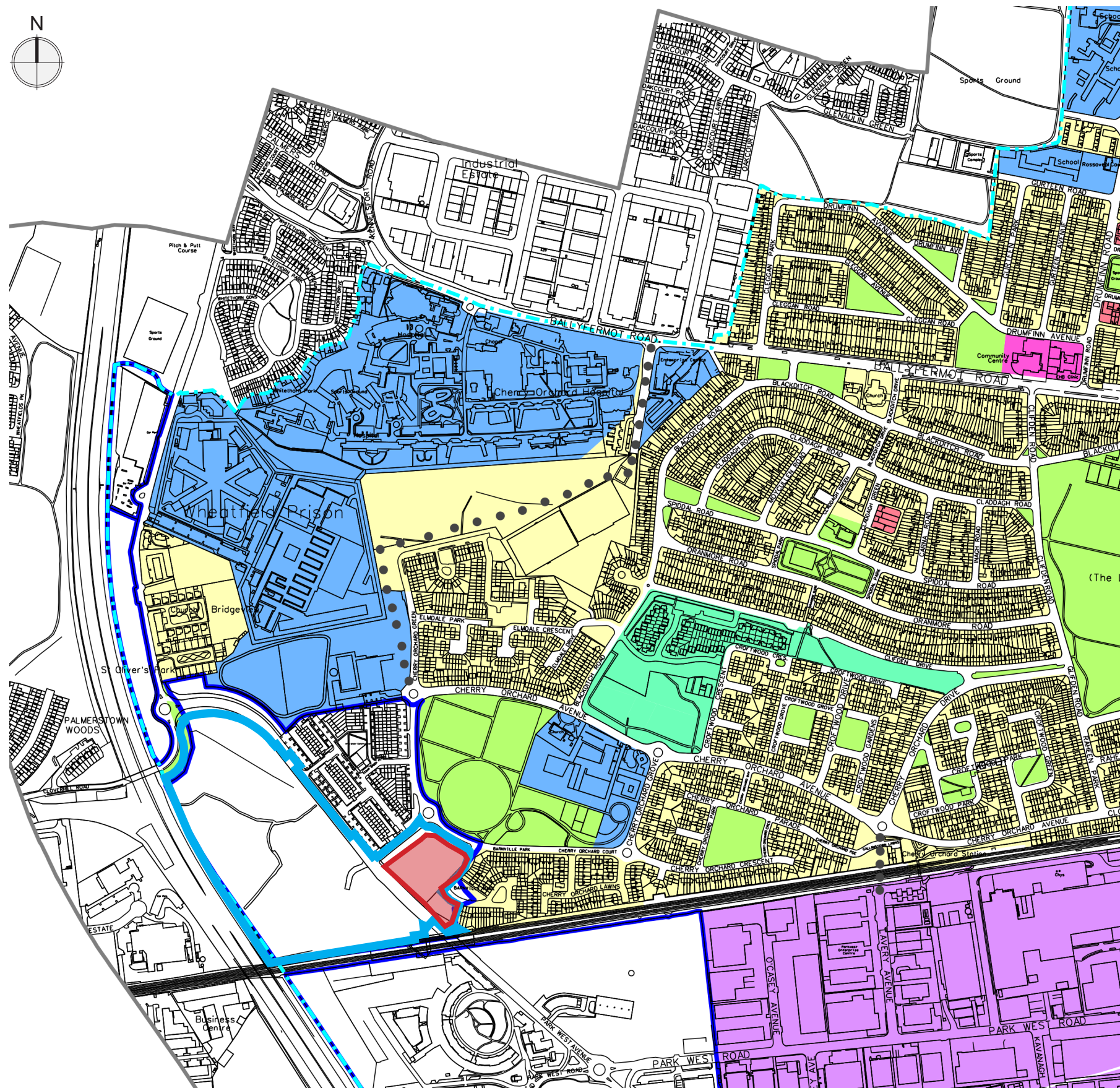


Figure 1.7 - Extract of Map from Dublin City Council Development Plan 2022 - 2028 (Map Set D). - Not to Scale. Site Outlined in Red.

2.0 Planning Context

2.2 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.

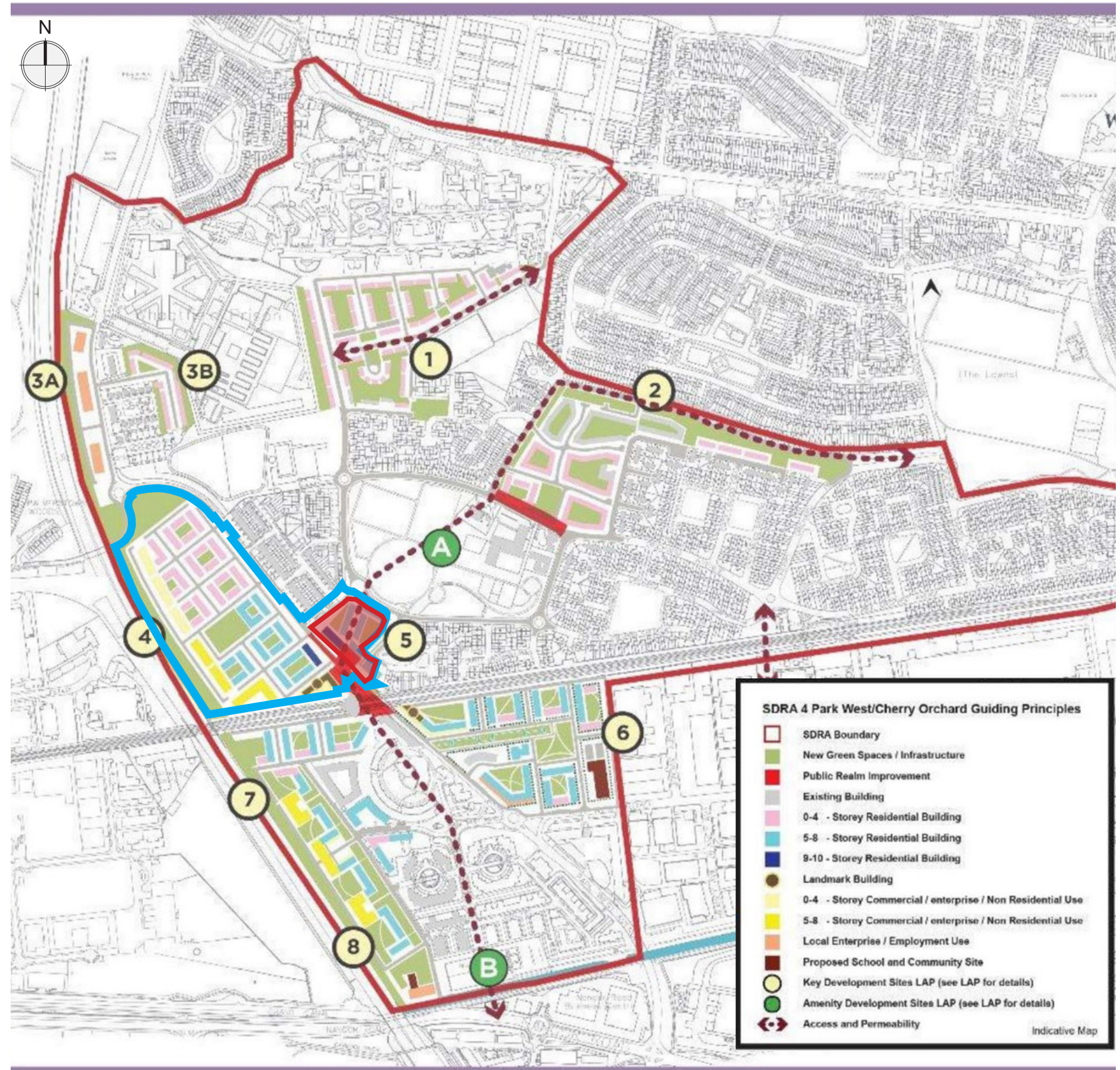
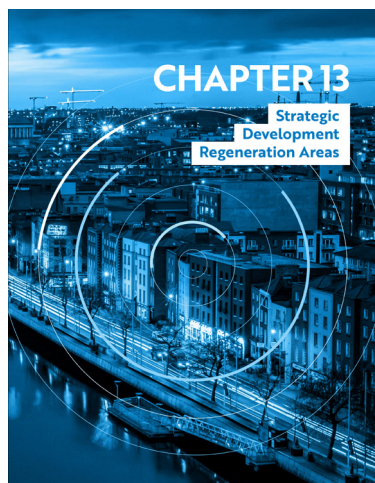


Figure 2.0 - Extract of Map from SDRA 4. - Not to Scale. Site Outlined in Red

2.0 Planning Context

2.3 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 5, the Barnville Site and its objectives include:

- Mixed-use development, predominantly residential.
- Some elements of commercial and retail uses to serve local needs
- Address the height variance between Park West Avenue and the subject site.
- Ground floor retail and/ or commercial shall be encouraged, accessible from the street level at Park West Avenue.
- Integration with surrounding context and avoiding blank elevations.
- Provide passive surveillance overlooking Cherry Orchard Park.
- Facilitate local pedestrian desirelines to and from the station, to and from Cherry Orchard Park and the surrounding residential areas.
- Investigate the potential for the removal/ relocation of the existing electricity pylon at Barnville Park.

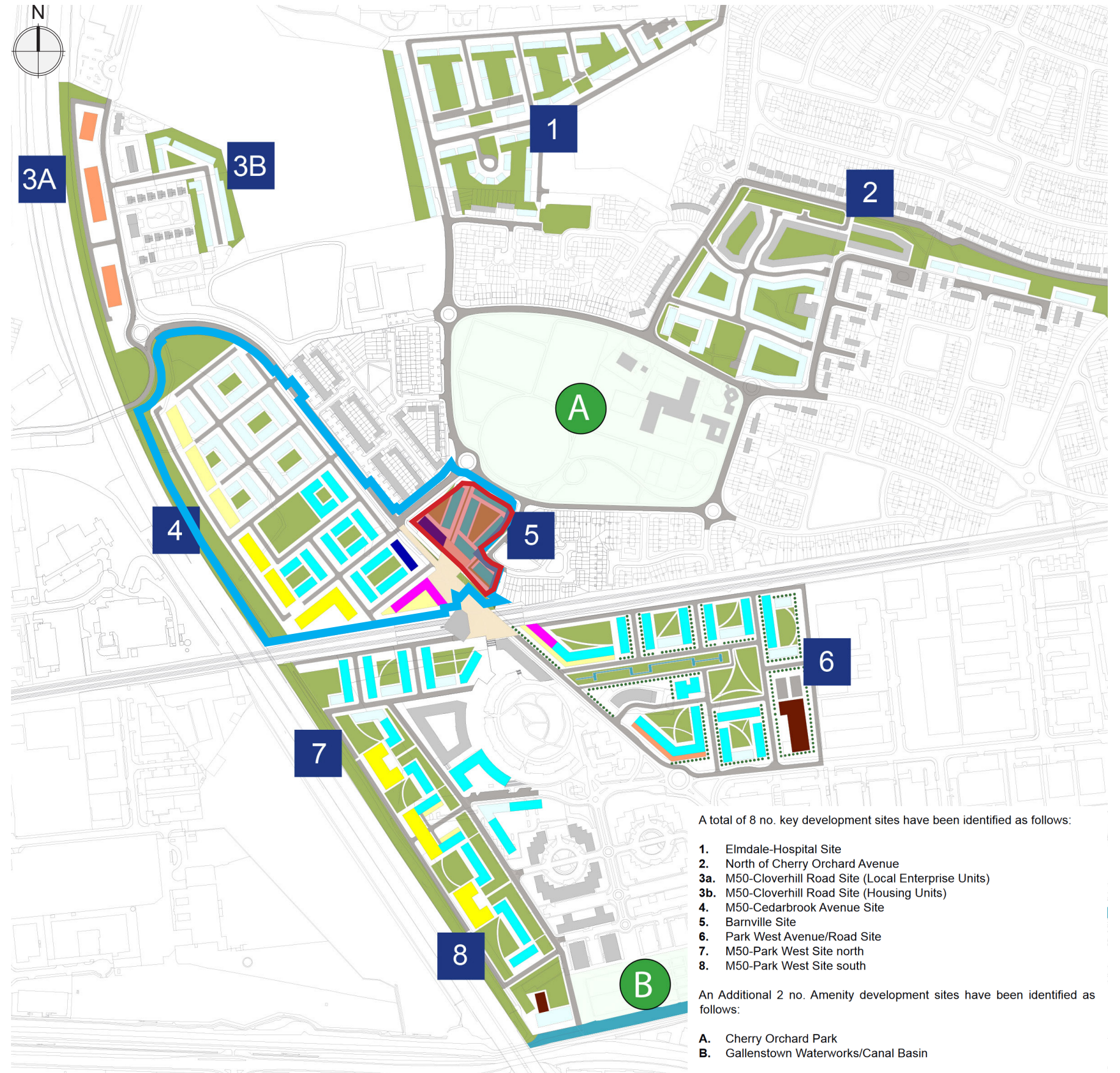
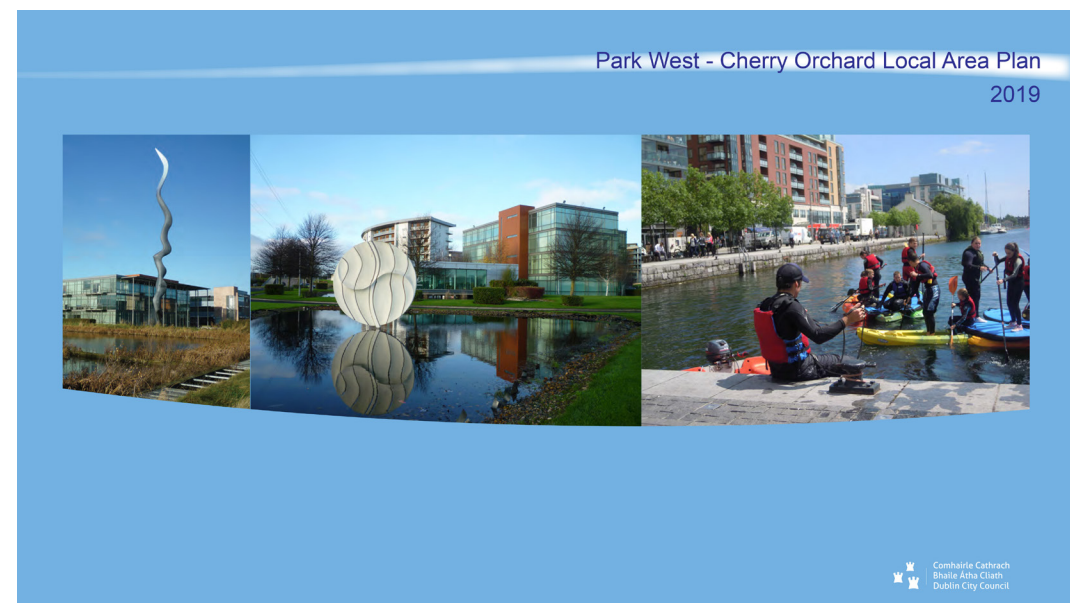


Figure 2.1 – Extract of map from LAP document indicating the overall plan showing location of site briefs 1-8

2.0 Planning Context

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

The 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.

Cherry Orchard is located within the metropolitan area of Dublin City and is identified under Table 3.1 of the Compact Guidelines as ‘City – Urban Neighbourhoods’, where higher densities are encouraged. Furthermore, the site is in close proximity to a high capacity public transport node and also falls within the ‘Accessible Location’ category, as defined in Table 3.8 of the Compact Guidelines, which includes lands located within 500 metres of such transport infrastructure.

Approved Phase 1 of the Cherry Orchard Point development has a net density of 145 uph on a net site area of c.4.877 ha. Approved Phase 2 has a net density of 40 uph on a net site area of 3.390 ha. Proposed Phase 3 has a net density of 200 uph on a net site area of c. 1.556ha. The combined or cumulative net density of Phases 1, 2 and 3 is 117uph on an overall net site area of c.9.823ha and considered appropriate and compliant for this location.

Key Design Objectives of the Compact Guidelines include:

- Promote compact growth
- Higher residential densities and sustainable, well-connected urban developments
- 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
- Prioritise sustainable movement

Chapter 6 “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.

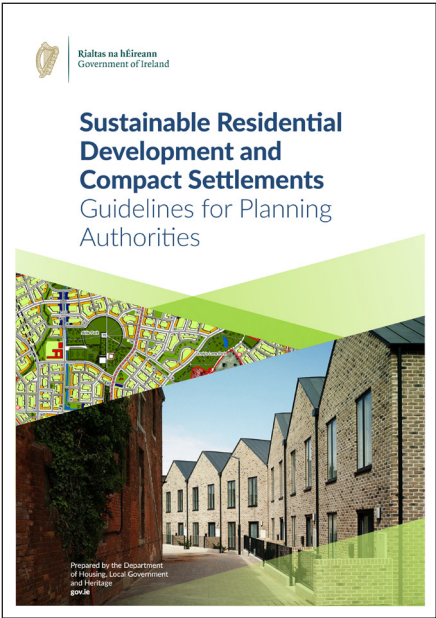


Figure 2.2 - Example of compact settlement from the Guidelines; narrow blocks, small plots, compact layouts. Image source Alison Brooks Architects

2.0 Planning Context

2.5 Planning Consent & EIAR Strategy for Phase 3



Figure 2.3 - Artists impression of Cherry Orchard Point Development in context

Planning permission was granted by An Coimisiún Pleanála, Reg. Ref ABP-318607-23 (Phase 1) in July 2024, and ABP-321931-25 (Phase 2) in September 2025. Given the scale of the initial phase of development and the certainty regarding the wider development intent for the lands, the agreed planning strategy centred on the Phase 1 application including a ‘Parent’ Environmental Impact Assessment Report (EIAR) that considered and assessed the environmental impacts of all phases of development. Future applications would then be accompanied by Environmental Reports to be read as Addendums to the Parent Report.

The rationale was to bring economies of scale and efficiencies to the baseline survey process across disciplines and to ensure ‘line of sight’ concerning cumulative assessment, etc.

Baseline studies would be updated accordingly to protect the accuracy and currency of the assessment. This approach would facilitate expedited environmental reporting for future applications and was deemed acceptable by An Comisiún Pleanála confirming it to be compliant with relevant EU legislation and directives.

The Phase 3 planning application includes an “Environmental Report” with specific assessment of the detailed design of the Phase 3 scheme, focusing on mitigation measures associated with the Phase 3 scheme as done for Phase 2 planning application and reaffirms the wider assessment conducted in the EIAR from Phase 1 of the planning application.

The “Environmental Report” includes the same structure / flow of a ‘typical’ EIAR with each subject matter expert (chapter author) focussing on the planning application for Phase 3, with detail on the appropriate mitigation measures applicable for the project under Phase 3.

In terms of the planning consenting route, the current legislative provisions that are in force at this time of writing this report, the appropriate consenting route for the Phase 3 scheme remains under Section 175 of the Planning and Development Act 2000 (as amended). This approach was deemed suitable by An Coimisiún Pleanála in their assessment of the permitted Phase 1 and 2 schemes. However, upon the commencement of the 2024 Act’s sections (expected in 2026), the equivalent provisions in the 2000 Act will be repealed.

It should be noted that the new Regulations that will set out how the corresponding provisions of the 2024 Act will operate in practice have yet to be published and so the above should be read in that context.

2.0 Planning Context

2.6 Stakeholder Engagement

Planning History:
The subject lands for Phase 3 do not have an existing or an expired historic planning approval for development.
The adjacent lands forming Phase 1 and 2 of the project have the benefit of a recently granted approval and are at construction 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 Coimisiún 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 Coimisiún Pleanála.

A decision to grant planning approval for Phase 1, subject to conditions, was made by An Coimisiún 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 was required. The Phase 2 planning application was therefore also a Part X application to An Coimisiún Pleanála.

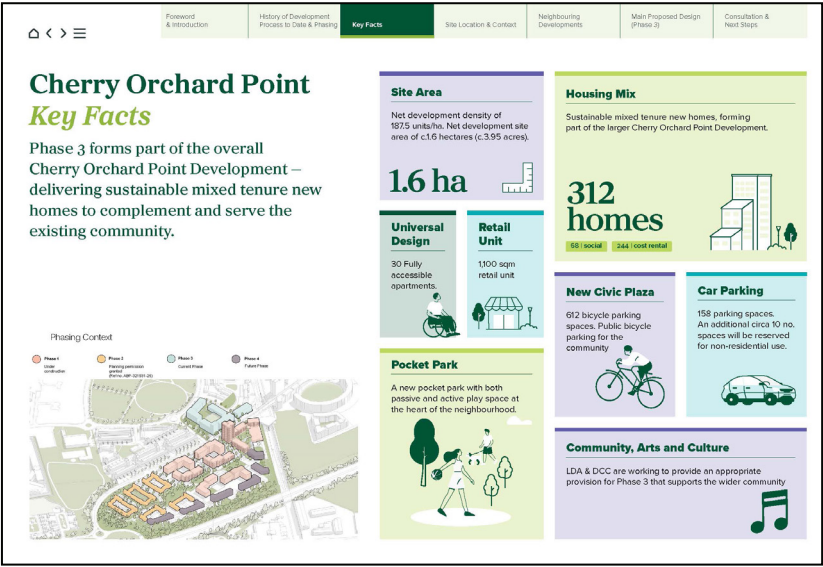
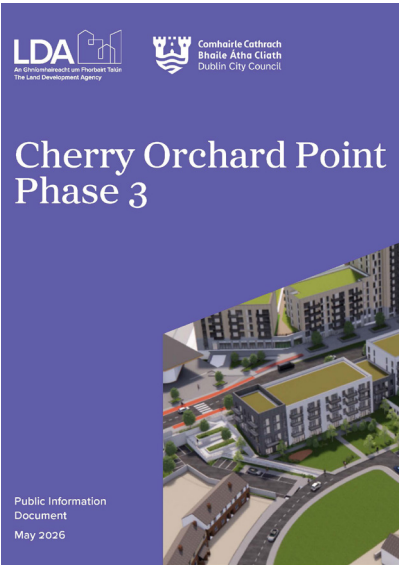
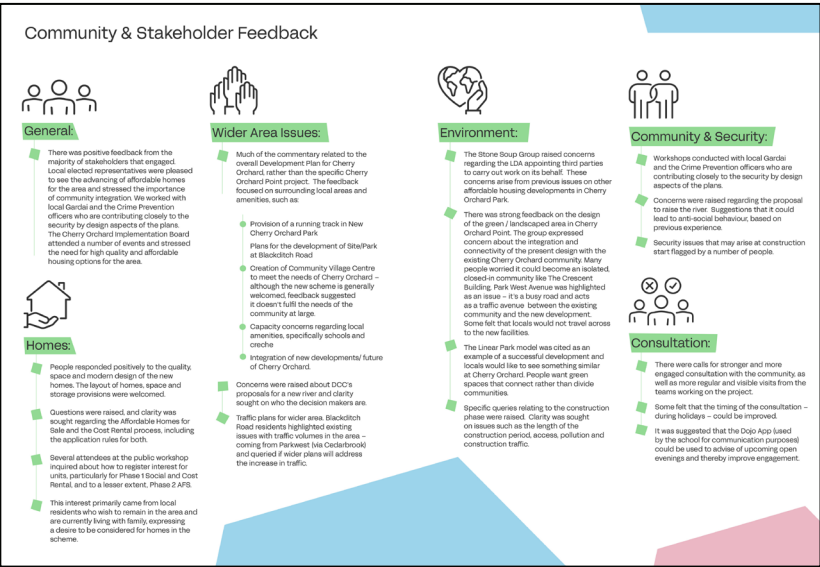
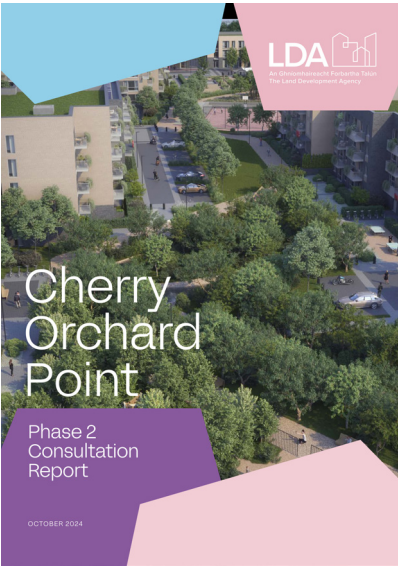
A decision to grant planning approval for Phase 2, subject to conditions, was made by An Coimisiún Pleanála on the 23.09.2025.

Phase 3 comprises 312 units and similarly to Phase 2 is cumulative to the Phase 1 approval and therefore an updated EIAR is required, the planning application is therefore also a Part X application to An Coimisiún Pleanála.

Consultation with the relevant stakeholders was undertaken by the Applicant between January 2026 and June 2026, 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 Arts Office	Jan 2026
An Garda Síochána	05.03.2026
DCC Planning, Transport, Drainage, Heritage Sections	06.03.2026
DCC Local Area Elected Members	28.05.2026
Public Consultation Period	May to Jun 2026
Public Open Evening	08.06.2026
DCC & Local Councillors Update	02.09.2026



2.0 Planning Context

2.7 DART + South West Railway Order

An Coimisiún 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 temporary works compound for Irish Rail is remote from Phase 3 and has not material impact on the proposed development.

DART+ South West is fully approved from a planning perspective and is progressing through procurement ahead of construction. The project is no longer awaiting planning approval; the next major milestone is the award of construction contracts and commencement of works.

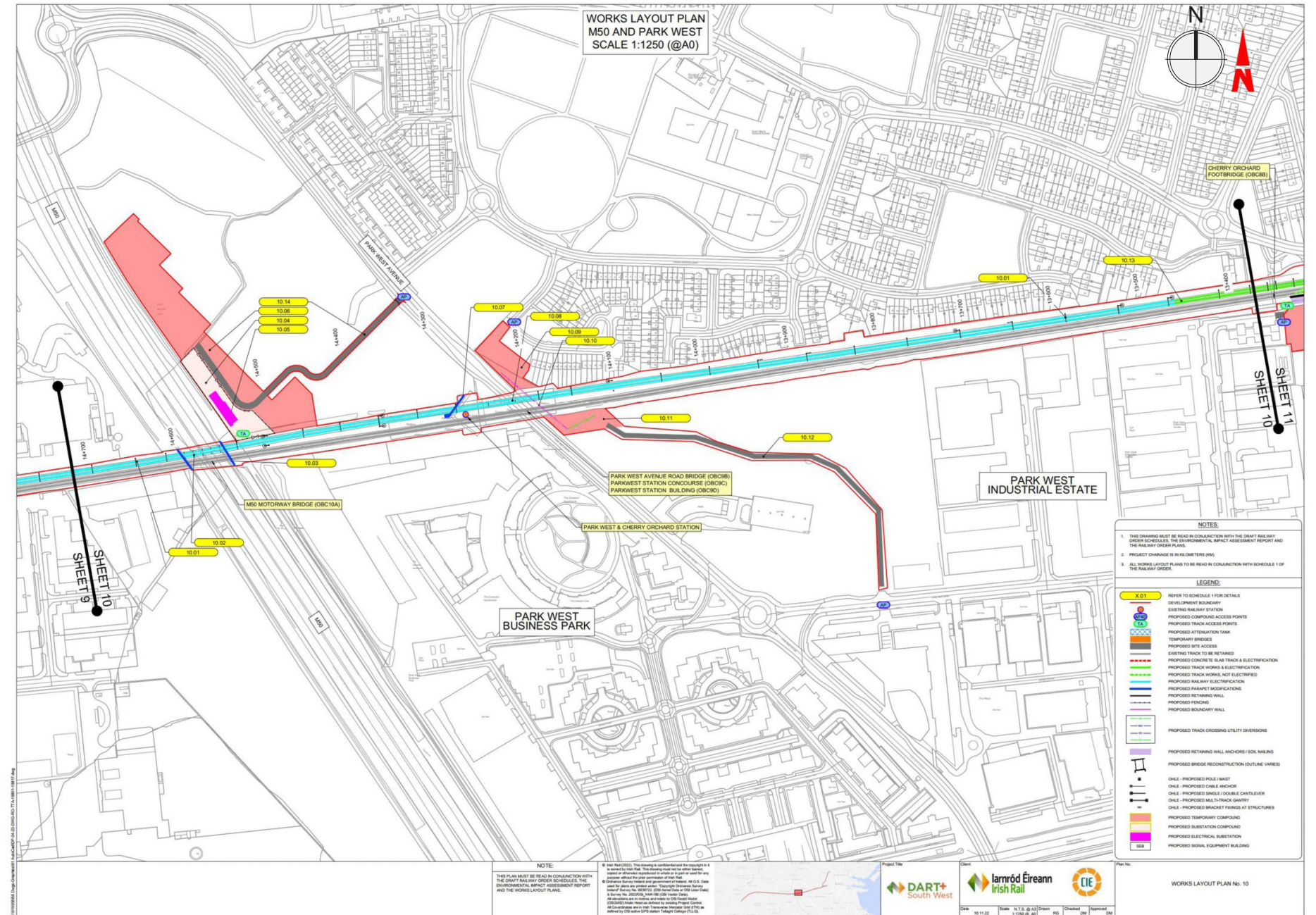


Figure 2.4 - Works Layout Plan No. 10 (extract from the DART + South West Railway Order)

3.0 Urban Design

3.1 Key Urban Design Principles

The key Urban Design Principles for Cherry Orchard Point Phase 3 follow the established and best-practice principles of good, quality urban design.

- Connectivity within the new development and to existing residential neighbourhoods and parks.
- Variety in building height, form and materials.
- Variety in building tenure, being a mix of social and cost-rental dwellings.
- Efficiency in building density and in land use, as befitting a site with good rail and bus connections.
- A distinctive character which creates a new sense of place and local identity and supporting a new civic Main Street at the station.
- Landmark buildings in key locations, such as the railway station and Park West Avenue.
- People-friendly public streets and spaces, with overlooked parks and plenty of ground level activity.
- Biodiversity in soft landscaping with an emphasis on sustainable native planting and pollinator-friendly species.

Objective 1

Delivering a clear urban boundary.

Objective 2

Strengthening of the civic plaza's public realm

Objective 3

Strengthening links to Cherry Orchard Park

Objective 4

Delivering Sustainable Homes

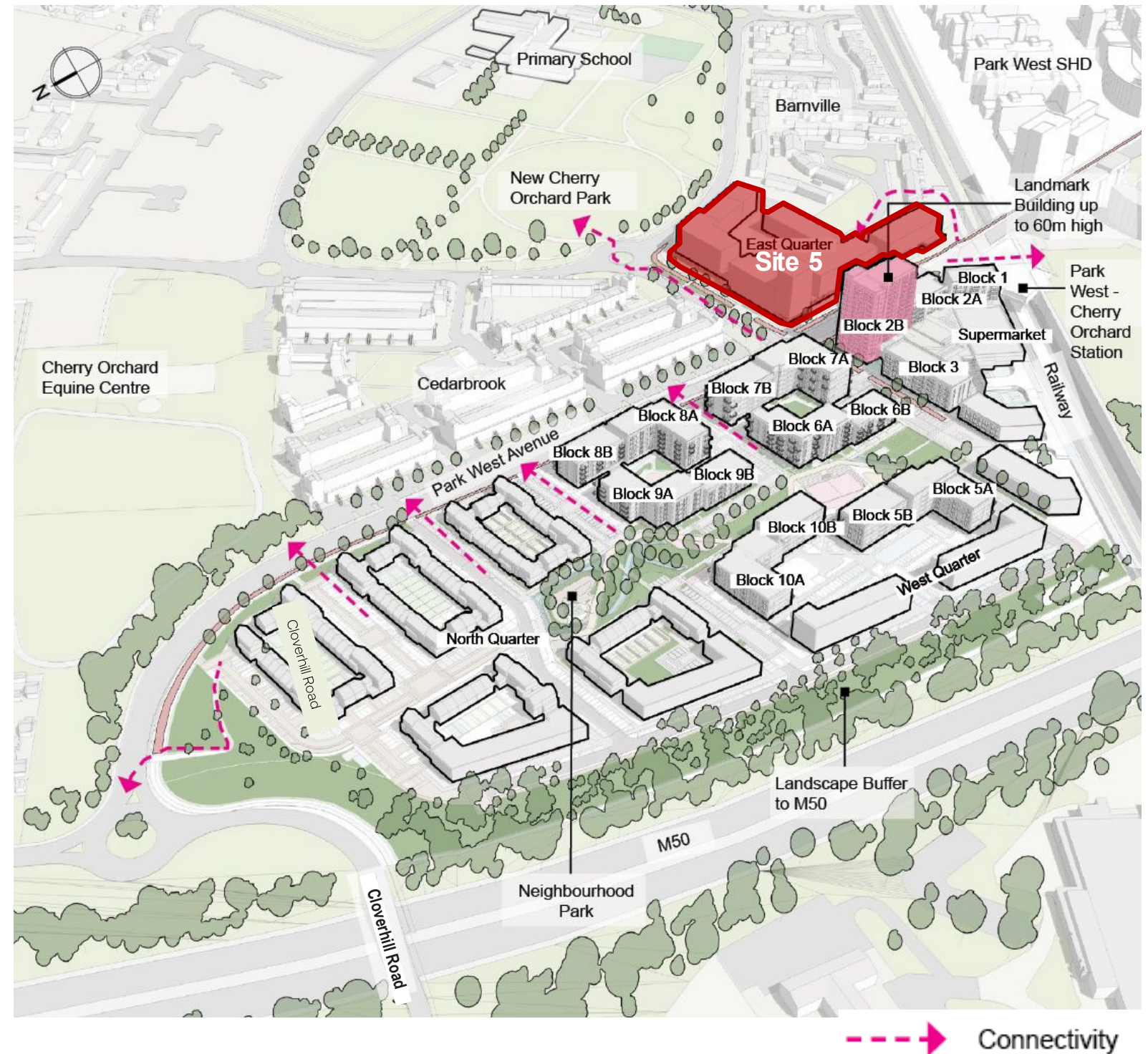


Figure 3.0 - Diagram showing Key Urban Principles

3.0 Urban Design

3.2 Connectivity

Connecting the new Phase 3 development to Phase 1 and 2 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.

The Phase 3 site is already very well served by road, bus and rail infrastructure 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. 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.

New pedestrian and cycle paths are proposed along Barnville Park, Cedar Brooke Way and Park West Avenue to connect Phase 3 site with the wider network of the approved Phase 1&2 infrastructure.

The proposed ‘Barnville link’ is a new pedestrian connection between New Cherry Orchard Park, the surrounding local residential areas and Park West-Cherry Orchard railway station in compliance with the objective of the LAP. New pedestrian crossings are proposed at desire line locations on Park West Avenue and New Cherry Orchard Park. The link provides connectivity to the station, retail and commercial amenities on Park West Avenue and New Cherry Orchard Park.

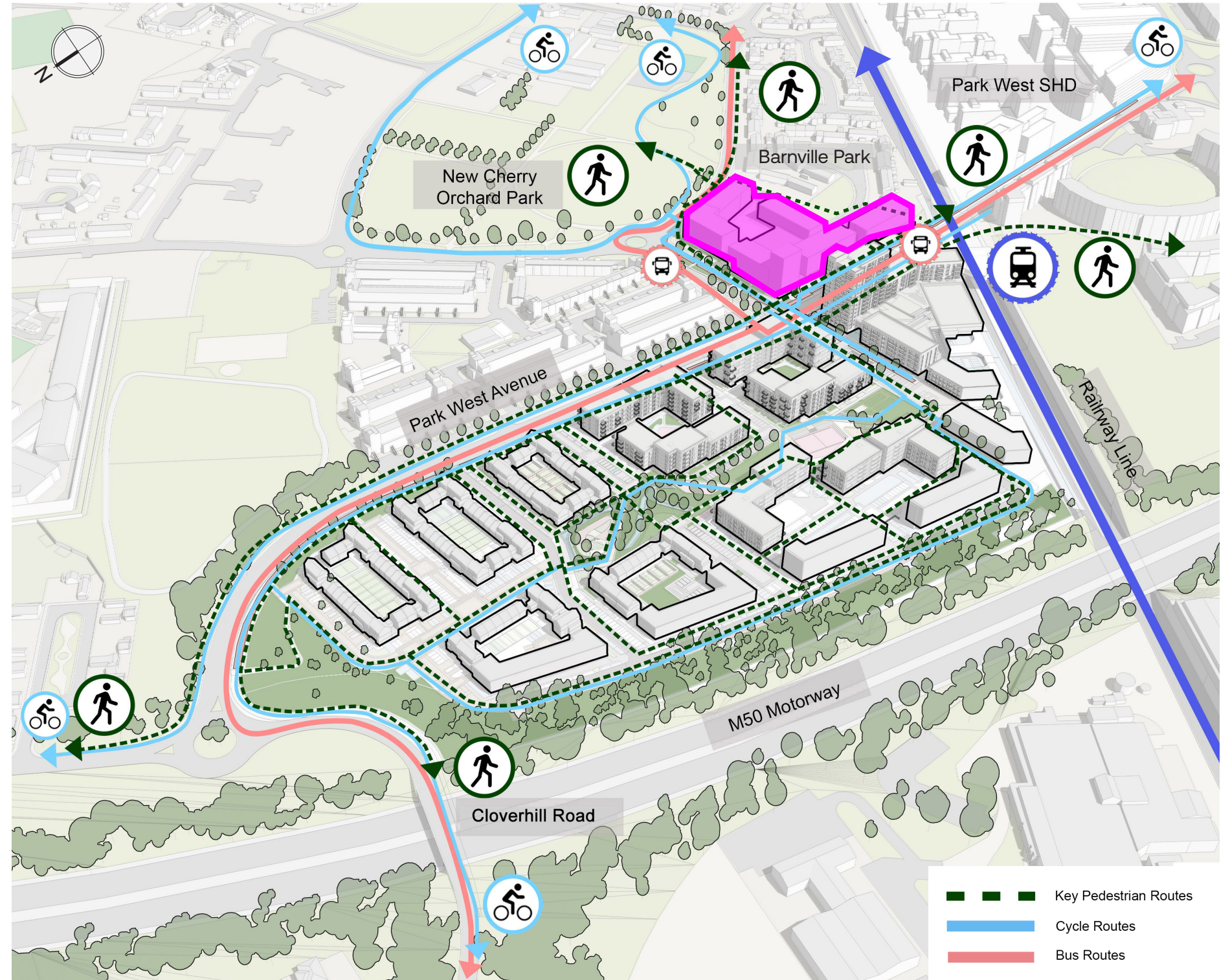


Figure 3.1 - Connectivity Diagram



3.0 Urban Design

3.3 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 3.2 - Shared street space, Vauban, Freiburg, DE



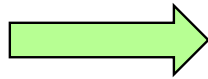
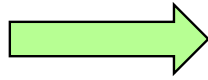
Figure 3.3 - Covers of various guidelines, standards, policies that influence movement strategies

3.0 Urban Design

3.3 Movement Strategy & DMURS: Designing for People

The existing path & cycle network is poor quality, in need of local and wider improvements. There is a lack of connectivity for pedestrians and cyclists, with priority biased to private cars, despite the presence of the railway station and good bus connections. As part of Phase 1 and 2 this network is currently being upgraded, proposals for Phase 3 are closely tied in with the overall design of the movement strategy.

The new development cannot successfully integrate with the LAP lands without proper consideration of connectivity and the movement hierarchy. The future residents of the new development and the residents of Barnville and Cedarbrook deserve safe, straightforward, attractive paths to and from their homes to the station, shops, schools and parks.



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.

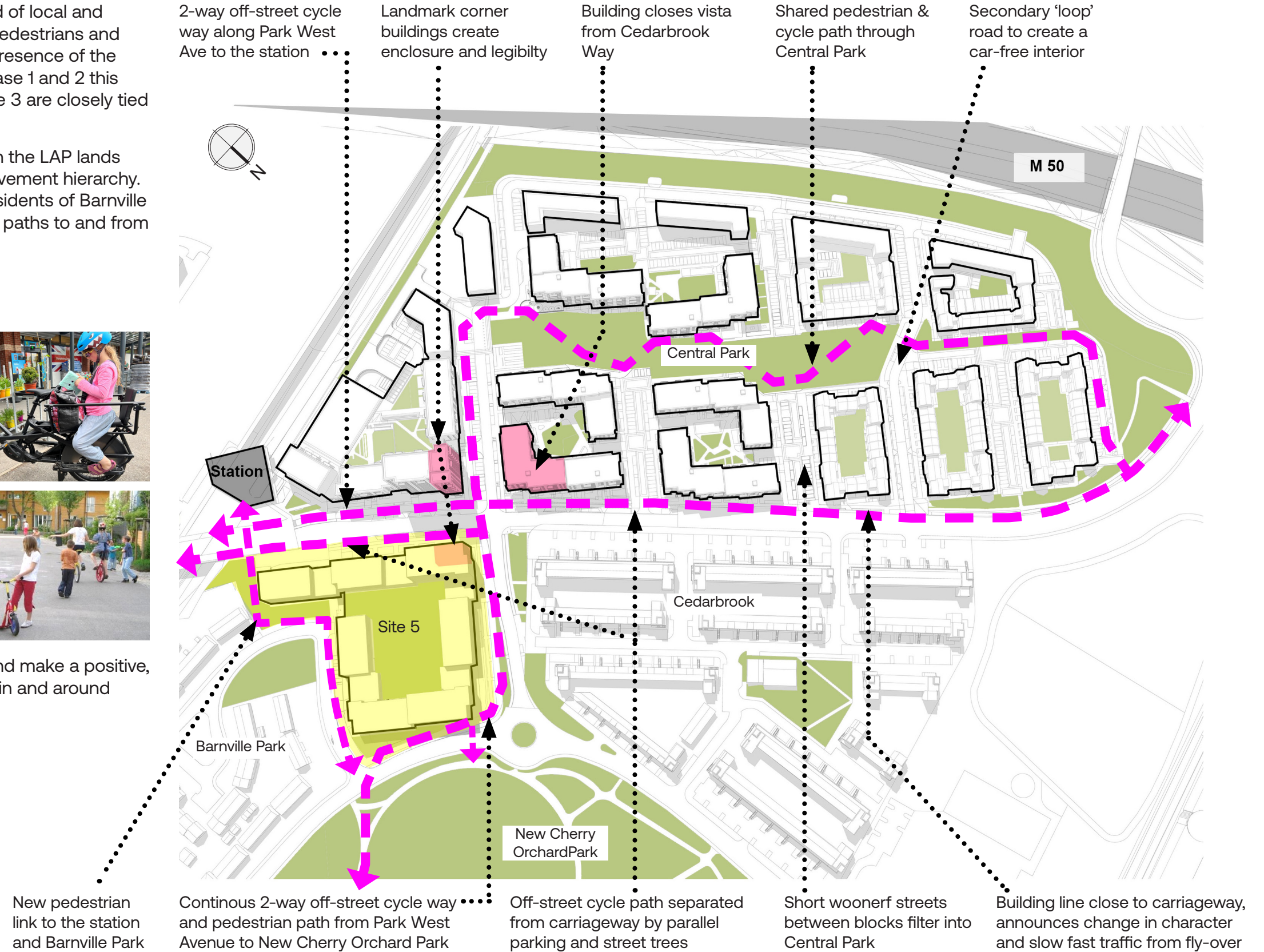


Figure 3.4 - Movement Strategy

3.0 Urban Design

3.4 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, local retail and commercial use near the station, introducing parallel parking bays and large street trees, a new pedestrian crossing at the station plaza and improved cycle and footpaths.

Secondary Streets

Cedar Brook Way is an existing street which connects the approved Phase 1 and 2 sites, currently under construction, with Phase 3 and the existing local neighbourhoods. Upgrades are proposed to form a green link with street trees and new off-street cycle and footpaths between the neighbourhood park and New Cherry Orchard Park.

A loop road west of Park West Avenue will irrigate local traffic through the new development on completion, 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 and a number of tertiary streets.

Permitted development for Phase 2 includes 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.

Phase 3 proposes urban upgrades to a section of Park West Avenue including a pedestrian crossing connecting Barnville Park neighbourhood and the station plaza. Further upgrades are proposed to Cedar Brooke Way with new pedestrian crossings to New Cherry Orchard Park. Traffic calming is proposed at Barnville Park.

Future Phase 4 will provide for the completion of the secondary loop street, approx 295m long.

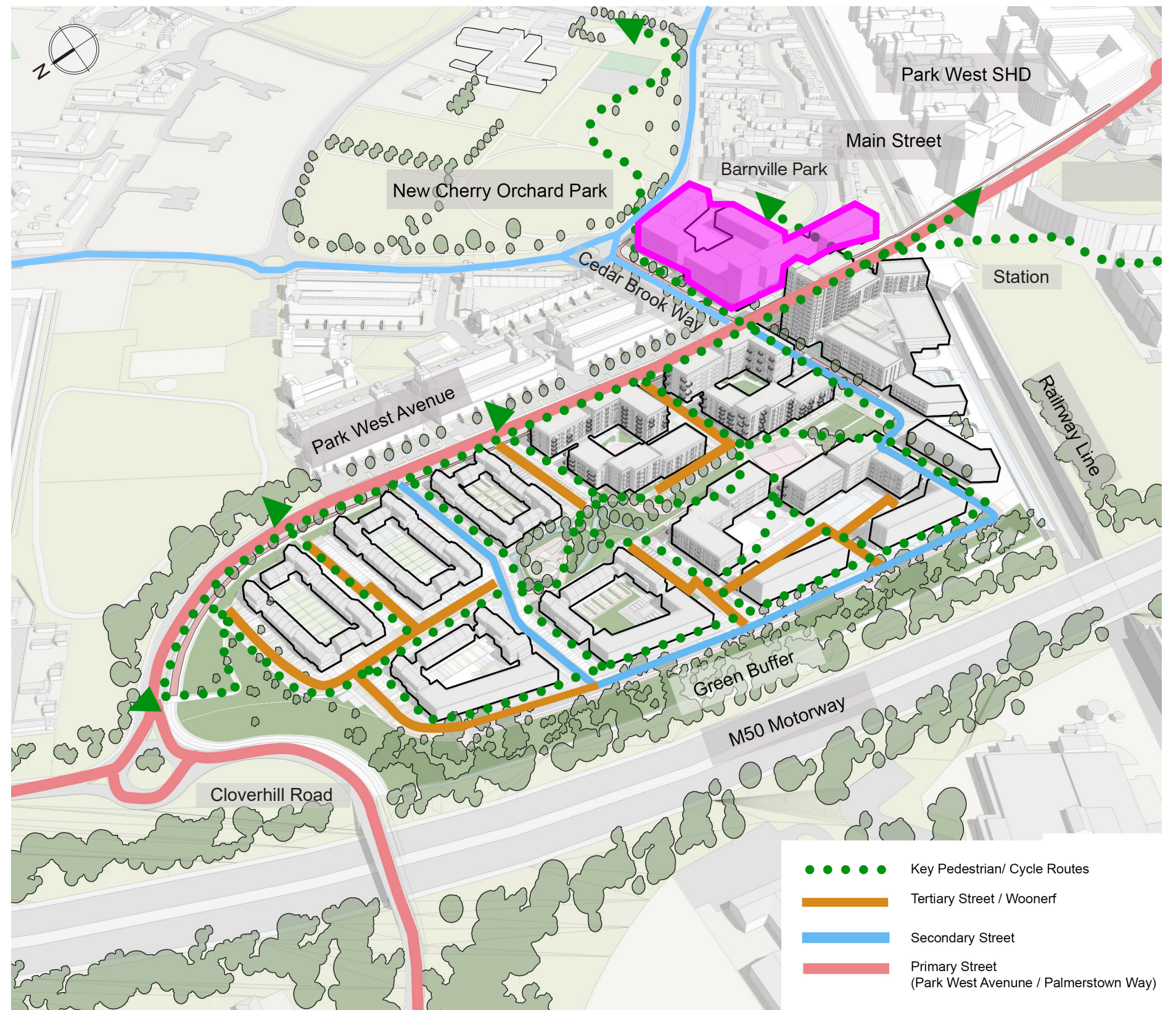


Figure 3.5 - Route Hierarchy Diagram

3.0 Urban Design

3.5 Nodes & Edges

- Creating an active urban edge to Park West Avenue
- Perimeter Block
- Addressing New Cherry Orchard Park with continuous frontage and multiple building entrances.



Figure 3.6 - Nodes & Edges Map

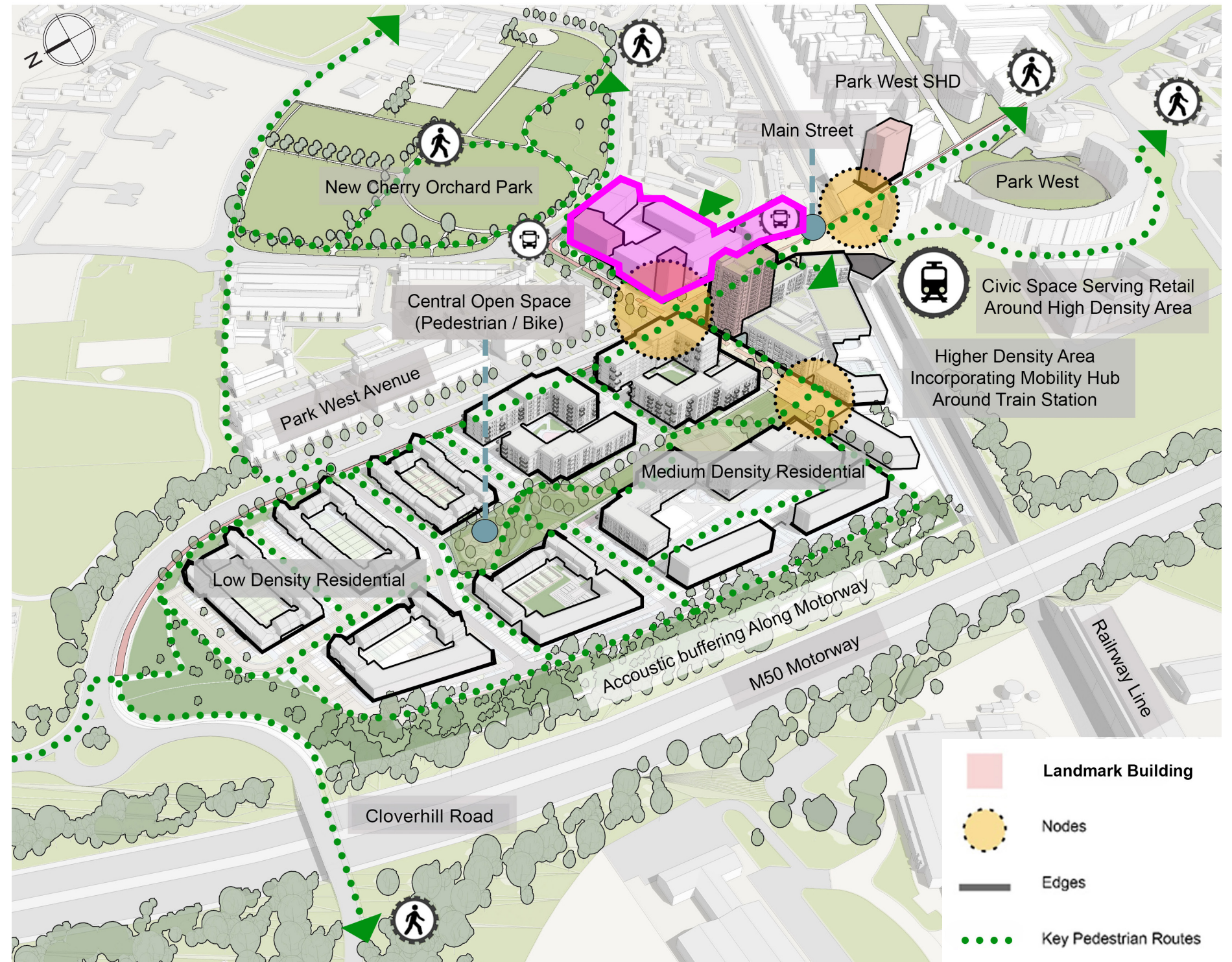
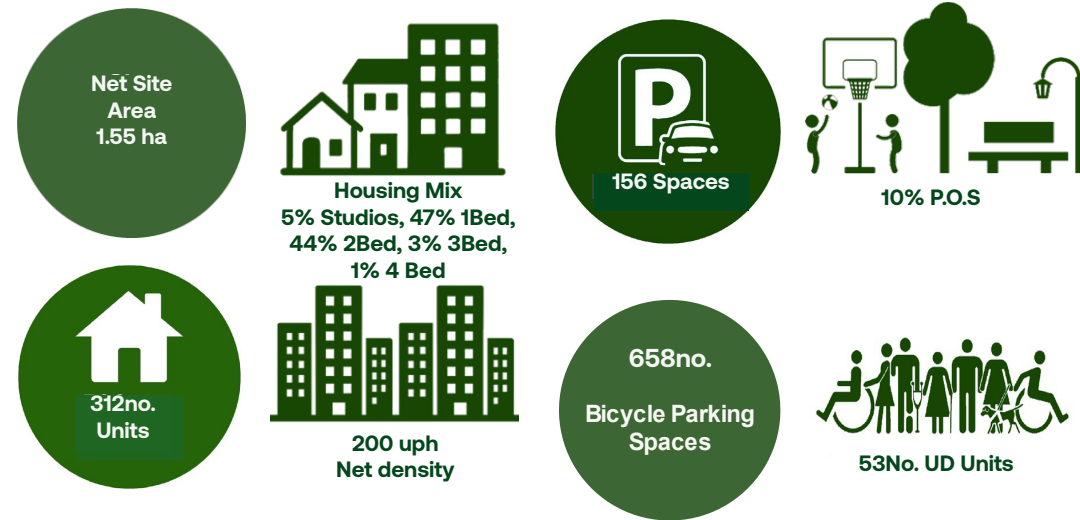


Figure 3.7 - Nodes & Edges Diagram

3.0 Urban Design

3.6 Proposed Layout



- The proposed plan form consists of perimeter apartment blocks with an enclosed and secure courtyard and landscaped podium for residents' use.
- Building edges address the public street on all four sides with an active frontage and high levels of passive surveillance.
- The form, mass and heights have been considered in terms of urban legibility (landmark corners), street width and desired enclosure, aspect and difference to the existing 2-storey houses on Barnville Park, as in line with the LAP and SDRA 4.
- Access to the covered carpark is from Barnville Park.
- Car parking is at grade, and the podium above will be landscaped as communal open space (residents only).
- The tenure mix is 78% cost-rental and 22% social dwellings. The tenure mix across the overall Cherry Orchard Point development (Sites 4 and 5) is 12% affordable for sale, 68% cost-rental and 20% social.



Figure 3.8 - Proposed Site Layout (nts)

3.0 Urban Design

3.7 Building Heights & Landmarks

The overall strategy for building heights for the Cherry Orchard Point development have been carefully considered and Phase 1 and 2 have been approved and are currently under construction. The height and scale of the development increases from the northern quarter of the development towards the railway station.

Two and 3-storey buildings are located in the northern quarter, before gradually stepping up to 4, 5 and 6 storey buildings in the central mid-density neighbourhood.

Heights increase again by the station and on Park West Avenue, where a Local Area Plan objective allows for a building of up to 60m high in close proximity to the train station. Section 4.6.3 of the Local Area Plan states that 'Taller landmark buildings that further reinforces this space as a destination and node of activity will be prioritised'. As part of Phase 1 this landmark tower on the corner at Park West Avenue has been approved and is currently under construction.

The proposed Phase 3 development along Park West Avenue is designed as a complementary, secondary feature building adjacent to the 15-storey tower, completing the framed gateway view and entrance into the wider scheme. The proposed perimeter block varies in height from 3-9 storeys at its highest point providing enclosure to the linear plaza along Park West Avenue.

A secondary feature corner is proposed at the Cedar Brook Way roundabout, providing a visual marker when approaching from New Cherry Orchard Park. A reduced building height of 3-4 storeys is proposed to respond to and integrate with the scale and character of the Barnville Park neighbourhood.

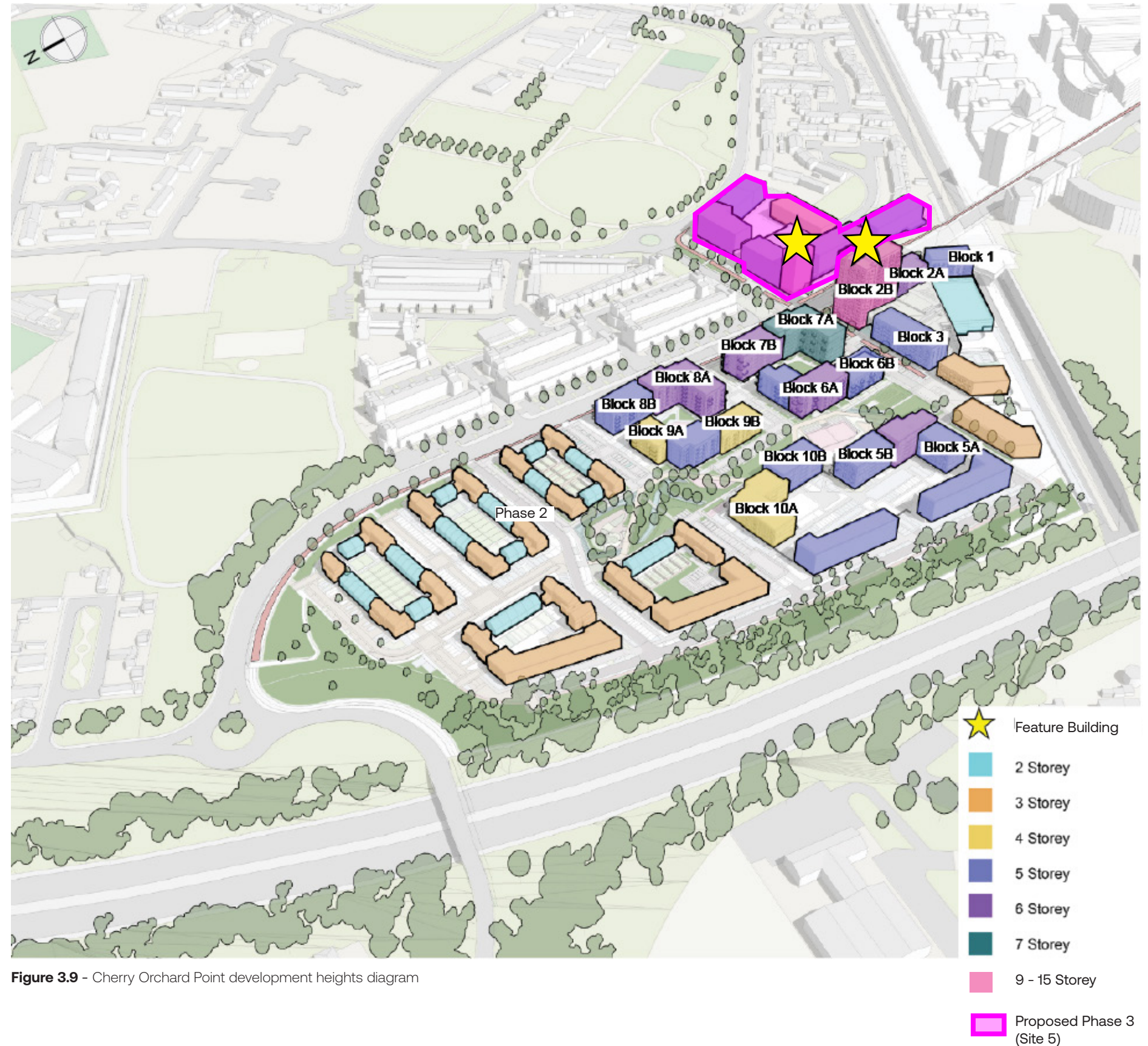


Figure 3.9 - Cherry Orchard Point development heights diagram

3.0 Urban Design

3.8 Building Heights - Proposed Block

The proposed perimeter block comprises seven cores, each described individually below. The proposed building massing sits predominantly at 5 storeys, rising strategically to 9 storeys at the corner of Park West Avenue and Cedar Brook Way. All cores are connected by a landscaped podium level, with car parking located below. The proposed perimeter block addresses the height variance between Park West Avenue and subject site.

Core A comprises 3-6 storeys, this core faces Park West Avenue as well as Barnville Park.

Core B comprises 3-6 storeys facing Park West Avenue.

Core C comprises 3-9 storeys facing Park West Avenue and Cedar Brook Way with access to the car parking level under the podium.

Core D comprises 6 storeys facing Cedar Brook Way.

Core E comprises 4-7 storeys overlooking New Cherry Orchard Park and Cedar Brook Way.

Core F comprises 3-5 storeys facing New Cherry Orchard Park and the local neighbourhood of Barnville Park.

Core G comprises 4 storeys facing Barnville Park Green and the local neighbourhood.

Cores A,B, and C: Local retail and commercial units are accessed directly from street level via Park West Avenue, in accordance with the requirements of the LAP.

The alternating lower sections between the taller elements of the block provide adequate daylight and sunlight to the communal amenity space at podium level, as well as to the individual residential units. Refer also to separate Day-/Sunlight report. Furthermore, step-changes in building height provide for variety and interest in the new streetscape.

Key

	Existing Building
	0-4 Storey Residential Building
	5-8 Storey Residential Building
	9-10 Storey Residential Building
	Feature Building
	0-4 Storey Commercial / Enterprise / Non Residential Use
	5-8 Storey Commercial / Enterprise / Non Residential Use
	Public Plaza

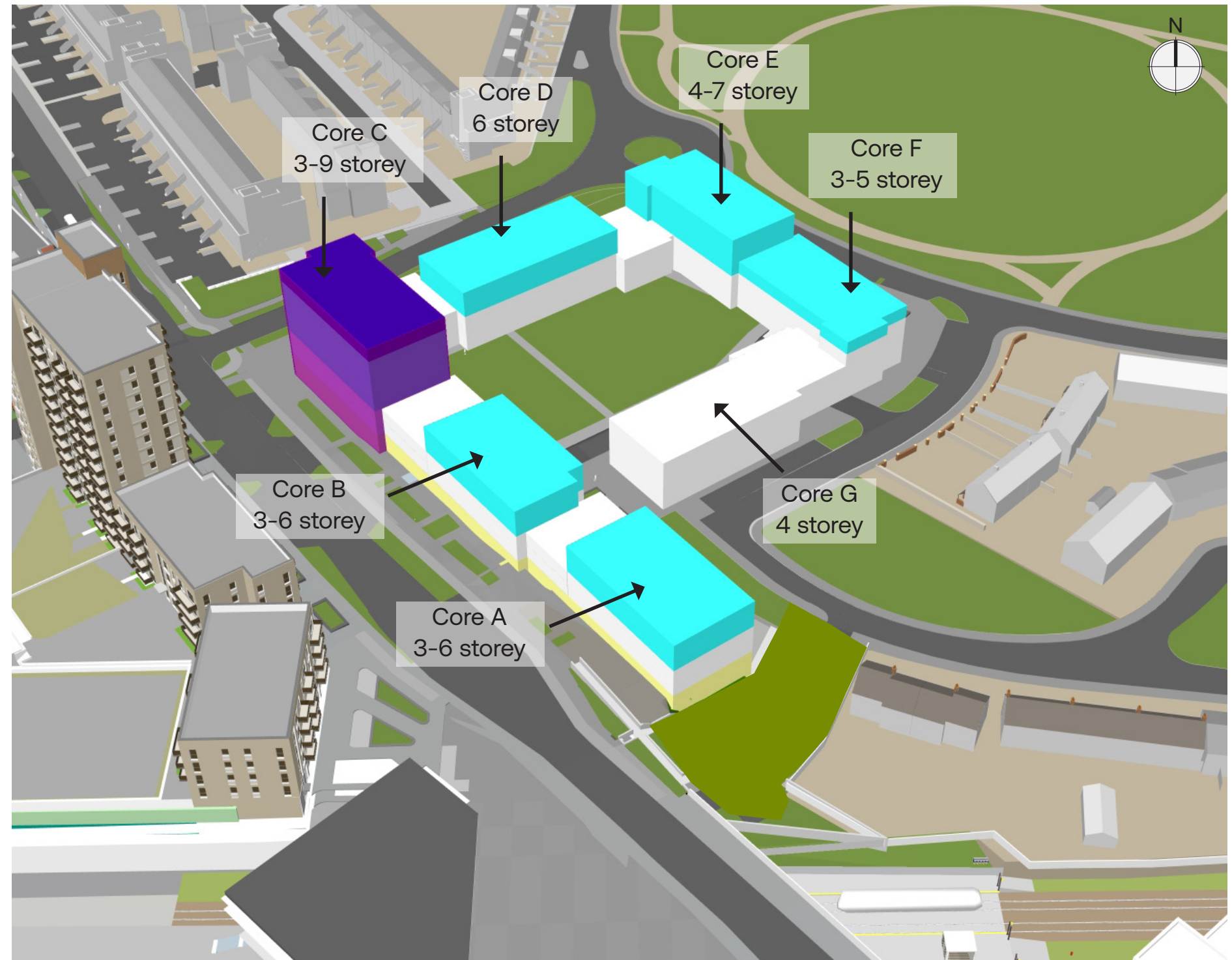
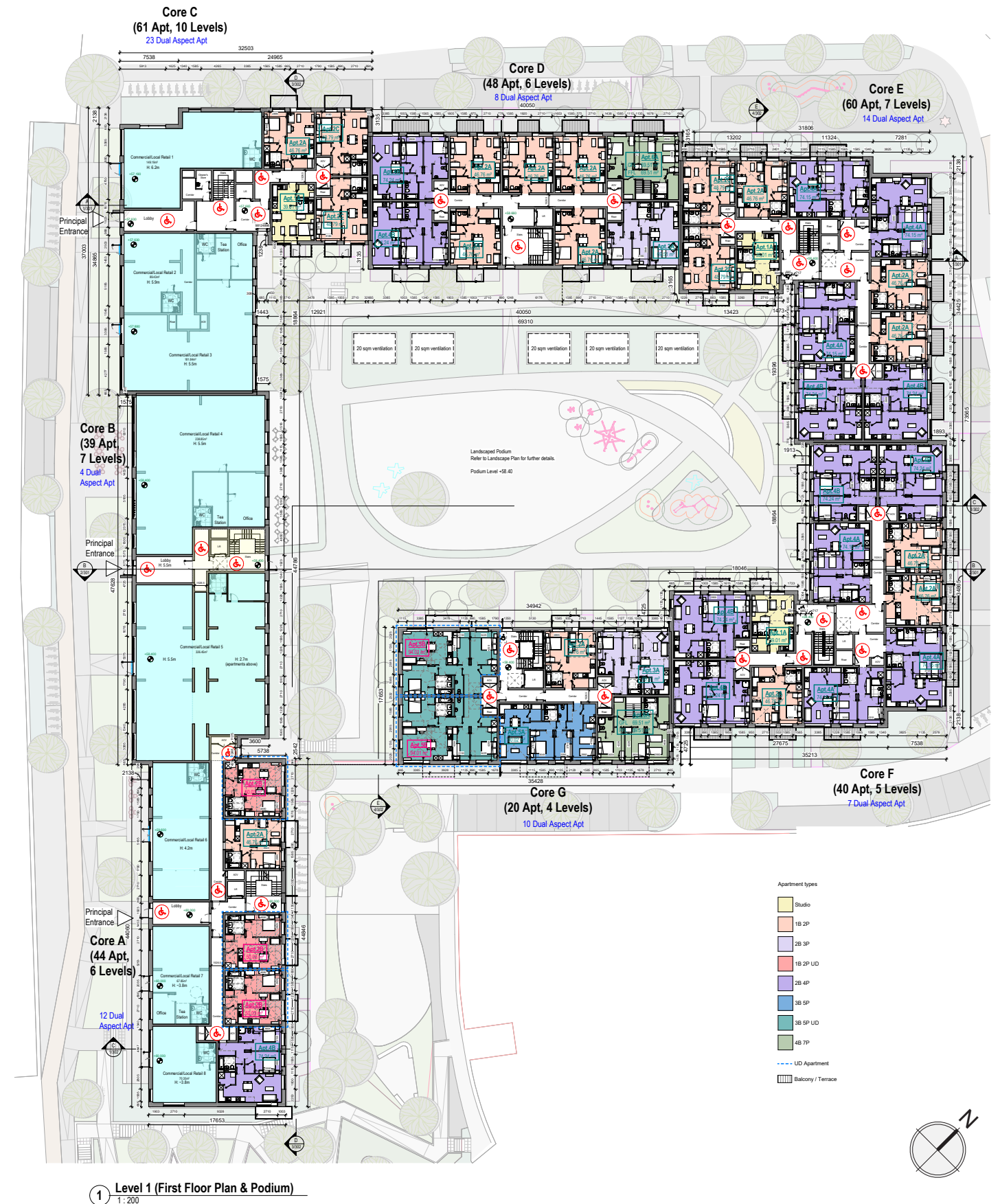


Figure 3.10 - Proposed heights diagram

3.0 Urban Design

3.9 Proposed Ground & First Floor Plan



3.0 Urban Design

3.10 Urban Realm

Urban street sections and their character are determined by hierarchy, connectivity, movement and purpose. Width to height ratio, enclosure, parking solutions, aspect, landscape treatment, pedestrian and cycle paths are serve to influence the nature of each street.

Three types of street section are proposed as part of the Phase 3 design solution, illustrated on the following pages:

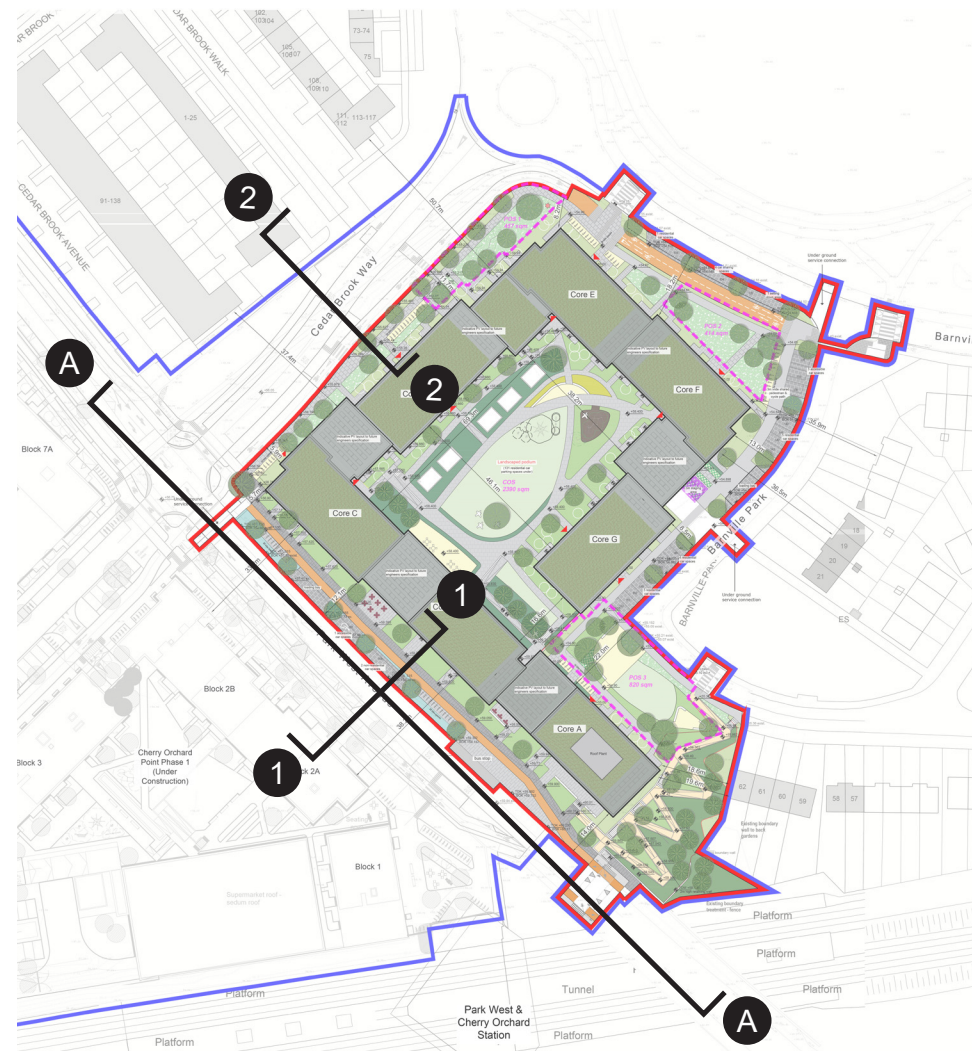


Figure 3.11 - Key plan to street sections and elevations.

- A** Street Elevation A-A - Park West Avenue
- 1** Street Section 1-1 - Park West Avenue
- 2** Street Section 2-2 - Cedar Brook Way



Figure 3.12 - CGI view of proposed development from Park West Avenue looking southeast showing Phase 1 to the right and Cedarbrook Apartments to the left.

3.0 Urban Design

3.10 Urban Realm

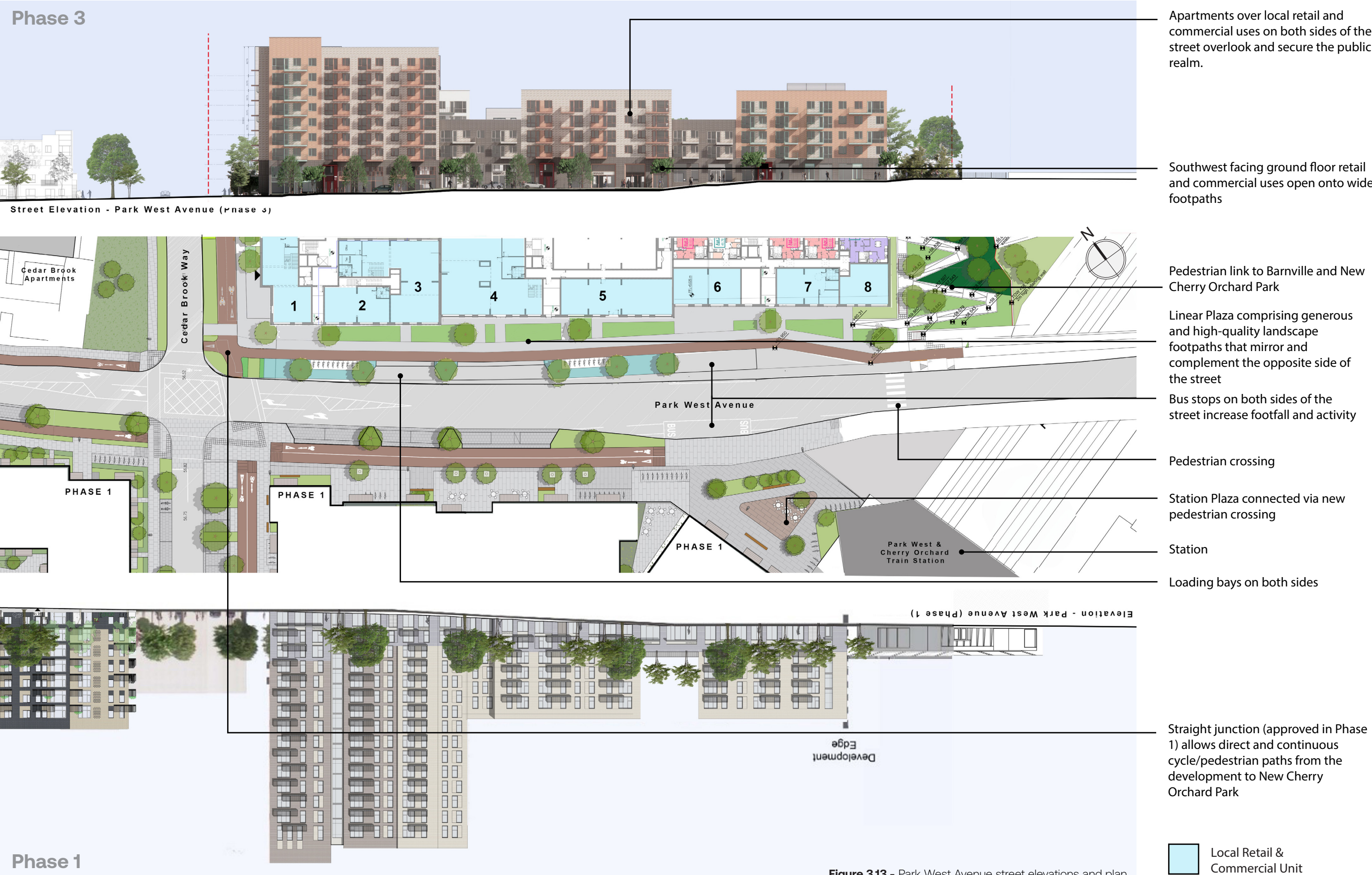
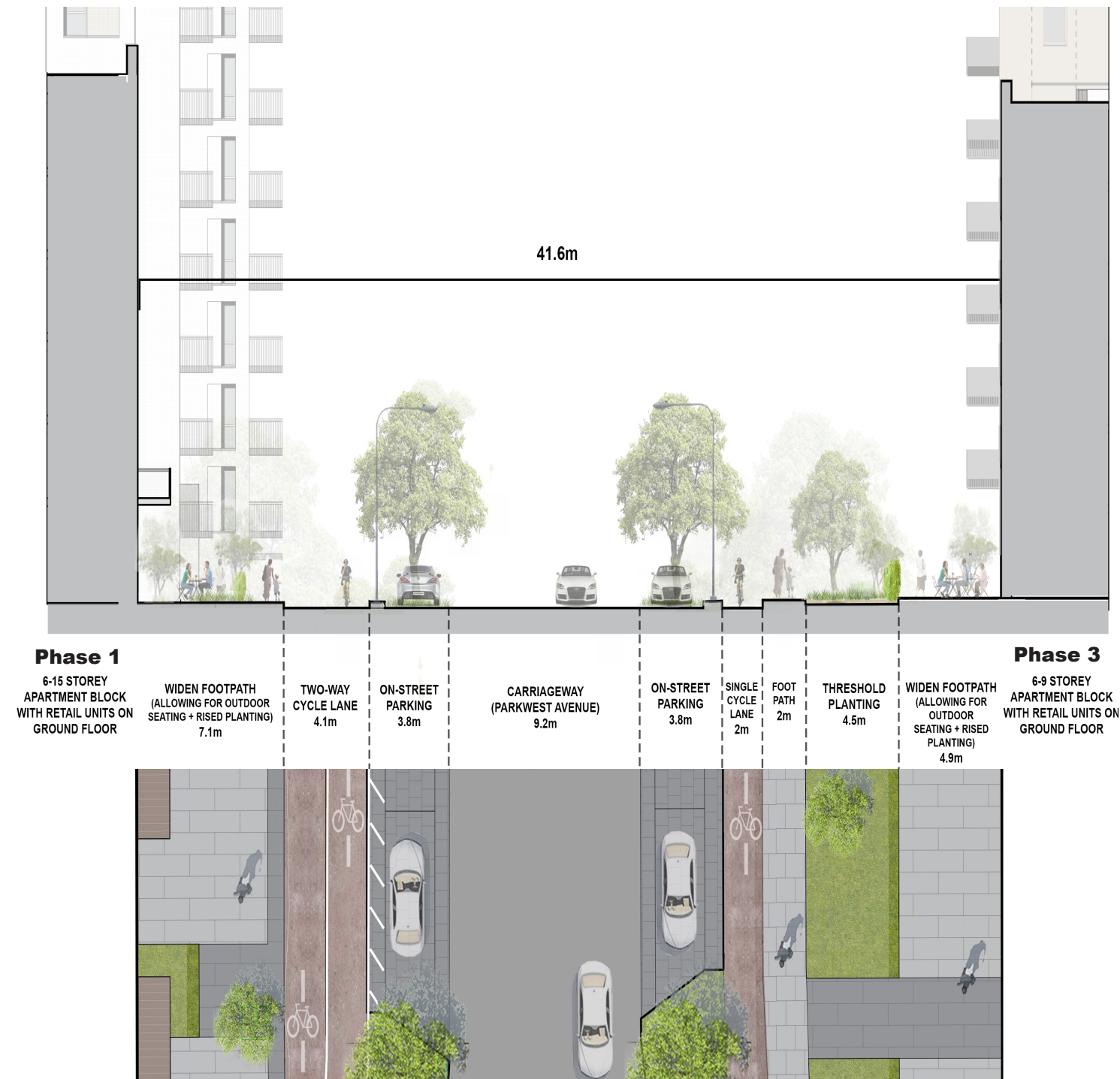


Figure 3.13 - Park West Avenue street elevations and plan

3.0 Urban Design

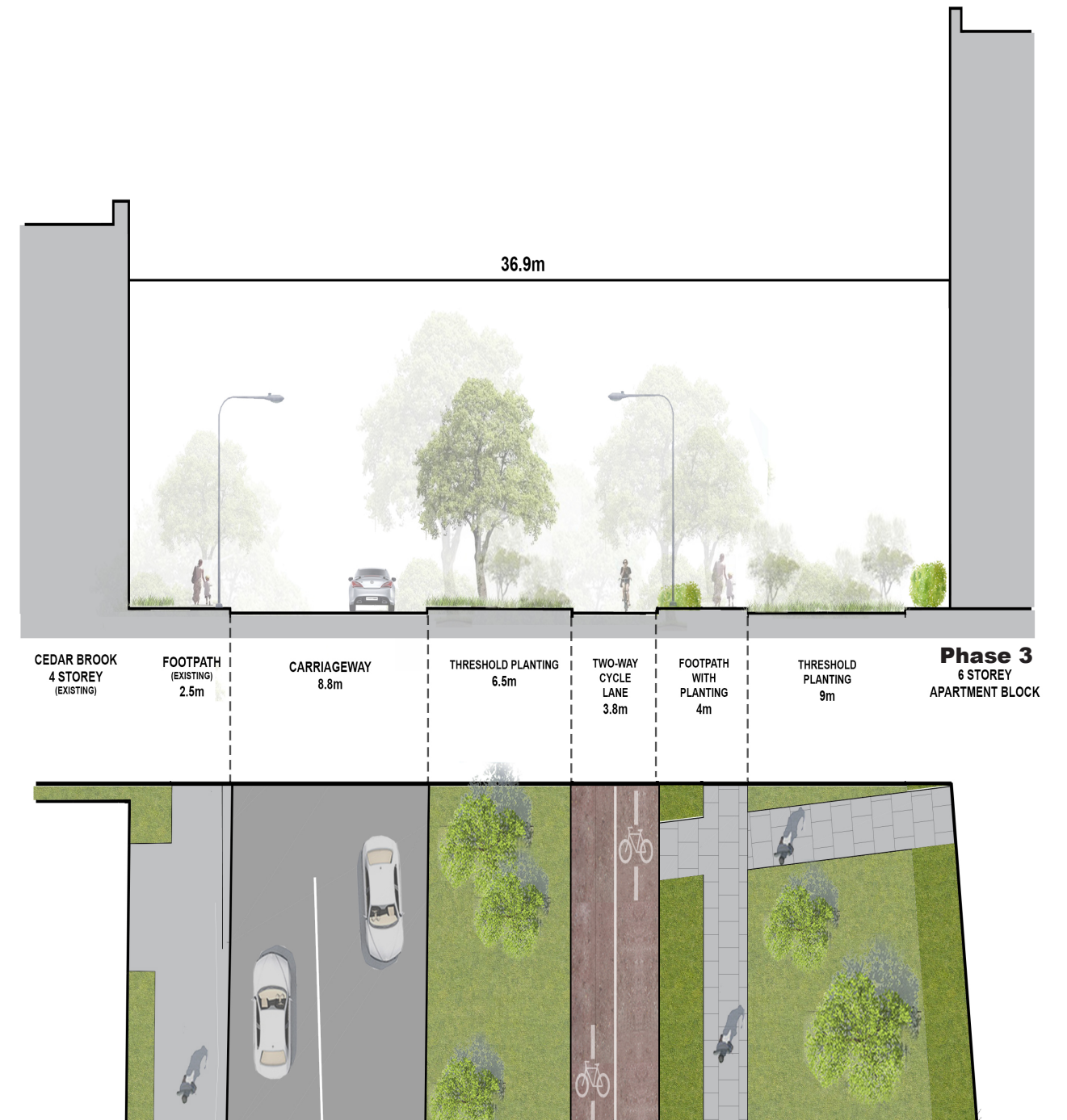
3.10 Urban Realm

Street Section 1-1 - Park West Avenue



- Building edges close to the carriageway provide overlooking and surveillance.
- Poor quality on-street cycle lanes are relocated off-street.
- On-street parking/loading bays and large street trees will narrow the street width and help to calm traffic.
- Different ground activities (retail, community, cultural and art) contribute to the character of a typical Main Street.
- Wide footpaths encourage social interaction and spill-out seating from shops and cafés.

Street Section 2-2 - Cedar Brook Way



- A 2-way off street cycle path and new pedestrian path are separated from the road by a wide landscaped belt.
- The cycle path is a continuation of the green route from Neighbourhood Park and makes a connection east to New Cherry Orchard Park, providing a safe and pleasant route for vulnerable road-users by making a single road crossing on Park West Avenue.
- The building edge for the Site 5 development provides overlooking and passive surveillance of the public realm.

3.0 Urban Design

3.11 Overlooking, Overbearing, Overshadowing

Section 15.9.18 of the Dublin City Development Plan 2022-2028 considers the impact of ‘overbearance’ in a planning context to which a development impacts upon the outlook of the main habitable room in a home of the garden or private open space.

In established residential developments, any significant changes to established context must be considered with regard to potential loss of sunlight to gardens, excessive enclosure, dominance from blank walls, reduction in outlook, privacy intrusion, and cumulative massing effects.

If mitigation is required, the Development Plan suggests relocation or reduction in building bulk and height as measures to ameliorate overbearance.

Impact Assessment of the Proposed Development

Several established residential communities are located near the subject site to the north, south, and west. Towards the east lies New Cherry Orchard Park.

Cherry Orchard Phase 1 is currently under construction to the west, the Barnville housing estate lies to the south, and the Cedarbrook apartments are situated to the north.

The proposed development has been designed with careful consideration of this existing residential context. The arrangement and scale of the proposed blocks complies with the height guidelines set out in the Local Area Plan (LAP) site briefs forming a basis for this high-level impact assessment.

The impact of the proposed development on the surrounding residential developments has been assessed in the accompanying Daylight & Sunlight Assessment prepared by Digital Dimensions and meets the recommendations of the BRE guidelines BR209:2022.

01 Park West Avenue

To the west of the subject site lies Cherry Orchard Phase 1, which received planning permission in 2025 and is currently under construction. This mixed-use development ranges from 5 to 15 storeys, serving as a key gateway landmark for the surrounding area.

The proposed development along Park West Avenue is designed as a complementary, secondary landmark adjacent to the 15-storey tower, completing the framed gateway view and entrance into the wider scheme. The proposed building massing sits predominantly at 5 storeys, rising strategically to 9 storeys at the corner, the proposed blocks are set back 12.1m from the 8m-wide carriageway.

This generous setback accommodates a dedicated bicycle lane and wide pedestrian footpaths fronting the ground-floor retail units. West of the subject site, Cherry Orchard Phase 1 is set back between 12.1m to 15m on the opposite side of the carriageway, the total face-to-face separation distance between the two developments is between c.36m to 41m which is deemed to be appropriate to any high-density, transit-orientated development.

In addition, internal apartment layouts and balcony placements have been arranged with consideration to preserve visual privacy and ensure an appropriate relationship between both developments.

02 Cedar Brook Way

To the north of the proposed development are the existing Cedarbrook apartments, with building heights of 3 to 4 storeys.

Cores C, D, and E of the proposed scheme front onto Cedarbrook Way, with building heights ranging from 4 to 9 storeys. South of Cedarbrook, the proposed perimeter block is set back approximately 15m from the 7m carriageway. This generous setback integrates a dedicated cycle lane approved under Phase 1 development and results in a total face-to-face separation distance of approximately 38m between the existing and proposed buildings.

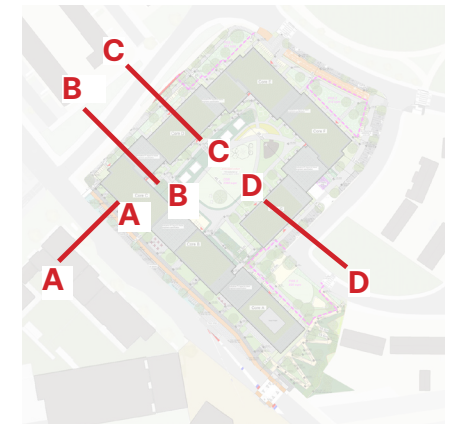
The 9-storey height is strategically positioned as a shoulder on the corner of Core C. Cores D and E then step down to 4 to 5 storeys, establishing a balanced street frontage. Two cross sections were examined, and the conclusion is that the proposed development appropriately respects the scale of the surrounding urban environment.

03 Barnville Park

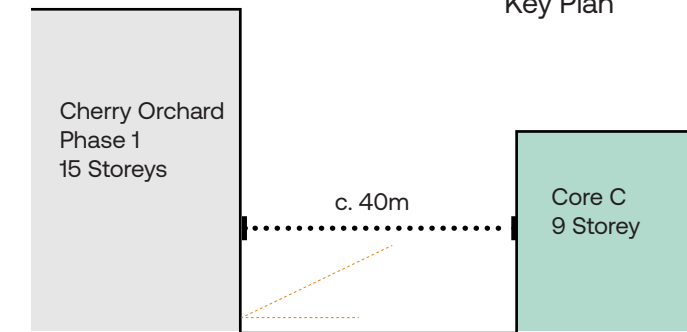
To the south of the proposed development is Barnville Park, an existing residential estate comprising two-storey houses.

Cores F and G of the proposed scheme front onto Barnville Park, with building heights ranging from 3 to 5 storeys. These proposed blocks are set back approximately 8m to 13m from the 8m carriageway.

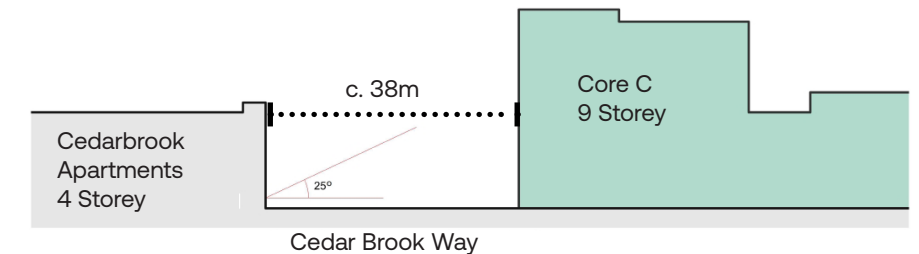
This design arrangement provides a generous total face-to-face separation distance of approximately 37m between the rear elevations of the existing homes and the proposed buildings. This setback effectively respects the scale of the neighboring residential context while maintaining privacy and light for surrounding residents.



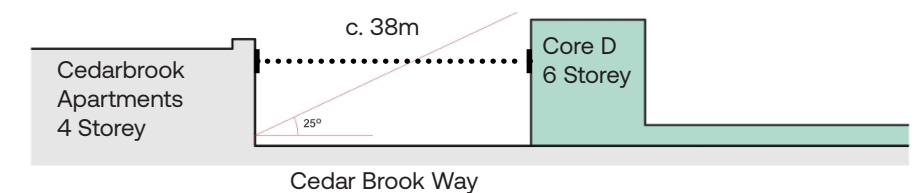
Key Plan



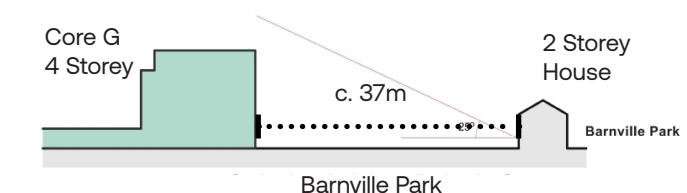
01 - Cross Section AA through Park West Avenue



02 - Cross Section BB through Cedarbrook Way



03 - Cross Section CC through Cedarbrook Way



04 - Cross Section DD through Barnville Park

4.0 Development Standards

4.1 Apartment Mix

A range of apartment typologies are proposed, of which 29% will be >10% larger than the minimum standard, and of these 50% will be designed as Universal Accessible dwellings. Floor areas and internal standards are compliant with Appendix 1 of the *Planning Design Standards for Apartments; Guidelines for Planning Authorities (2025)*.

The breakdown and proportion of each unit type is set out in this table:

* See also Appendix A of this report and also the *Housing Quality Assessment*

Apt Type	Net Area	No. of Units	%
Studio	39 sqm	16	5.1%
1B2P	47 sqm	99	31.7%
1B2P + 10% UD	50 sqm	47	15.1%
2B3P	69 sqm	15	4.8%
2B4P	74 sqm	124	39.7%
3B5P	90 sqm	3	1.0%
3B5P UD	94 sqm	6	1.9%
4B7P	138 sqm	2	0.7%
Total		312	100%

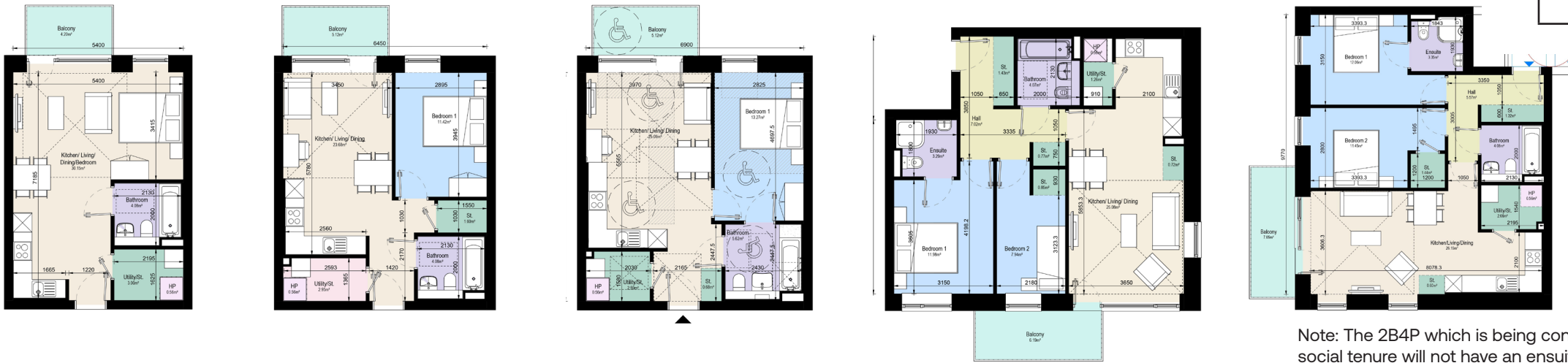
Studio

1 Bed 2 Person

1 Bed 2 Person + 10% UD

2 Bed 3 Person

2 Bed 4 Person



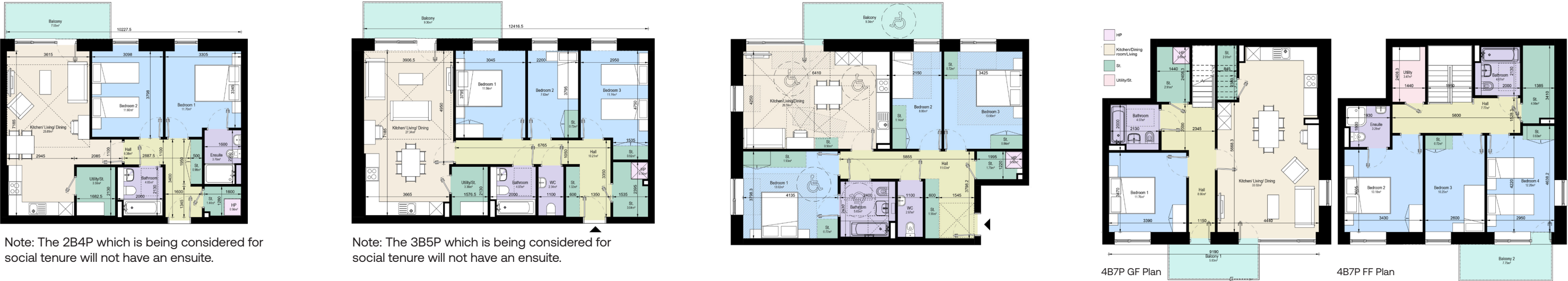
Note: The 2B4P which is being considered for social tenure will not have an ensuite.

2 Bed 4 Person

3 Bed 5 Person

3 Bed 5 Person UD

4 Bed 7 Person



Note: The 2B4P which is being considered for social tenure will not have an ensuite.

Note: The 3B5P which is being considered for social tenure will not have an ensuite.

4.0 Development Standards

4.2 Aspect

SPPR 3 of the *Planning Design Standards for Apartments; Guidelines for Planning Authorities (2025)* requires that a minimum of 25% of units within a development shall be required to be dual aspect. The proposed development will provide for a total of 78 dual aspects which meets the minimum required.

Chapter 15 of the Dublin City Development Plan defines dual aspect as a dwelling with an openable window on two external walls which may be on opposite sides of an apartments or adjacent sides of a corner apartment. It is noted that the provision of a bay window does not constitute dual aspect. Examples of unit configuration that do and do not comply are provided in the Development Plan (figures 15.2, 15.3 and 15.4).

All dual aspect apartments in the proposed development comply with Figure 15.2 of the Development Plan being a corner unit with an appropriate distance to an adjacent apartment or building edge.

Appendix B of this report identifies the location of dual aspect apartments on each floor.

Right: Typical Dual Aspect Corner Apartment (not to scale)

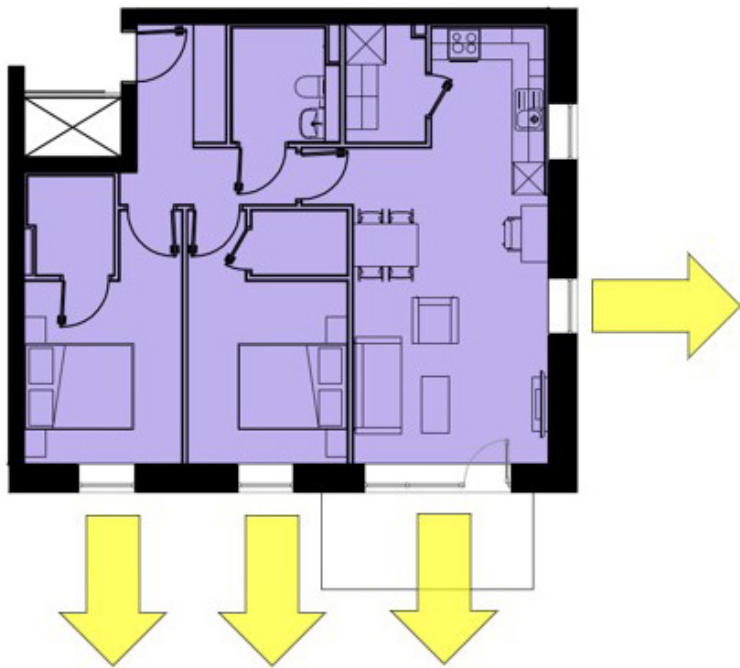


Table 4.2 Dual Aspect Apartments

Total No. Apartments	312	
Total Apartments Required to be Dual Aspect @ 25%	78	25%
Total Dual Aspect Apartments	78	25%
Total Single Aspect Apartments	234	75%

4.3 Universal Design

Objective QHSN011 of the Dublin City Development Plan requires new developments to provide for Universal Design or Accessible dwellings at a rate of 50% of the 25% of apartments required by the *Planning Design Standards for Apartments; Guidelines for Planning Authorities (2025)* to exceed the minimum standard by 10%. This works out at 12.5% of the overall number of apartments within the development, or 39 units. The 53 no. UD friendly homes have been pepper-potted across the typical floor plan to ensure a broad demographic within each building core.

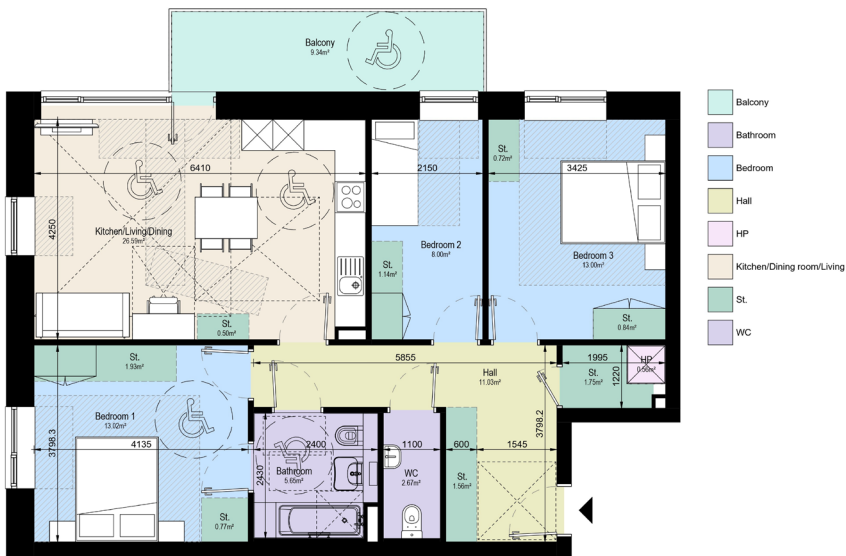
These UD dwellings are designed to be suitable for older people living with mobility impairments, dementia, and disabilities, in accordance with recognised universal design guidelines (such as Universal Design Guidelines for Homes in Ireland). These apartments will have wider circulation areas and zones within rooms. The bathroom is larger by nature, and has a ‘soft’ wall to the master bedroom to allow for a connecting door and a hoist should a resident require. There are further measures in addition to TGD Part M requirements applied to these apartments in their detailed design, such as 300mm leading edges on doors into habitable rooms.

Table 4.3 Universal Design Apartments

Total No. Apartments	312
Total UD Apartments Required @ 12.5%	39
Total UD Apartments Proposed	53
Of which there are:	
1 Bedroom - 2 Person Apartment	47
3 Bedroom - 5 Person Apartment	6



1B2P UD Apartment (Type W3)



3B5P UD Apartment (Type Y2)

4.0 Development Standards

4.3 Universal Design

The proposed development is designed to comply with the requirements of Part M 2022 (Access and Use) of the Second Schedule to the Building Regulations, as amended (i.e. the requirements of Part M 2022, M1-M5)

Key features:

- Parking Provision - 8no. accessible parking spaces are provided in several locations throughout the development (5% of the overall total)
- Approach route to dwellings
- Level access to dwellings and residential facilities - stair cores with lifts provide access to all levels including access to the communal open space located at podium level.
- Circulation within dwellings
- Sanitary facilities - Each dwelling's sanitary facilities have been designed to accommodate a visitor in a wheelchair
- Universal Design Apartments
- Barnville Park pedestrian link provides access from and to the railway station and plaza.

Refer to Universal Access Statement Report for further detail.

LEGEND

Stair core

Lift

Accessible car parking space

Level entrance stair core

Level entrance - Own door apart-ments

Level entrance - Retail areas

Access car parking

Ground Floor Level



LEGEND

Stair core

Lift

Level access to Communal Open Space (podium)

First Floor Level (Podium)



4.0 Development Standards

4.4 Public Open Space

The landscape strategy is consistent with the earlier phases and maintains the key pedestrian and cycle path route linking Phases 1, 2 & 3 with Cherry Orchard park. The building line of the proposed apartment block has been set back to accommodate this linear landscaped connection route.

Public open space is to be provided in accordance with the objectives of the Dublin City Development Plan, which is 10% of the net development area.

Net Site Area = c. 1.55Ha
POS required (10%) c. 1550 sqm

POS 01 Cedarbrook Way = c. 457 sqm
POS 02 Cherry Orchard Green = c. 414 sqm
POS 03 Barnville Park = c. 820sqm
POS Total = c. 1691 sqm



Figure 4.0 - Public Open Space in context

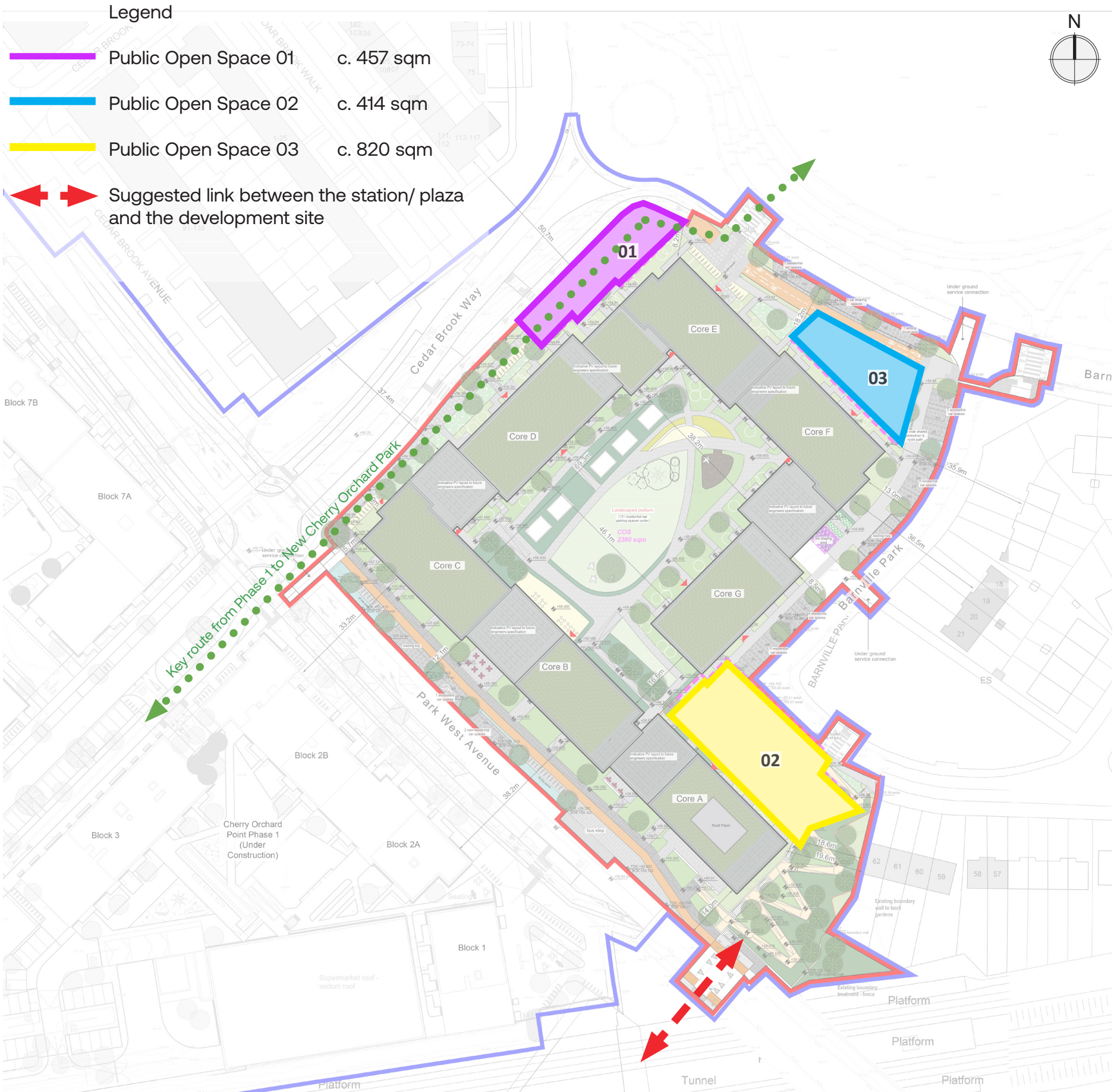


Figure 4.1 - Proposed Public Open Space Diagram

4.0 Development Standards

4.5 Communal Amenity Space

The *Planning Design Standards for Apartments; Guidelines for Planning Authorities (2025)* require both private and communal amenity space for apartments.

Communal amenity space is proposed in the courtyard in the form of a secure, shared garden at podium level. The area exceeds the minimum requirements. Podium level terraces face directly onto the communal space, providing passive surveillance and direct access. All patios/terraces have a privacy planting strip screening them from the public and communal spaces. This design solution creates balance between privacy, sociability and passive surveillance.

A central amenity lawn is provided as part of the landscaped podium 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. This courtyard and its amenities is open to all residents of the Phase 3 development.

Table xx: Calculation of Communal Amenity Space Required

Phase 3	CAS Required (m²)	CAS Proposed (m²)
Communal Amenity Space Total	1857 sqm	2390 sqm

	No.	Area/Apt (m²)	Area Required (m²)
Studio	16	4	64
1 Bed 2 Person Apartment	146	5	730
2 Bed 3 Person Apartment	15	6	90
2 Bed 4 Person Apartment	124	7	868
3 Bed 5 Person Apartment	9	9	81
4 Bed 7 Person Apartment	2	12	24
Total	312		1857

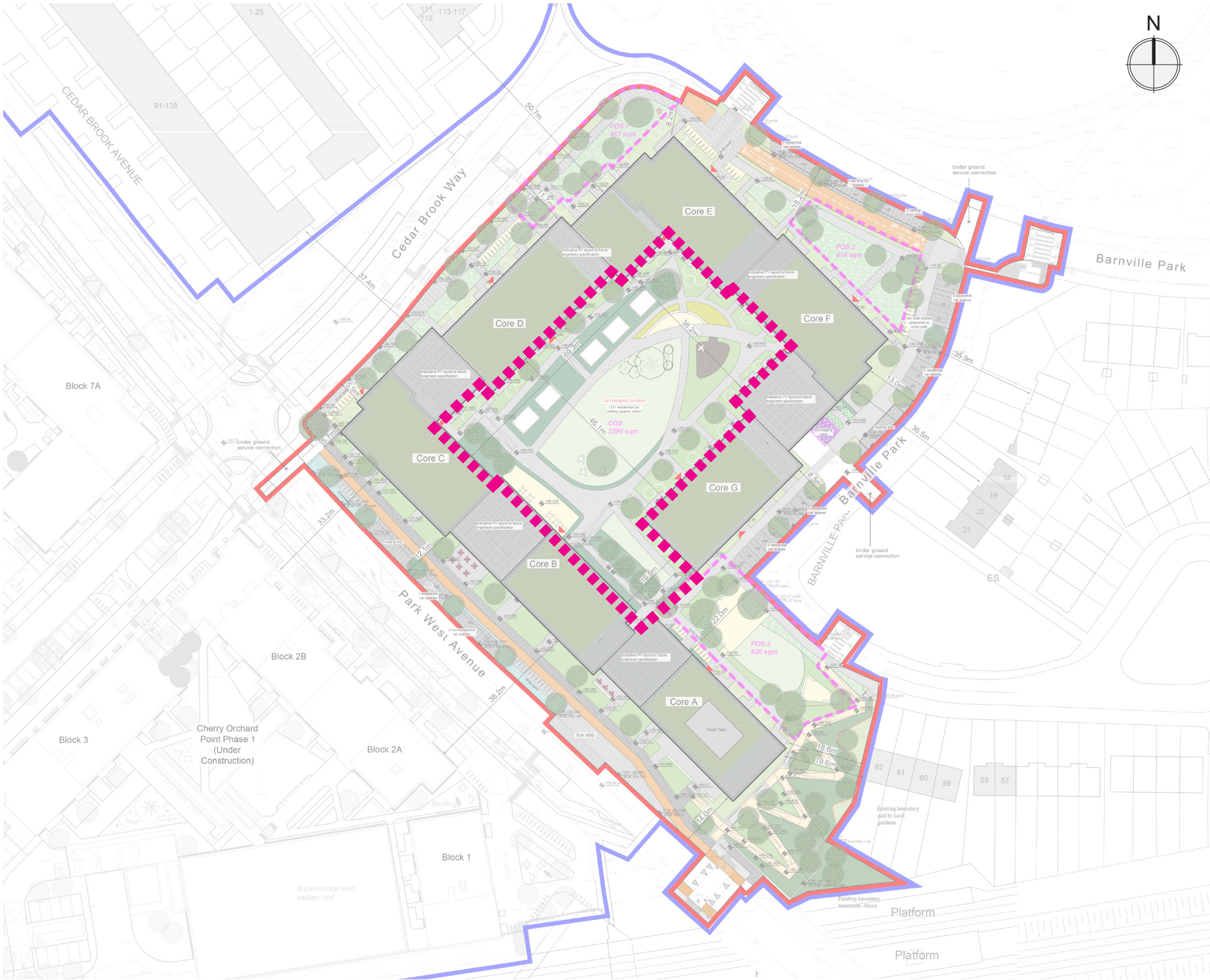


Figure 4.2 - Proposed Communal Amenity Space diagram (NTS)

Legend

■■■■■ Communal Amenity Space c.2390 sqm*

*ventilation openings in the podium and private terraces are excluded from the calculated area.

4.0 Development Standards

4.6 Private Amenity Space

Private amenity space (PAS) is to be provided in accordance with Section 3.8 and Appendix 1 of the 2025 Apartment Standards.

Private amenity space is provided in the form of ground level terraces, first floor-podium level terraces and balconies to upper floors. Every terrace or balcony has a minimum depth of 1.5m clear and a minimum area as per Table xx below. The area of every terrace and balcony within the development will be detailed in the Housing Quality Audit to accompany this application.

Upper floor apartments will have protective railings compliant with TGD Part K of the Building Regulations as a minimum requirement. Refer to section 5.4 for further detail on balconies.

Ground floor and podium level apartments require greater privacy in addition to security and boundary demarcation. The Landscape Architect has proposed a design solution comprising railings and soft planting/hedging for street level terraces and podium level terraces. A low knee rail demarcates the boundary between public and private realm. The soft landscaped buffer is maintained by the LDA/Building Manager, and a 1.1m (min) railing identifies the curtilage of the private terrace.

Where terraces or private balconies are located close together, a lightweight privacy screen will be provided as part of the balcony system.



Figure 4.3 - Section and typical threshold detail to public street. See Landscape Architects' drawings and report for further details

Table xx: Calculation of Private Amenity Space Required

Phase 3	No.	Area/Apt (m ²)	Area Required (m ²)
Studio	16	4	64
1 Bed 2 Person Apartment	146	5	730
2 Bed 3 Person Apartment	15	6	90
2 Bed 4 Person Apartment	124	7	868
3 Bed 5 Person Apartment	9	9	81
4 Bed 7 Person Apartment	2	12	24
Total	312		1857



Figure 4.4 - Precedent threshold details

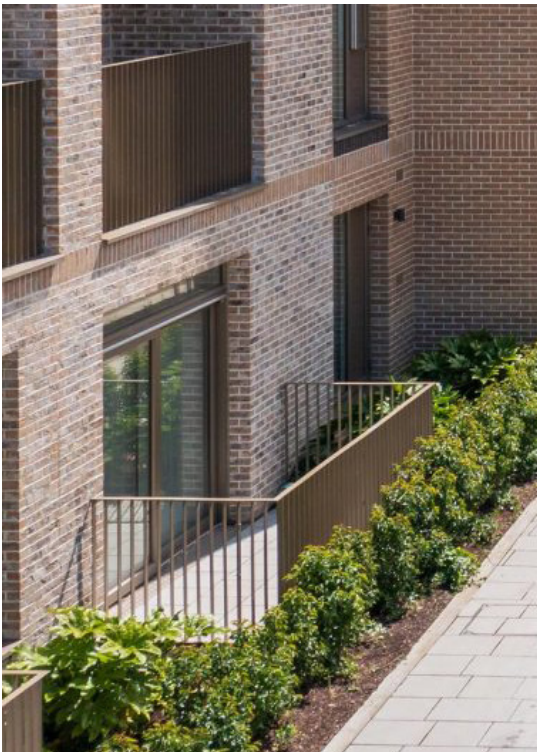


Figure 4.5 - Lightweight privacy screen for closely positioned balconies

4.0 Development Standards

4.7 Car Parking

The parking plan provides a total of 156 no. spaces.

The majority (131 no. spaces) are located in an undercroft parking area. On-street parking is provided at Barnville Park (18 no. spaces), Cherry Orchard Green (5 no. spaces), and Park West Avenue (3 no. spaces), while Cedarbrook Way does not include any parking provision. Of the total, 142 no. spaces are standard residential, 8 no. are designated accessible spaces, 2 are allocated to non-residential uses, and 4 are reserved for car sharing.

The setting down area will be located centrally at Cherry Orchard Green, and 8 no. motorbikes spaces are located within the undercroft for security. 2no. of loading bays are provided, 1no. at Park West Avenue and 1no. at Barnville Park.

The overall parking provision equates to a ratio of 0.5 spaces per unit, based on 156 spaces serving 312 residential units, of which 50% are indicated to be EV parking spaces with demand led activation.

Car Parking

Cherry Orchard Point - Phase 3
Parking Plan01/09/2026

Location	Standard Residential	Designated Accessible	Non Residential Spaces	Car Sharing	Sub totals
Undercroft Parking	127	4	0	0	131
Barnville Park St.	14	3	0	0	17
Cherry Orchard Green	1	0	0	4	5
Cedarbrook Way	0	0	0	0	0
Park West Ave	0	1	2	0	3
Sub totals	142	8	2	4	156

Notes:

One no. 'Setting Down Area' shall be centrally located in Cherry Orchard Green.

5% Motorbikes = 8 spaces to be located in the undercroft parking area for better security

5% Designated Accessible = 8 spaces, to be located for both public & residential convenience

Two no. loading bays, 1no. In Park West Ave. and 1no. In Barnville Park

The parking ratio provided is 0.5 spaces per unit (156 spaces / 312 units)

Indicative EV car parking spaces (50% = 78 spaces) with demand led activation

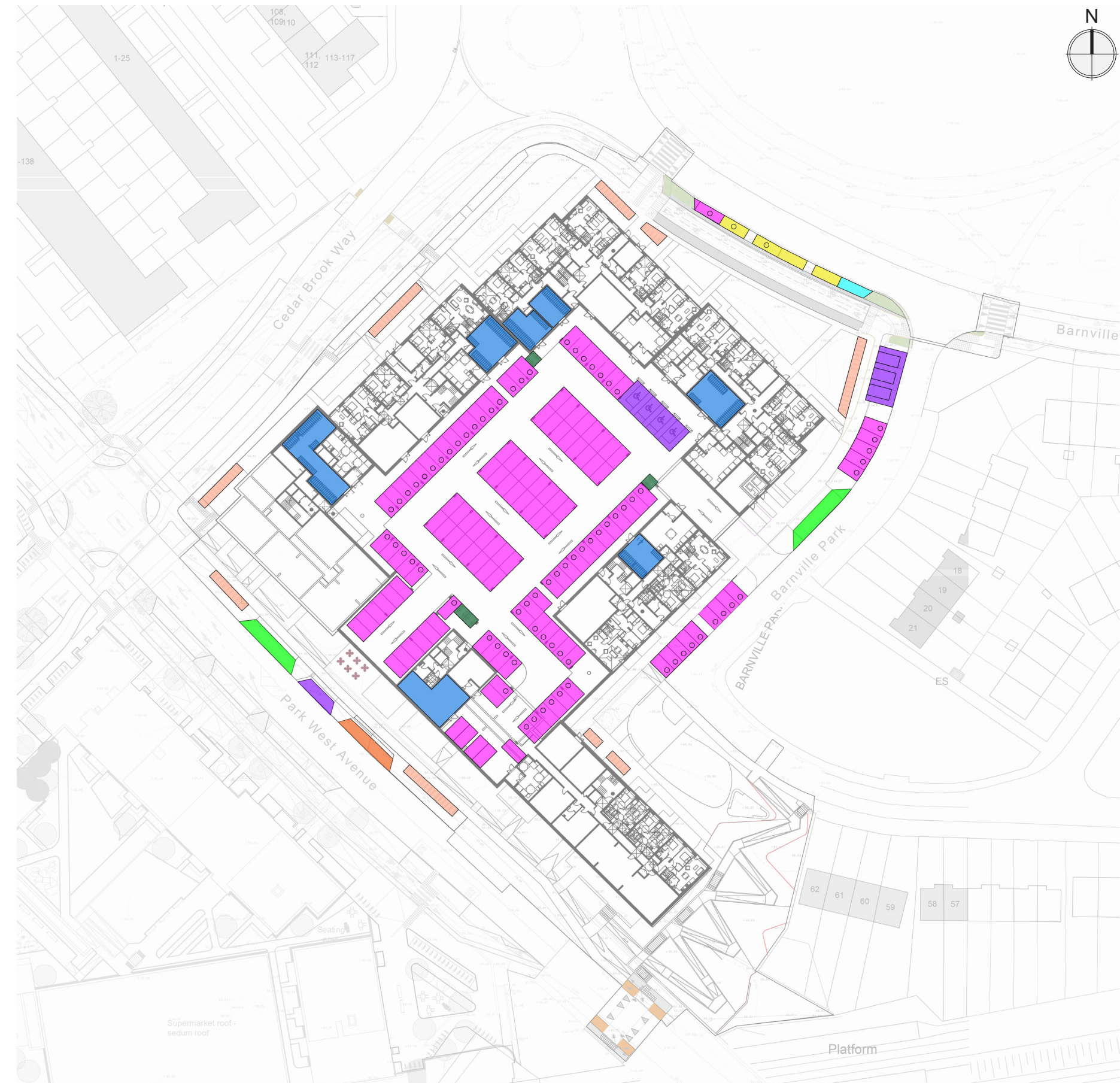


Figure 4.6 – Proposed car parking layout diagram

4.0 Development Standards

4.8 Bicycle Parking

Appendix 5 Section 3.0 of the Dublin City Development Plan sets out cycle parking standards for various land uses.

Having regard to the *Planning Design Standards for Apartments; Guidelines for Planning Authorities (2025)*, cycle parking for residential apartment units shall be provided at a rate of 1 secure cycle parking space per residential bedroom and 1 visitor cycle parking space for every two units.

Residential bicycle storage shall be provided in secure, sheltered storage rooms which are located and accessed from the residents-only undercroft. Double-stacked gas-assisted bicycle racks are the most efficient type of storage rack for high-density developments. The provision of simple sheffield stands and space for cargo-bikes, trailers and accessible stands for people with different abilities will be located within each bicycle store.

Visitor spaces will be located within the public realm in the form of sheffield stands, again with some provision for cargo-bikes and universal access.

A total of **658no. spaces** are provided, comprising 475no. secure residents off-street long-stay bicycle spaces and 156no. on-street visitor spaces. The remainder of 27no. spaces are provided for non-residential uses.

Land Use	Long Term	Short Stay
Residential	1 per bedroom	1 per two apartments
Creche	1 per 5 staff	1 per 10 children
Civic, Community	1 per 5 staff	1 per 100sqm gross floor area



Figure 4.7 - Double-stacked gas-assist bicycle racks



Figure 4.8 - On-street short-stay racks

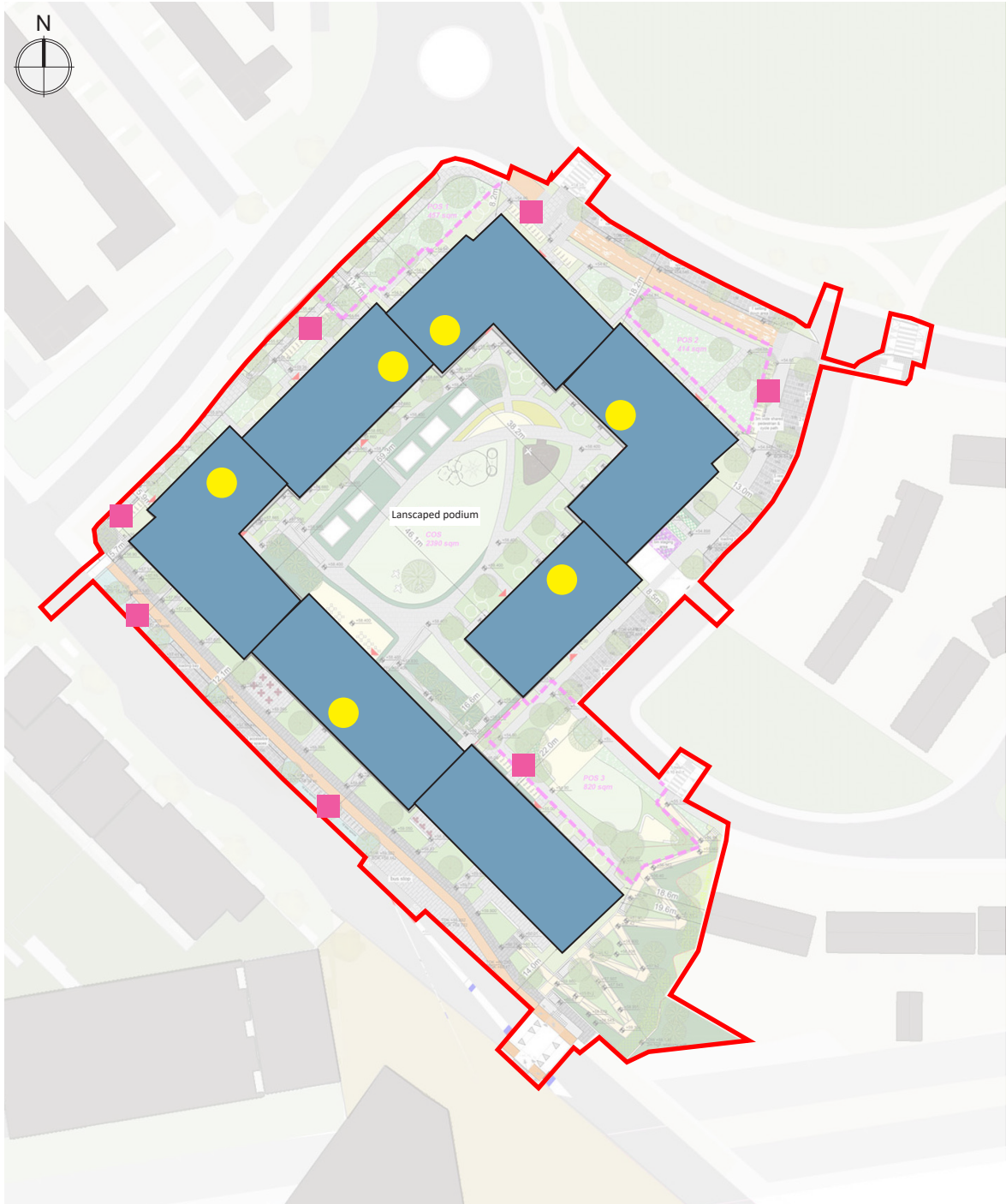


Figure 4.9 - Bicycle parking locations diagram

Cherry Orchard Point Phase 3 - Bicycle Parking Requirements (June 2026)						
Residential					Non Residential	
Building	Apartments	Bedrooms	Long Term (1 per bedroom)	Short Term (1 per two apartments)		
Core A (LDA)	44	54	54	22		
Core B (LDA)	39	47	47	19.5		
Core C (LDA)	61	96	96	30.5		
Core D (DCC)	48	71	71	24		
Core E (LDA)	60	93	93	30		
Core F (LDA)	40	67	67	20		
Core G (DCC)	20	47	47	10		
Total	312	475	475	156		
					Local Retail	
					Total	

Overall number of bicycle spaces= 658

- LEGEND
- Residents bicycle stores (Long-stay)
 - Visitor bicycle parking (Short-stay)

4.0 Development Standards

4.9 Tenure Mix and Part V

The estimated capacity of the overall development is approximately 1157 no. 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 3 of the development is a mix of cost rental apartments and social apartments.

Phase 1 Cost Rental:	546 homes
Phase 1 Part V:	<u>162 homes</u>
Phase 1 Total:	708 homes
Phase 2 Affordable Sale:	137 homes
Phase 3 Cost Rental:	244 homes 78%
Phase 3 Part V:	<u>68 homes</u> 22% (provided in this phase)
Phase 3 Total:	312 home
Total overall:	1157 homes

The Part V requirement overall for the Cherry Orchard Point development equates to 231 no. units which is 20% of the combined Phase 1, Phase 2 and Phase 3 homes. In Phase 3 the provision of social homes is 68 no. apartments.

Legend

■

Cost Rental Dwellings

■

Social Dwellings

■

Affordable Purchase Dwellings

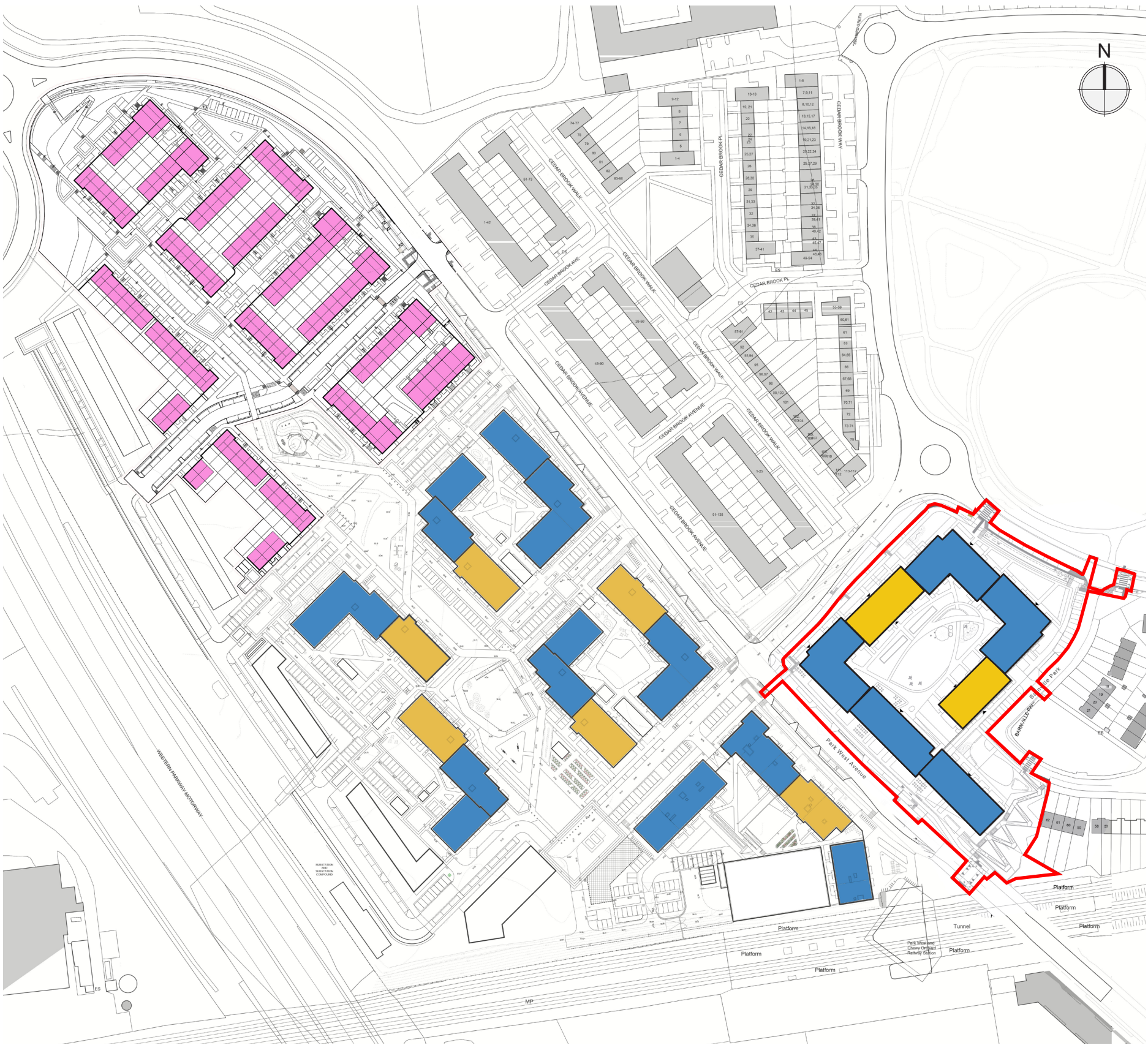


Figure 4.10 - Tenure mix across Phases 1, 2 and 3

4.0 Development Standards

4.10 Non-Residential Local Retail & Commercial

It is proposed that Phase 3 aligns with the strategy set out in the LAP with a maximum of 20% non-residential use across both site 4 & site 5. It is considered that the most appropriate location is at the proposed linear plaza at Park West Avenue. The total local retail and commercial area proposed in phase 3 is c. 1441 sq.m.

Childcare

A large creche with capacity to serve Phases 1, 2 and 3 of Cherry Orchard Point was permitted as part of Phase 1. This will be delivered in advance of Phase 3.

Phase 1 Child Spaces Required	71
Phase 2 & 3 Child Spaces Required	56
Total Child Spaces Required	127
Total Spaces provided in approved creche	135



Figure 4.11 - Artists impression of Park West Avenue looking towards the northwest from the station plaza with local retail and commercial units accessed from street level.

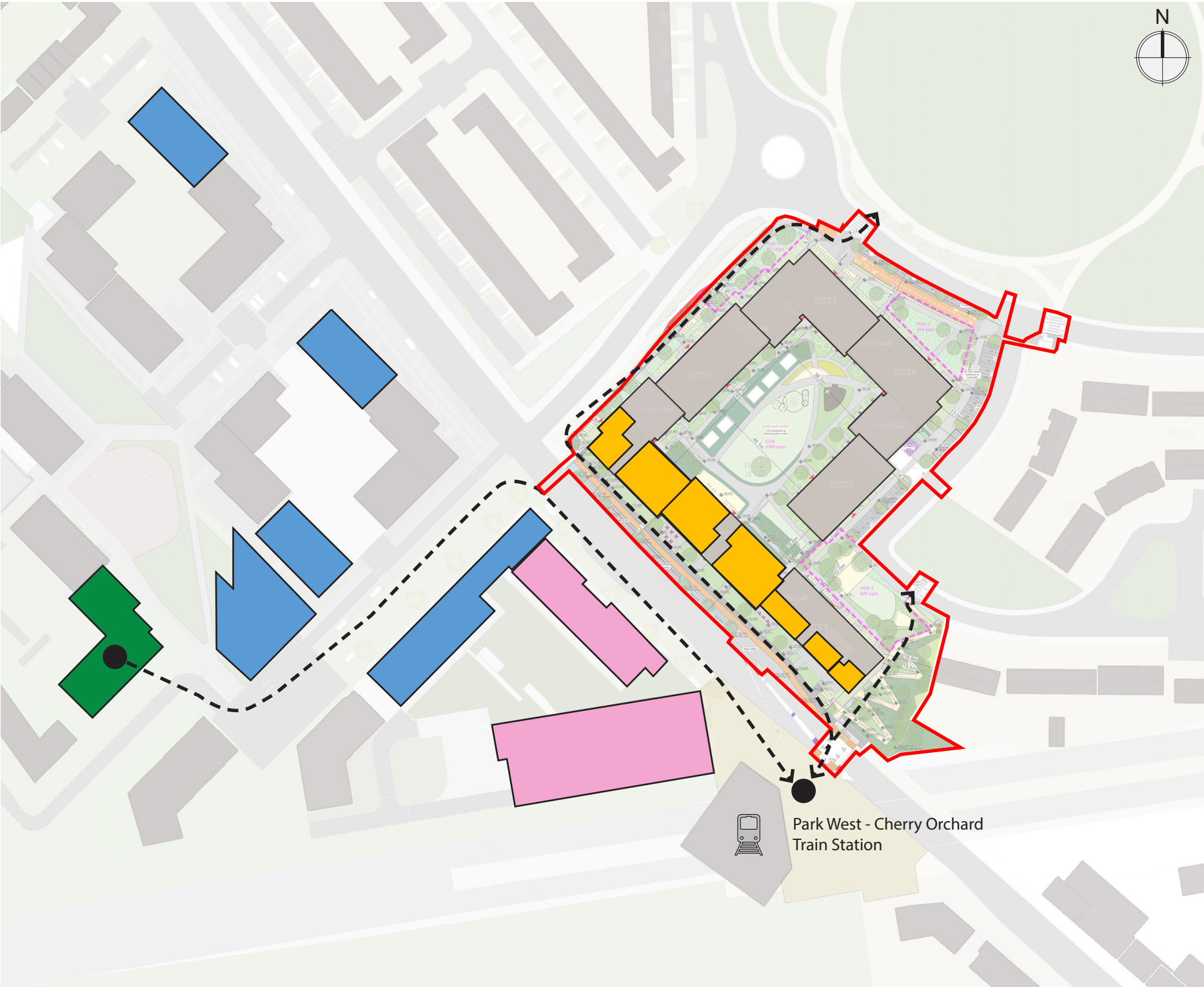
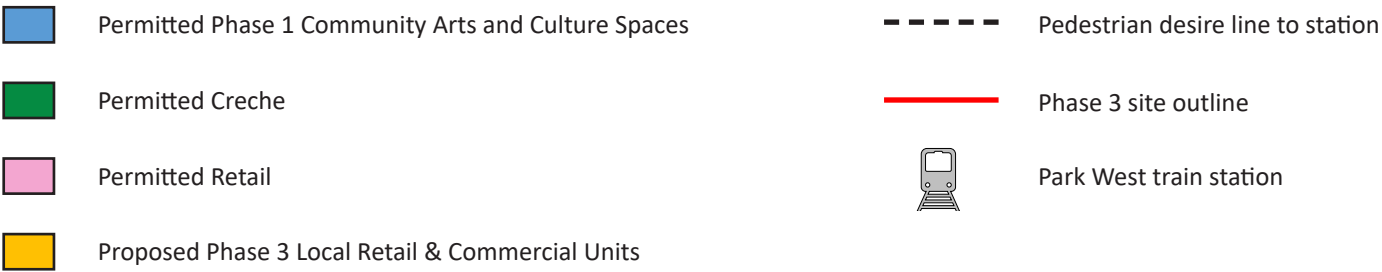


Figure 4.12 - Location of Non-Residential spaces across Phases 1, 2 and 3



4.0 Development Standards

4.1 Community Arts & Cultural Spaces

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 residential floor area.

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 within the neighbourhood park.

For approved 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 development, has been set out as of the highest need and would meet the requirement for compliance with Policy Objective CUO25 to deliver the CAC space as required.

For Phase 3 a similar approach as in Phase 2 is proposed through a contribution towards an off-site/ area-based delivery mechanism within the Cherry Orchard SDRA. In particular towards the delivery of planned community, recreational, arts and cultural infrastructure within Cherry Orchard Park, including the Cherry Orchard Park Renewal project.

The proposed development is anticipated to generate a requirement of approximately 950 sq.m. of CAC space. A letter of consent from Dublin City Council indicating endorsement in principle of what is being proposed for the local area is accompanying this application. The detailed form, location, delivery mechanism will be the subject of ongoing engagement between the Land Development Agency and Dublin City Council.



Figure 4.13 - Proposed New Cherry Orchard Park athletic running track facility



Figure 4.14 - Location map indicating Phase 3 site and proposed running track

4.0 Development Standards

4.12 Refuse & Waste Management

Refuse Calculation Estimate

	MNR 1100 ltr	MNR 240 ltr	DMR 1100 ltr	DMR 240 ltr	Glass 240 ltr	Organic 240 ltr	Total Bin No.
Core A (LDA)	2	-	4	-	1	3	10
Core B (LDA)	2	-	4	-	1	2	9
Core C (LDA)	3	-	6	-	1	4	14
Core D (DCC)	3	-	5	-	1	3	12
Core E (LDA)	3	-	6	-	1	4	14
Core F (LDA)	2	-	4	-	1	3	10
Core G (DCC)	1	1	3	1	1	2	9
Enterprise Units	2	1	8	-	2	6	19
	18	2	40	1	9	27	97

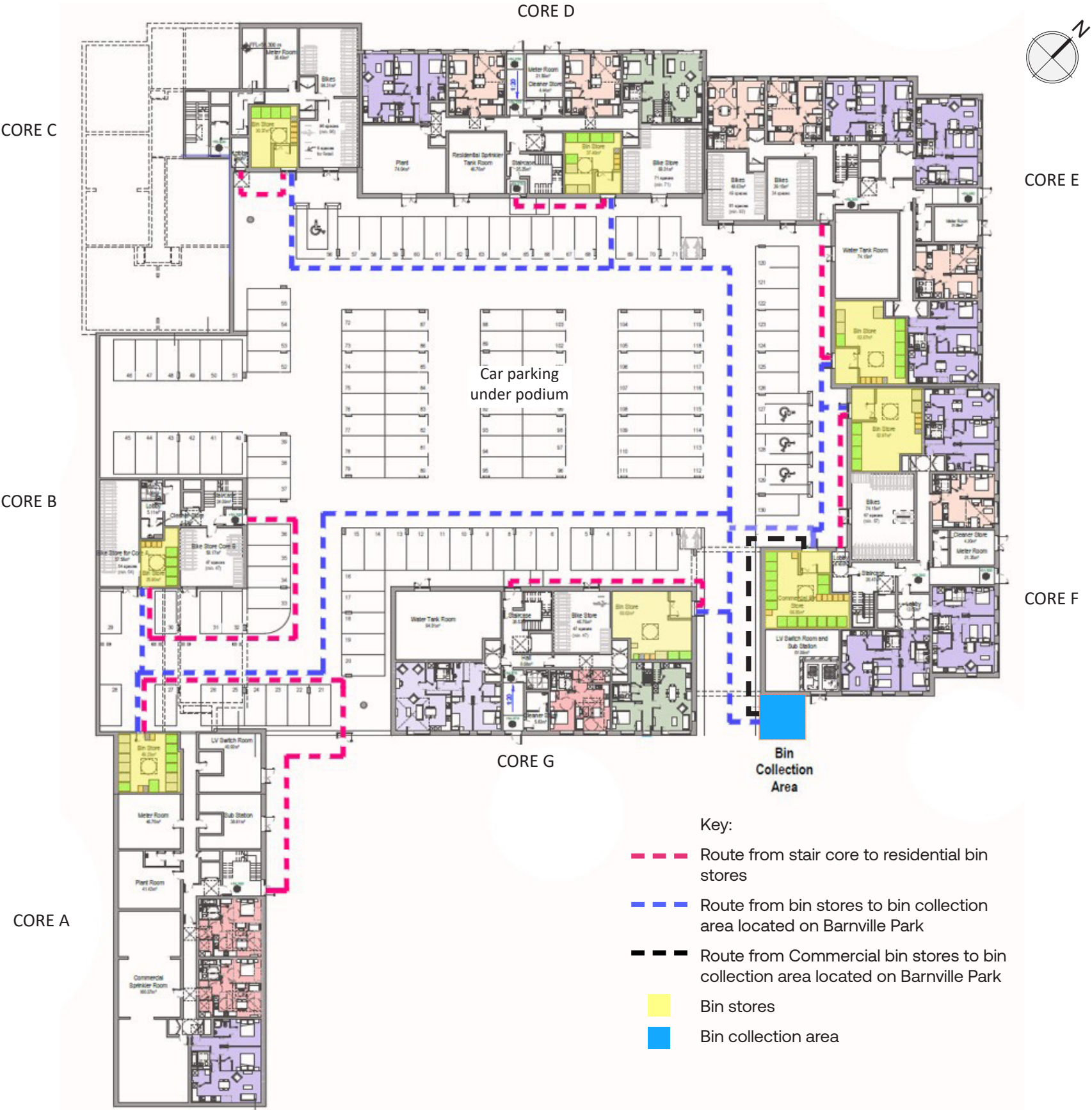


Figure 4.15 - Ground floor plan - refuse stores and collection locations (refer to AWN report for further information)

5.0 Materials & Precedent

5.1 Receiving Environment

The existing surrounding developments 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 opes.

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.

12 The permitted development for Phase 2 has been designed with a palette of contrasting brick tones of light buff and warm red brick, simple details, soldier courses and special brick features with contrasting patterns.

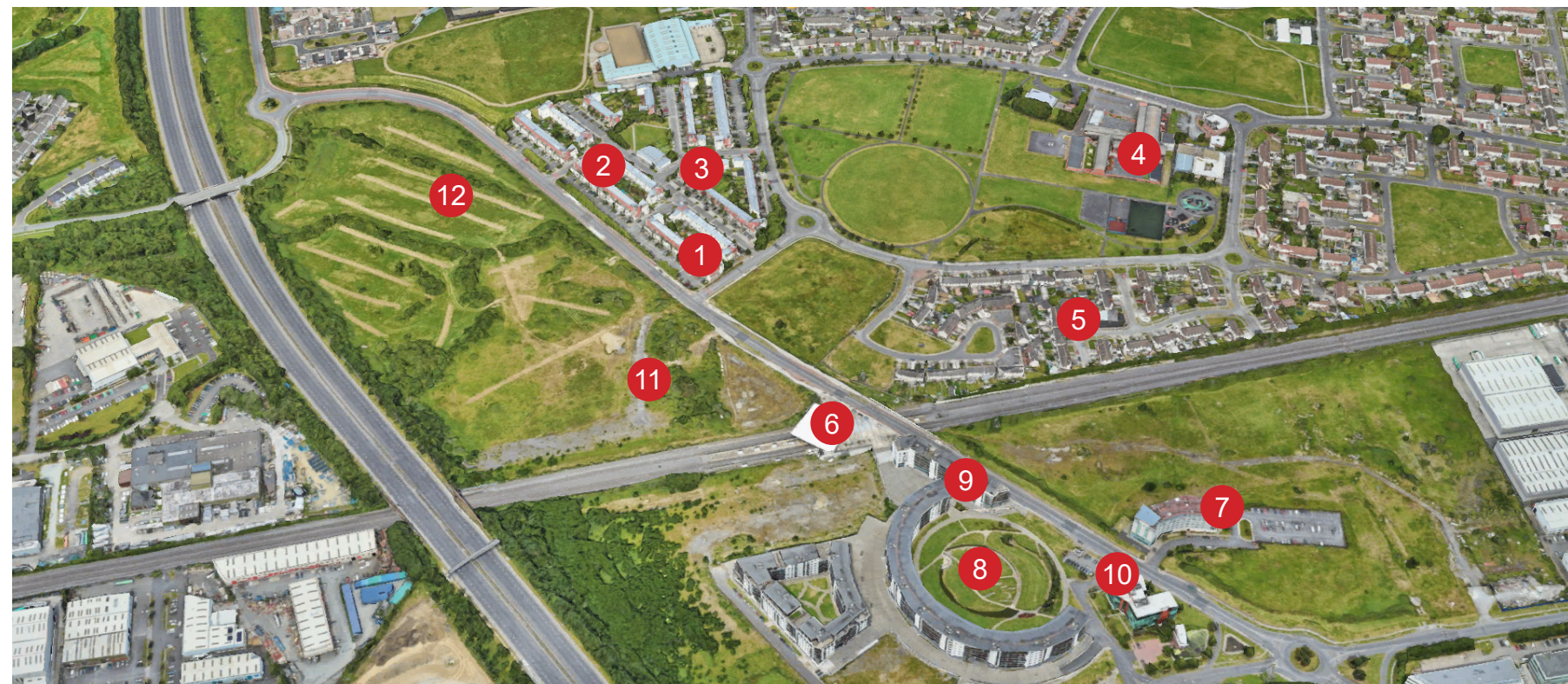
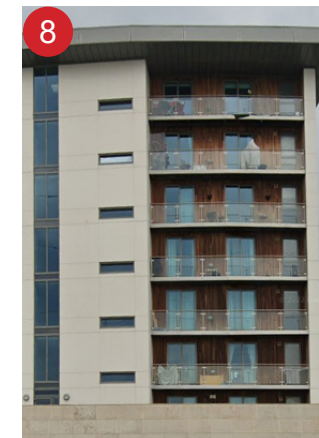
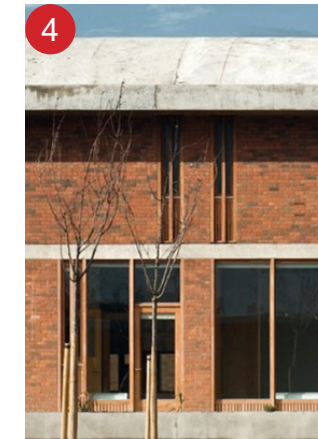
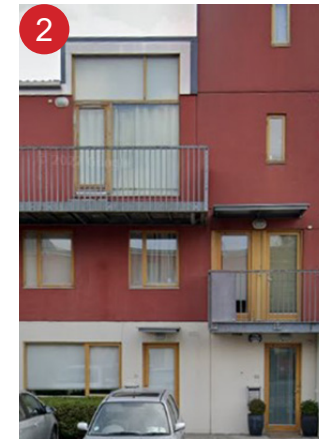


Figure 5.0 - Phase 1 CGI

Figure 5.1 - Phase 2 CGI

Figure 5.3 - Overview of surrounding built environment

5.0 Materials & Precedents

5.2 Proposed Materials

The material palette has been selected to be robust and durable with brick as the primary cladding material to ensure a high quality finish. Building elevations have been designed with a palette of contrasting brick tones. The colour palette includes buff brick, brown brick and dark grey or black brick. An off-white or grey colour render finish has been chosen at the internal podium courtyard side of the high density residential blocks.

Contrasting bricks are used as feature panels of flush brick detail. Feature metal cladding is used for retail facades at ground floor level in burgundy, navy blue, light green and golden.

Windows, doors and retail glazing will complement the primary material palette in a dark grey, pale red, or cream coloured aluminium or aluclad window system, with integral aluminium cills.

Balconies will be clean, and simple polyester powder-coated, galvanized mild steel balcony systems for low maintenance. Refer to Section 5.4 for further detail.

Entrances will be well-defined and detailed with clean contemporary lines using robust and easily cleaned and maintained materials.



Figure 5.4 - Proposed elevation to Park West Avenue (Part)

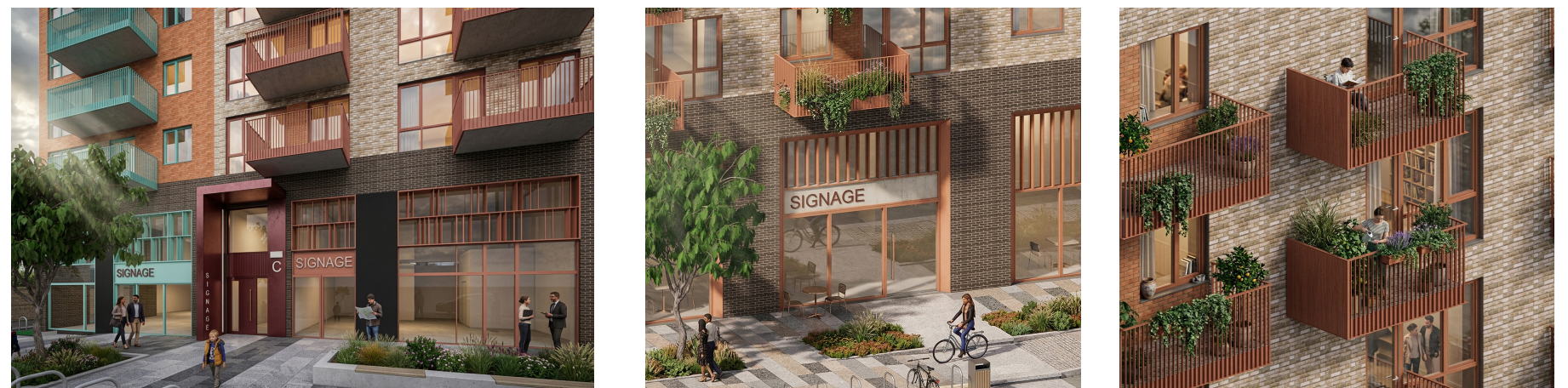


Figure 5.5 - CGI of entrances and local & commercial retail unit elevations along Park West Avenue

Finishes Key

- 1 Buff Brick Finish:**
Ibstock Tradesman Light brick or similarly approved in stretcher bond
- 2 Red Brick Finish:**
Ibstock Hardwicke Welbeck Red brick or similarly approved in stretcher bond
- 3 Black Brick Finish:**
Ibstock Himley Ebony Black brick or similarly approved in stretcher bond
- 4 Coloured Brick Pattern:** Feature panels of flush brick detail
- 5 Painted Cement Render or through colour render system,** 5A - off white colour, 5B - grey colour, 5C - Mint blue colour (RAL6034)
- 6 Windows:**
Aluminium or Aluclad window system with integral aluminium cills
6A - Mint blue colour(RAL6034), 6B - beige red colour (RAL3012), 6C - dark grey colour(RAL7012), 6D - beige colour (RAL9001)
- 7 Doors & Screens:**
Aluminium or Aluclad window system with integral aluminium cills
7A - Mint blue colour(RAL6034), 7B - beige red colour(RAL3012), 7C - dark grey colour(RAL7012), 7D - beige colour(RAL9001)
- 8 Balconies:**
Polyester powder coated, galvanized mild steel balcony system
8A - beige (railings and fascia RAL9001), 8B - Mint blue (railings and fascia RAL6034), 8C - beige red (railings and fascia RAL3012)
Underside of all the balcony types - beige (RAL9001)
- 9 Metal cladding:**
9 - burgundy colour (RAL3004)



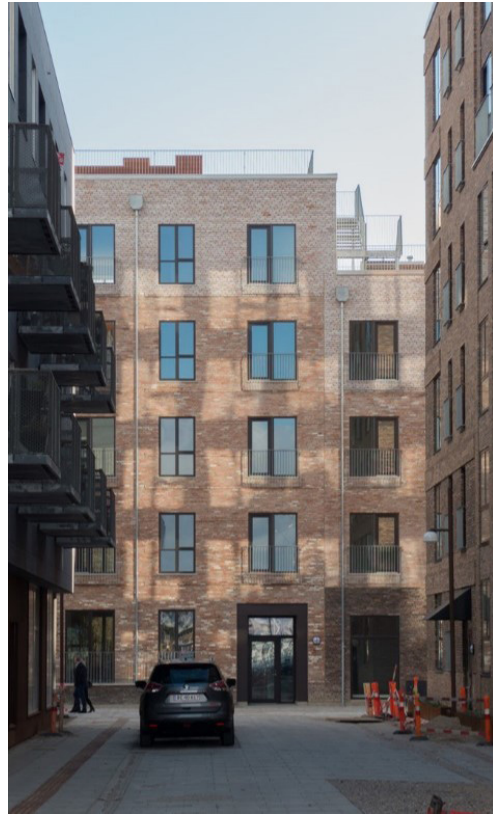
Figure 5.6 - Proposed material palette

5.0 Materials & Precedent

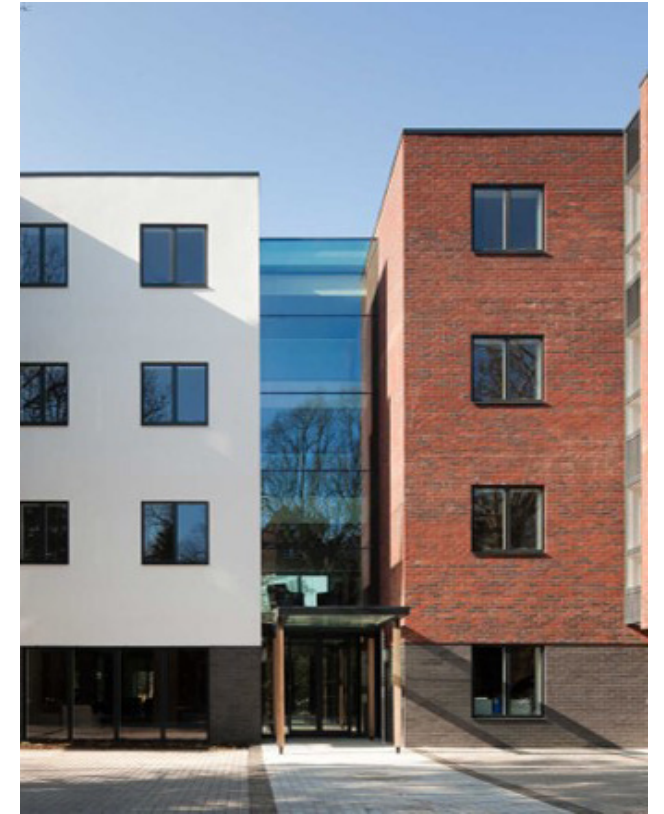
5.3 Precedents



Nordhavn, Copenhagen



Nordhavn, Copenhagen



Trees Housing, Highgate



Grand Union Studios, Allford Hall, London



Material precedent image showing landscaped podium

Figure 5.7 – Material precedent images showing combinations of different brick colours and textures, and the juxtaposition with clean, crisp render.

5.0 Materials & Precedent

5.4 Balconies

Balconies will be clean, and simple polyester powder-coated, galvanized mild steel balcony systems for low maintenance. Where balconies are paired or close together, an obscure glass privacy screen will be integrated into the balcony design and specification.

A minimum depth of 1.5 metres is provided for private amenity space, including balconies, in one useable length to meet the minimum floor area requirement under the current guidelines.

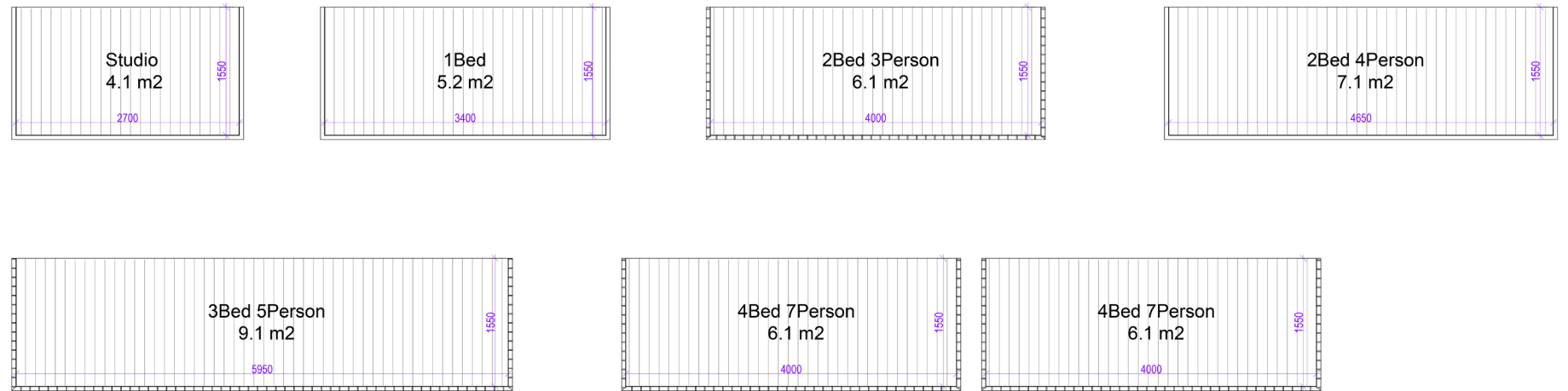


Figure 5.8 - Balcony Type Plans



Figure 5.9 - Artist impression of balconies



Figure 5.10 - Precedent image of powder coated vertical steel balcony guarding. Colour can add warmth and distinctiveness.

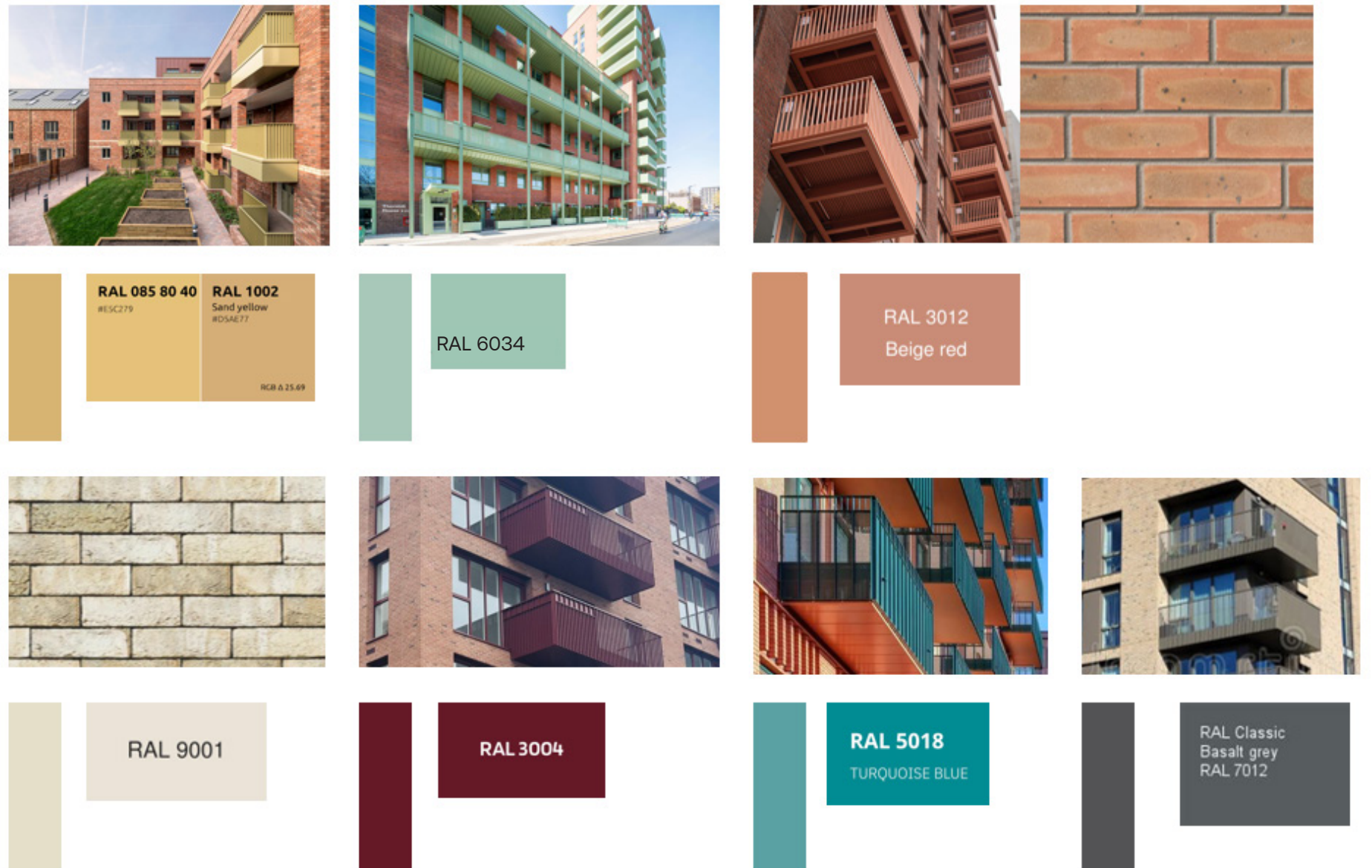


Figure 5.11 - Colour study of proposed brick and balcony colour combinations

6.0 Key Indicators of Quality Urban Design & Placemaking

Appendix D of the *Sustainable Residential Development and Compact Settlements; Guidelines for Planning Authorities* 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.

6.1 Sustainable and Efficient Movement

(i) The proposed scheme is located immediately adjacent to existing high-quality public transport; Park West - Cherry Orchard Railway station and improved BusConnects routes, making public transport the optimised and obvious mode of travel for new residents. Upgrades to Cherry Orchard Point as part of Phases 1&2 are currently under construction will improve pedestrian and cycle paths in the local area. The proposed new development includes for upgrades to the footpaths around the site and it makes provision for an off-street 2-way cycle lane along New Cherry Orchard Park connecting to the approved cycle lane along Cedar Brook Way.

(ii) The proposed upgrades to public footpaths around the site will benefit the existing and future communities. A new pedestrian link to the south-east of the site will improve the connection between the station plaza and Barnville local neighbourhood to the east, as well as providing access to proposed and approved local shops along Park West Avenue. The proposal includes pedestrian crossings to New Cherry Orchard Park improving permeability to the local neighbourhood.

(iii) The new upgrades proposed to the footpaths around the perimeter of the site will incorporate elements of DMURS to improve safety, comfort and the slow traffic by-design; short-stay on-street parallel parking bays and new sustainable street trees.

(iv) Residential car parking has been minimised to a ratio of 0.5, which is deemed to be appropriate to a residential development. Car 'storage' for the development is located mainly off-street, within the central courtyard and covered by a landscape podium. Additional residential car parking is located on Barnville Park Street. A number of car sharing spaces are located at Cherry Orchard Green. 2 no. of loading bays have been located at Park West Avenue and Barnville Park.

Bicycle parking for residents is located in dedicated store rooms within the secure courtyard and is designed to be easily accessible and usable, encouraging residents to choose a bicycle over a car, especially for short trips.

6.2 Mix of Land Uses (Vibrant Centres & Communities)

(i) The proposed development is residential with mixed ground floor uses and is appropriate to the site and the receiving environment. It complies with the Local area Plan objectives for the site and the net density of c.200 uph is commensurate with higher densities in proximity to current and future public transport nodes. Non-residential uses at ground level are biased towards the strongest desire line towards the station along Park West Avenue.

(ii) The proposed development comprises 312 apartments; of which there are 16no. studios, 146no. 1-bedroom, 139no. 2-bedroom, 9no. 3-bedroom, 2no. 4-bedroom units. This mix was determined by the applicant to best meet projected needs.

(iii) Phase 3 is part of the overall development of Cherry Orchard Point and will make a significant contribution to the overall scheme with the aim of creating a new vibrant neighbourhood between existing local areas and the central rail hub, functioning as a connecting element. Currently there are no buildings or features of note on the development site, the proposal includes a mix of retail and commercial uses on Park West Avenue.

(iv) The overall scheme including Site 5 supports 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 with two BusConnects routes. Approved under Phase 1 are 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. Phase 3 proposes further local retail and commercial units along a Park West Avenue.



Figure 6.0 - Four indicators (Source: Sustainable Residential Development and Compact Settlements; Guidelines for Planning Authorities)

6.0 Key Indicators of Quality Urban Design & Placemaking

6.3 Green and Blue Infrastructure (Open Space, Landscape and Heritage)

(i) The subject lands do not have any natural or historic features. The overall proposal at Cherry Orchard Point becomes an important part of the green infrastructure. The proposed new pedestrian and cycle link along the northwestern end of the site provides a crucial connection for the green infrastructure linking New Cherry Orchard Park and Park West Avenue with the train station and its amenities and further to the wider network through future green link to Le Fanu Park.

(ii) The proposed development will provide for three public open spaces contributing to the previously approved key cycle/ pedestrian link and Green axis to New Cherry Orchard Park as well as a new pedestrian link to the station. The paths surrounding the site will be upgraded and will include planted verges and large street trees in sustainable tree pits. The tree-lined streets will provide for continuous bio-diversity at canopy level.

(iii) All public open spaces and surrounding streets are designed for universal access and will cater for both passive and active recreation. Features include seating and meeting space, amenity lawn as well as fruit tree planting, wildflower meadows and sensory planting, bioretention planting, incidental play equipment and small art features.

(iv) Integrated nature-based solutions for urban drainage have been designed by the Landscape Architect and Civil Engineer, to include for swales, rain gardens, bio-retention tree pits, permeable surfaces, and green-blue roof systems at podium level.

6.4 Responsive Built Form

(i) The proposed development is a perimeter urban block with continuous and active edges to the public realm on all four sides. Building heights range from 3 to 9-storeys. The proposed building massing sits predominantly at 5 storeys, rising strategically to 9 storeys at the west corner of the site, opposite the 15-storey landmark building approved in Phase 1 forming a gateway.

The scheme design has been assessed for daylight and sunlight with regard to the impact on amenity spaces, both public and communal. All of these spaces meet and exceed the BRE Guidelines recommended minimum 'sunlight hours on ground'.

(ii) Building edges are tight to surrounding streets and park, and the development provides for thresholds of c.3m wide to ground floor apartments. The thresholds comprise a private terrace or patio of 1.5m (minimum) deep and a zone for a boundary railing and defensive planting. Habitable rooms, balconies and terraces front all streets and spaces, providing passive surveillance around the clock. At the Barnville link the facade design is carefully considered to provide passive surveillance.

(iii) The layout, scale and design of the proposed development is appropriate to the urban form of Ballymun, and compliant with the objectives of the Local Area Plan. The height and scale of the new development has had regard to the LAP objectives for adjacent undeveloped sites to the south and west, and to the recently completed Aspen Student Housing block to the north of Balbutcher Lane. Furthermore, the proposed development has considered what the future plans and form of the adjacent Site 1A of the LAP may look like and responded accordingly.

(iv) It is considered that the proposed development is sustainable, distinctive, complementary to the regeneration of the urban form and is designed to integrate with the overall scheme of Cherry Orchard Point. A strong sense of identity is promoted.



Figure 6.1 – Four indicators diagram (Source: Sustainable Residential Development and Compact Settlements; Guidelines for Planning Authorities)

7.0 Development Phasing

The proposed phasing plan divides the overall Cherry Orchard Point development 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 3 of Cherry Orchard Point. Phase 3 comprises of the medium to high density section in the east of the site, coloured green 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 Coimisiún 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 and 2 have the benefit of a recent approved planning permission and are currently at construction stage (at the time of the submission of this application), construction commenced in Q4 of 2025.

For Phase 3, it is proposed that the construction programme would be phased as one development, and to be co-ordinated with the construction programme for the permitted development of Phase 1 and Phase 2.

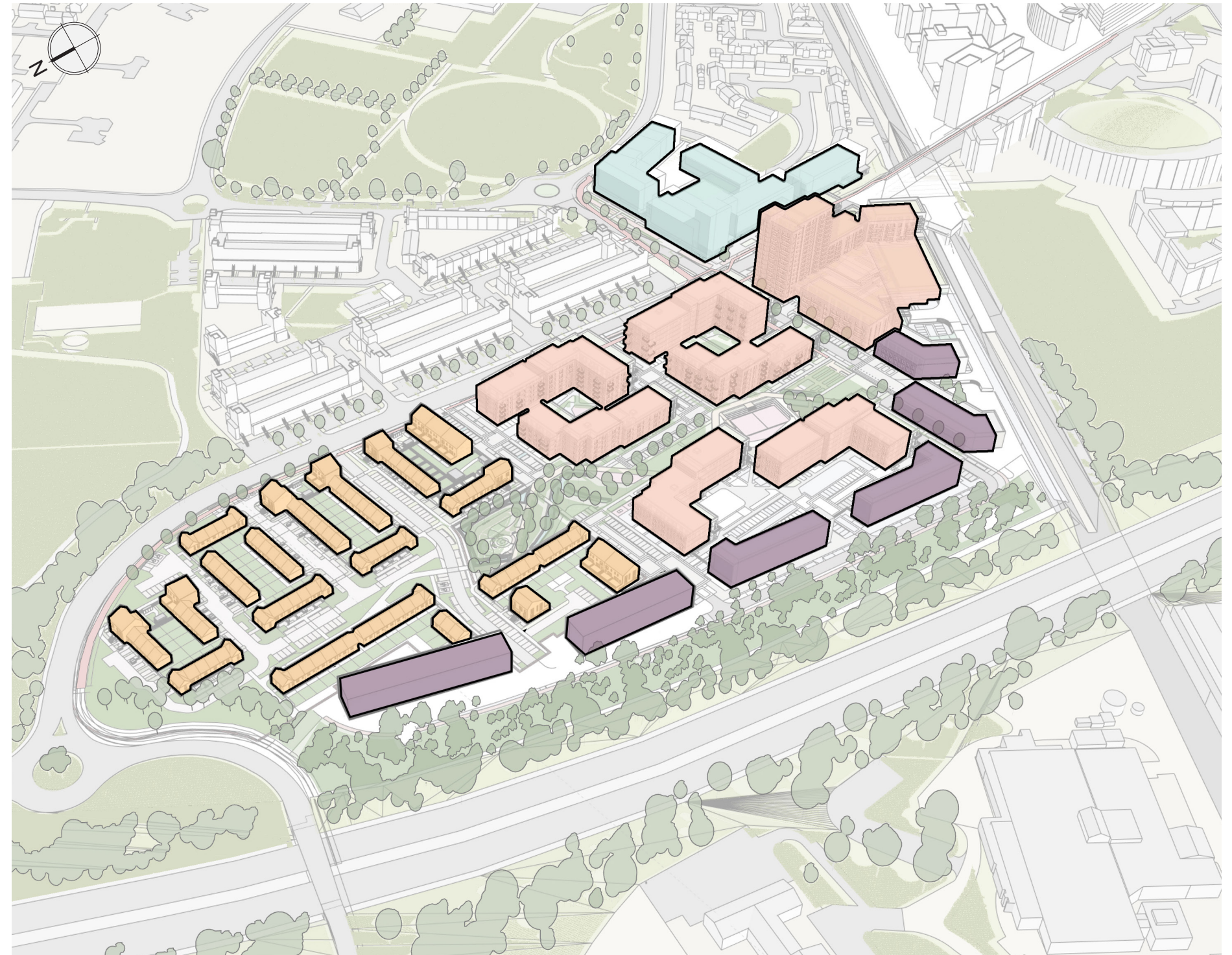
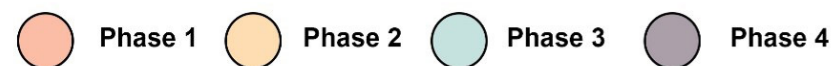


Figure 7.0 - Proposed development phasing diagram



8.0 Community & Safety Statement

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.**

The proposed perimeter block is designed with active frontages on all sides of the building with residential units overlooking and providing passive surveillance of open space, recreational and play areas, parking areas and surrounding streets. To maximise active frontages, own door units are located at street level to Cedar Brook Way, New Cherry Orchard Park and Barnville Park. Surface parking is overlooked by each adjacent residential core and is located in close proximity to building entrances.

A continuous edge to Park West Avenue with local retail and commercial units at street level will create better enclosure and activity on that street, and will announce the changing nature of the streetscape as the station and village hub are approached from Cloverhill Road. New street trees, an off-road cycle lane, parallel parking bays and a pedestrian 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.

The proposed Barnville pedestrian link provides activity and connection between the existing neighbourhood, the plaza and the station. The link benefits from residential units overlooking this area and providing passive surveillance.

- **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 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 8.0 - Facade designed to ‘turn’ the corner and present active facades on all public sides providing activity and passive surveillance.

- **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.

The Barnville link to the southeast has been carefully designed by the landscape architect providing visibility and light for pedestrians to reach the station, while providing visual screening to existing gardens and houses with proposed planting scheme. A lighting design for this area has been included in the application.

- **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 green pedestrian and cycle link from Cherry Orchard Point to existing Cherry Orchard Park, the amenity lawn and meadow area located close to the local neighbourhood of Barnville Park, where traffic speeds are slower with pedestrian crossings, the secure community garden at podium level for residents, and the individual terraces at street or podium level.

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.**

Ground floor apartments are designed as own-door units with a defensible space to the front door in the form of a threshold zone. This setback allows residents to see visitors approaching. Front doors are flush with the facade and entrances to communal circulation cores 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.**

There are no back gardens proposed as part of this application for Phase 3 of the overall Cherry Orchard Point development.

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

The street network design has been considered and designed for the overall development rather than piecemeal per phase, which has been designed from the periphery into the centre of the development, ensuring that car priority diminishes in favour of pedestrians and cyclists.

The design strategy for the primary existing road along Park West Avenue proposes to calm this road by design: by locating active building edges close to the carriageway, mixed-uses around the station, introducing

8.0 Community & Safety Strategy

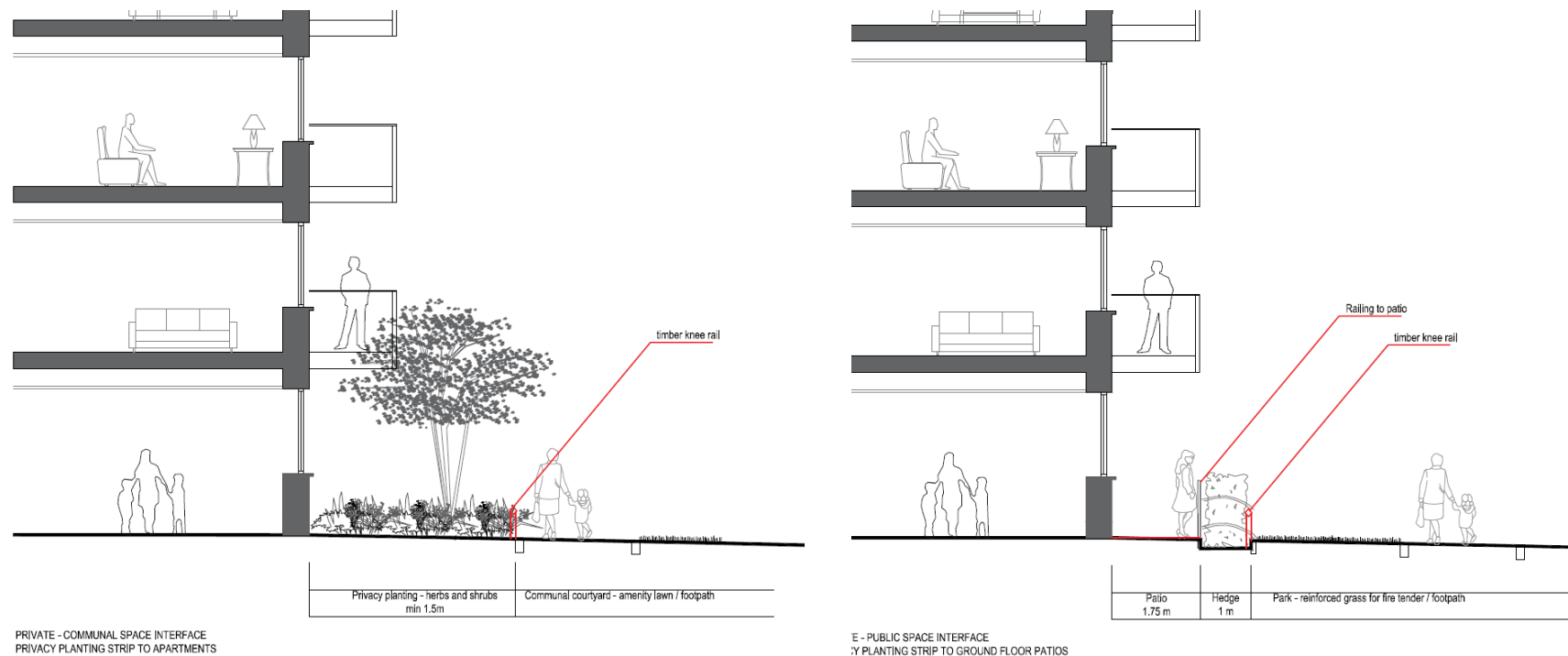


Figure 8.1 - Building sections showing defensible space - balancing privacy sociability and passive surveillance through privacy planting strip

parallel parking bays and large street trees, pedestrian crossings at the primary crossing points and off-street cycle lanes.

The existing secondary and tertiary streets of Cedar Brook Way and Barnville Park irrigate local traffic around the new development. Similarly to Park West Avenue active building edges, new pedestrian crossings and off-street cycle lanes have been introduced to calm traffic.

- 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.

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.

Permeable pre-cast concrete paving with a granite finish is proposed for courtyard and for parking bays, edged by pre-cast concrete kerbs with a granite finish, which contributes to sustainable drainage. Impermeable pre-cast concrete paving with a granite finish is proposed to the Green Link footpath linking Cherry Orchard Point with New Cherry Orchard Park.

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 incidental playful stepping stones and timber art sculptures.

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.



Natural play



Pre-cast paving with granite finish



Sheffield bike stands for visitors



Steel and solid timber benches fixed to the ground

Figure 8.2 - Precedent images of robust, long-lasting, durable, low-maintenance materials and street furniture in the public realm

8.0 Community & Safety Strategy

- 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 native shrub planting, native wildflower meadows, 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.
- 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 2 and this collaboration with the Crime Prevention Officer and the Garda National Community Engagement Bureau has continued for Phase 3.

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 and 2 of Cherry Orchard Point should be applied to Phase 3. 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.

High level overview provided by Crime Prevention Officer, Sergeant Graham Kavanagh (05.03.2026)

At a general level, the overall urban form being proposed appears well considered. The perimeter block arrangement, with buildings addressing the surrounding streets and a secure internal courtyard for residents, is consistent with [good urban design practice](#) and supports many of the principles associated with Crime Prevention Through Environmental Design (CPTED). In particular, the presence of active edges, overlooking from apartments, and the intention to create activity at ground floor level along Park West Avenue are all positive aspects of the scheme.

The element that understandably requires the most careful consideration is the proposed pedestrian connection between Barnville and the railway station. The Local Area Plan objective to facilitate a pedestrian desire line here makes sense in terms of [connectivity](#). However, the significant change in level between Barnville and Park West Avenue means that the solution inevitably involves a fairly long sequence of ramps, steps and landings. Routes of this nature can sometimes become uncomfortable spaces for pedestrians if they are visually enclosed, poorly overlooked, or contain areas where sightlines are restricted.

From what has been outlined, the design team is clearly aware of this and is already examining the section and overlooking from the surrounding buildings. That approach is welcome. Ensuring that the route is [directly overlooked](#) from apartments above, with [clear sightlines](#) along its length and minimal opportunity for blind spots, will be important in maintaining a sense of safety and comfort for those using it. [Landscaping will also play an important role](#) in how this space functions. Soft landscaping can significantly improve the visual quality of stepped or ramped routes such as this, but it will be important that planting is designed and managed in a way that avoids creating concealment areas. Low planting, good visibility and a well maintained landscape treatment will contribute positively to the overall experience of the route.

Ultimately, the long-term success of a link such as this tends to depend as much on management and maintenance as it does on the initial design. [Good lighting](#), regular upkeep of landscaping, and prompt attention to graffiti or damage are often the factors that determine whether these spaces feel safe and well used over time.

With regard to the proposed ground floor uses along Park West Avenue, the principle of introducing active uses at street level is generally positive from both an urban design and community safety perspective. Activity at ground level, particularly where premises have [windows and entrances addressing the street](#), helps support passive surveillance and can contribute to a more animated and [comfortable public realm](#).

Certain uses, such as cafés or takeaway outlets, can sometimes raise concerns about loitering. In practice, the impact of these uses tends to be influenced less by the type of business itself and more by the quality of the surrounding environment — lighting, visibility, the management of the public realm, and the degree of overlooking from surrounding buildings. Where these elements are strong, [active uses](#) can contribute positively to [natural surveillance](#) and street vitality.

Overall, the approach being taken appears [thoughtful and aligned with good urban design principles](#). Provided that strong overlooking is maintained, blind spots are minimised, landscaping is carefully considered, and the space is supported by appropriate management and maintenance arrangements, the proposed pedestrian connection should be capable of functioning [successfully](#) as part of the wider movement network serving the development and the railway station.

Figure 8.3 – Excerpt of feedback from Crime Prevention Officer

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.

Figure 9.0 Information Requirements for Design Statements Residential Developments		
Site Location and Description	Architectural Design Statement	Chapter 1
Context and Setting	Architectural Design Statement	Chapter 1
Urban Design Rationale	Architectural Design Statement	Chapter 3
Design Evolution/ Alternatives Considered	Environmental Impact Assessment Report	Chapter 4
Block Layout and Design	Architectural Design Statement	Chapter 3
Site Connectivity & Permeability	Architectural Design Statement	Chapters 3 & 6
Height, Scale and Massing	Architectural Design Statement	Chapter 3
Materials and Finishes	Architectural Design Statement	Chapter 5
Open Space (Private, Communal, Public)	Architectural Design Statement	Chapter 4
Public Realm Contribution	Architectural Design Statement	Chapters 3 & 6
Compliance with Internal Standards	Housing Quality Assessment	Stand Alone Report
Daylight and Sunlight	Daylight and Sunlight Assessment	Stand Alone Report
Overlooking, Overbearing, Overshadowing	Architectural Design Statement	Chapter 3
Car and Cycle Parking	Architectural Design Statement	Chapter 4
Management/Lifecycle Report	Building Lifecycle Report	Stand Alone Report
Compliance with DMURS	Architectural Design Statement + Waterman Moylan Consulting Engineer Reports	Chapter 3
Safety and Security	Architectural Design Statement	Chapter 8
Universal Access	Universal Access Statement	Stand Alone Report

10.0 Reference & 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)

Planning Design Standards for Apartments; Guidelines for Planning Authorities, 2025
(Dept of Housing, Local Government and Heritage 2025)

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 2026)

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)



Figure 10.0 - Covers of various guidelines, standards, policies that influence movement strategies

Appendix A - Summery Schedule of Accommodation

Cherry Orchard Point Phase 3- Schedule of Accommodation Summary - August 2026

van Dijk Architects
CONROY CROWE KELLY Architects & Urban Designers

Definitions:
Proposed Development GIA - Total floor plate area of building
Sundry - Structure, walls, service ducts, etc
Residential GIA - All floor plate area associated with apartments, including circulation/lifts/stairs (excluding Ancillary Accommodation)
Non Residential GIA - Community and cultural spaces / retail / commercial / creche
Ancillary Accommodation GIA - Areas associated with plant / metre / sub stations / bike stores / bin stores

	Tenure	Studio	1Bed	2Bed (3p)	2Bed (4p)	3Bed(5p)	4Bed(7p)	No. of Units	No. of which are 10% larger than minimum	No. of which are Universal Design	Proposed Development GIA (sqm)	Sundry (sqm)	Residential GIA (sqm)	Non Residential GIA (sqm)	Ancillary Accomodation GIA (sqm)	No. of Floors	Overall Height From Street Level (m)	Gross Site Area	Net Site Area	Public Open Space	Communal Open Space (sqm) (Shared Landscaped Podium)	No. of Car Storage
Core A	LDA	4	30	0	10	0	0	44	29	25	3904	69	3107	292	436	6	18.800			457		
Core B	LDA	4	27	0	8	0	0	39	22	18	3757	41	2856	670	190	7	20.180					
Core C	LDA	3	23	0	35	0	0	61	9	0	5791	47	5009	479	256	10	32.140					
Core D	DCC	0	27	9	11	0	1	48	10	0	3930	22	3632	0	276	6	20.375					
Core E	LDA	3	24	0	33	0	0	60	10	0	5069	76	4662	0	331	7	23.375					
Core F	LDA	2	11	0	27	0	0	40	2	0	3682	61	3280	0	341	5	17.300					
Core G	DCC	0	4	6	0	9	1	20	9	10	2280	35	2010	0	235	4	14.000					

	Total Studio	Total 1Bed	Total 2Bed (3P)	Total 2Bed (4P)	Total 3Bed (5p)	Total 4Bed (7p)	Total No. of Units	No. of which are 10% larger than minimum	No. of which are Universal Designs	Total Proposed Development GIA (sqm)	Sundry (sqm)	Total Residential GIA (sqm)	Total Non Residential GIA (sqm)	Total Ancillary Accomodation GIA (sqm)	Total Gross Site Area (sqm)	Total Net Site Area (sqm)	Total Public Open Space (sqm)	Total Communal Open Space (sqm)	Total No. of Car Storage
LDA	16	115	0	113	0	0	244	72	43	22203	294	18914	1441	1554	17200	15567	1691	2390	156
DCC	0	31	15	11	9	2	68	19	10	6210	57	5642	0	511					
	16	146	15	124	9	2	312	91	53	28413	351	24556	1441	2065					

KEY FIGURES	Total	
Total Apartments	312	sqm sqm
Total Non-Resi Area	1441	
Total Gross Floor Area	28413	

KEY FIGURES	Total
Plot Ratio	1.65
Site Coverage	52%
Density	181.4

PLANNING APPLICATION SITE AREAS		
	sqm	Ha
Gross Site Area (Red Line)	17200	1.72
Net Site Area (Residential)	15567	1.55
Public Open Space	1691	0.16
Communal Open Space	2390	0.23

PARKING	
	Total
Total Bicycle	658
Total Car	156
Total Motorcycle	8

ACCOMMODATION		
Type	Number	%
Studio	16	5%
1B 2P	146	47%
2B 3P	15	5%
2B 4P	124	40%
3B 5P	9	3%
4B 7P	2	1%
Total Apt	312	100%
Total Social	68	22%
Total Cost Rental	244	78%
Total Apt +10%	91	29%
Total Apt +10% UD	53	17%
Total Dual Apsect	78	25%

BUILDING	STOREYS	UNITS	GROSS INTERNAL AREA (sqm)	RESIDENTIAL GIA (sqm)	NON RESIDENTIAL GIA (Local Retail & Commercial (sqm)
Core A	6	44	3904	3107	292
Core B	7	39	3757	2856	670
Core C	10	61	5791	5009	479
Core D	6	48	3930	3632	0
Core E	7	60	5069	4662	0
Core F	5	40	3682	3280	0
Core G	4	20	2280	2010	0
		312	28413	24556	1441

Appendix B – Location of Dual Aspect Apartments

Predominantly larger units within the development (2bed & 3bed units) are located at the corners of the blocks and allows good dual aspect.

25% of units achieve dual aspect
78 no. units of the overall total of 312 units

 Dual Aspect units

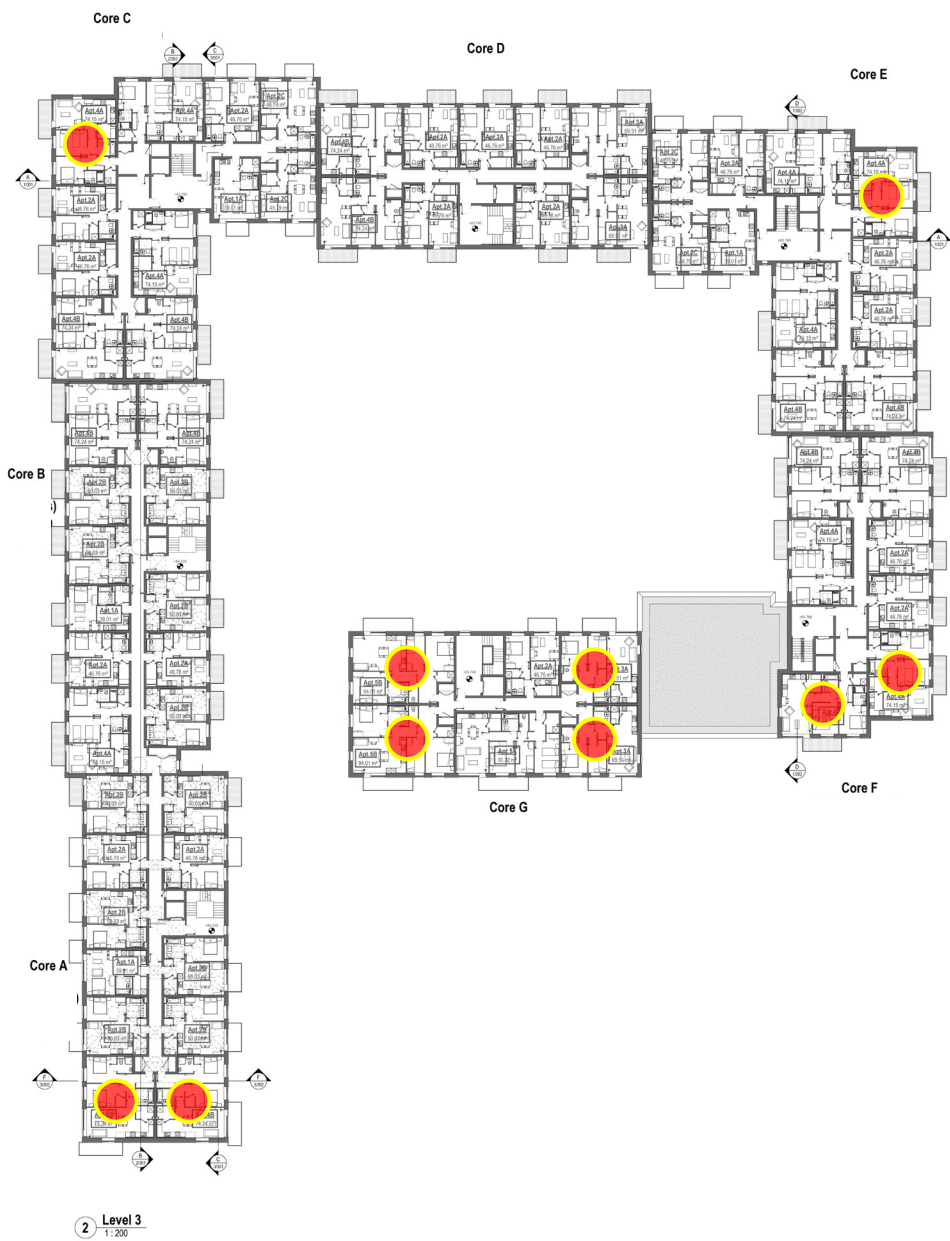


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