



Cherry Orchard Point Phase 3

Building Life Cycle Report

Proposed Development on behalf of The Land Development Agency



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1 Executive Summary

This Building Life Cycle Report addresses the requirements outlined in (i) Chapter 15 Section 15.9.14 of the Dublin City Development Plan 2022-2028 and (ii) the “Sustainable Urban Housing: Design Standards for New Apartments, July 2023 (Guidelines for Planning Authorities),” as they apply to the proposed residential development.

The design of the scheme and the selection of building materials, combined with the effective management by The Land Development Agency will contribute to fostering a vibrant and sustainable community in the long term.

The report reviews the outline building specifications for the development and assesses the long-term running and maintenance costs per unit. It details proposed measures aimed at managing and reducing these costs for the benefit of future residents.

Durable materials and finishes are considered for external elevations, such as brickwork, render, and metal railings, to reduce the need for frequent maintenance or replacement, aside from general upkeep. This selection of high-quality, long-lasting materials is intended to minimise future maintenance costs for residents. The same approach is proposed for the internal finishes, electrical and plumbing installations, and the landscaping of public and private open spaces.

As the design evolves and material selections are finalised, this report will be updated to inform The Land Development Agency and their Asset Managers of anticipated running and maintenance costs, facilitating the accurate scheduling of works and the preparation of service charge budgets.

2 Introduction

This report has been prepared by Conroy Crowe Kelly and Van Dijk Architects on behalf of Dublin City Council in partnership with The Land Development Agency (LDA) to support the application for approval by An Coimisiún Pleanála under Part X Section 175(3) of the Planning and Development Act, 2000 (as amended) ('the Act').

Dublin City Council in partnership with The Land Development Agency is proposing to develop a large, mixed-use residential scheme referred to as Cherry Orchard Point on a site within Cherry Orchard, Dublin 10. The subject site is approximately 1.72 hectares and represents the third of four proposed phases within the larger Cherry Orchard Point Development. The proposed Cherry Orchard Point Phase 3 development comprises 312 dwellings designated for cost rental and social housing, plus ancillary and associated works. The proposed development will also provide new and future pedestrian and cycle links to the surrounding neighbourhood, and new open spaces.

Section 6.2 of the "Sustainable Urban Housing: Design Standards for New Apartments (Guidelines for Planning Authorities)," published in July 2025 (the Guidelines) under "Operation & Management of Apartment Developments," requires that:

"Planning applications for apartment development shall include a building lifecycle report which in turn includes an assessment of long term running and maintenance costs as they would apply on a per residential unit basis at the time of application, as well as demonstrating what measures have been specifically considered by the proposer to effectively manage and reduce costs for the benefit of residents."

Section 15.9.14 of the Dublin City Council Development Plan 2022-2028 also mandates the provision of a lifecycle report, as well as giving guidance on contents:

"All residential developments should include a building lifecycle report that sets out the long-term management and maintenance strategy of a scheme."

"The lifecycle report should include an assessment of the materials and finishes proposed, the ongoing management strategy, the protocol for maintenance and repair, the long-term maintenance costs for residents and the specific measures that have been taken to effectively manage and reduce the costs for the benefit of residents."

"The reports should address each of the following headings:

Assessment of Long-Term Running and Maintenance Costs

- *Property / Owner Management Company and Common Areas*
- *Service Charge Budget*

Measures to Manage and Reduce Costs

- *Treatment, Materials and Finishes*
- *Construction Methodology*
- *Material Specification*
- *Landscaping*
- *Waste Management*
- *Human Health and Well-being*
- *Residential Management*

- *Energy and Carbon Emissions*
- *Transport and Accessibility*

“Compliance and acknowledgement of the provisions set out in the Multi-Unit Developments Act 2011 for the ownership and management of multi-unit developments should also be included.”

As per the above guidance, this report firstly assesses the factors effecting the long-term running and maintenance costs, and secondly outlines the measures undertaken at this stage to manage and reduce costs.

3 Description of the Proposed Development

The Land Development Agency (LDA) proposes to develop a site of circa 1.72 ha located to the east of Park West Avenue and bounded by Cedar Brook Way to the northwest, Cherry Orchard Park to the northeast and Barnville Park to the southeast. The development includes all associated site and landscaping works including public and communal open space, car parking and bicycle parking.

The proposed development is for a perimeter courtyard block with continuous frontage and active edges to all sides. Building heights range from 4 to 10-storeys at the westernmost corner. A landscaped courtyard podium at first floor screens an off-street and at-grade residential carpark which is accessed from Barnville Park. The landscaped courtyard is an accessible amenity available to all residents of this development, and step-changes between cores allow for good levels of sunlight into this shared garden.

Ground floor retail and commercial spaces are proposed along the development frontage to Park West Avenue, and the associated works include upgrades and improvements to the pavement and landscape of Park West Avenue.

Public open space to serve the development is located at ground level in the form of landscaped pocket parks where it forms part of a wider green strategy to serve all phases of the Cherry Orchard Point development and the wider neighbourhood.

The proposed breakdown of the 312 no. units is as follows:

- 16 no. studio apartments
- 146 no. one-bedroom apartments
- 139 no. two-bedroom apartments
- 9 no. three-bedroom apartments
- 2 no. four-bedroom apartments



Fig 1 – Proposed Site Layout (outline in red)

4 Assessment of Long-Term Running Costs and Maintenance Costs

4.1 Management of the Development's Assets

This Development is being carried out on behalf of The Land Development Agency (LDA). The scheme is to be operated by the LDA, letting the units to residents as tenants on a cost-rental or social housing basis.

Given that the development will have a single institutional owner, with no residential unit being sold by the developer but rather all residential units being retained by the LDA and inhabited by tenants of the LDA and/or Dublin City Council on the basis of a cost-rental and social housing tenure, the provisions of the Multi-Units Developments Act 2011 do not apply, and there will not be an Owners Management Company established. Rather, the entirety of the building, including residential units, building fabric, all common areas and landscaping within the development curtilage, will remain in the ownership of the LDA.

While it is not the practice to issue separate service charges to tenants in rented accommodation, the overall running costs are still met indirectly by tenants through the amount they are required to pay in rent. If the

project is to be viable, the costs of administering, maintaining and running the scheme must not exceed what is available from the moneys raised through renting the units once capital costs have been defrayed. Therefore, the principle of reviewing the design to ensure the running costs are affordable still applies. Similarly, the aim of ensuring that those private running costs (such as utilities and heating) which are borne by individual occupants, be they owners or tenants, are robustly assessed and interrogated remains valid.

Direct ownership and management of the entire scheme by a single entity also allows for certain economies of scale which accrue dividends to all residents in the form of lower operating costs and enhanced services. Items such as centralised space and water heating plant allow for easier and more cost-effective maintenance for the building operator, who as owner would otherwise be required to maintain such individual systems in every unit, while also reducing the overall heating cost and carbon footprint for all residents.

The LDA will employ appropriate development management personnel to oversee the management of the development. These development managers will be engaged at an early stage to agree a yearly budget and review the overall design to ensure that the running and maintenance costs for the development can be kept within that budget, and to ensure the block management plans are executed efficiently in order to protect the interests of the owner and residents. The development managers will be responsible for the good management of other support services to include finance, administration, insurance, emergency assistance support, secretarial and communications. Any subcontracts for maintenance let by the LDA will be retendered at least every 3 years in accordance with good practice.

The owner's operational budgets will benefit from the utilisation of a Planned Preventative Maintenance (PPM) programme. The PPM will be completed annually for each building to include the shared internal and external common areas. Consideration will be given to the ongoing maintenance of the buildings assets in an effort to protect the asset lifecycle and to identify when replacements/upgrades are required. Items covered will guide which services are required, the timing and number of occurrences of same. Typical PPM programmes will detail the timing of the visits for fire alarm maintenance, lift maintenance, the landscaping specification, waste management protocols, along with day-to-day cleaning requirements.

4.2 Service Cost Budget

As discussed above, there will be no discrete service charges levied on residents in this scheme, with tenants' sole financial obligation in respect of their tenure being their monthly rental payments. However, an appropriate percentage will need to be harvested from the rent of each unit and ring-fenced to ensure there are sufficient funds to meet the development's lifecycle costs. Should costs associated with running the development, such as refuse collection, maintenance, energy supply etc. increase, then this will put upwards pressure on the rental fees, which will manifest as an increased rental costs for each tenant, similar to an indirect service charge. Therefore, for ease of reference and as conceptual shorthand, the sum equivalent to a service charge required of each unit for ongoing operation and maintenance will be referred to as a service cost per residence for the remainder of this report and treated as though it were a discrete service charge directly levied on the occupants of each unit.

A service cost budget will be compiled to put in place funding requirements as costed in the Planned Preventative Maintenance programme and in the Building Investment Fund report. The service cost budget covers development common area cost items such as cleaning, landscape maintenance, refuse management, utility bills, insurance, maintenance of mechanical / electrical lifts/ life safety systems, security, property management fees etc.

The development managers will promote competitive tendering of running and maintenance services to help minimise overall costs and reduce rent uplift pressure for residents.

5 Measures To Manage and Reduce Costs for the Benefit of Residents

5.1 General Morphology

The proposed layouts make efficient use of the land, utilizing block heights of 4 to 10 storeys, with parking at grade in naturally ventilated covered central carpark, the roof of which forms a deck for the amenity space at podium level, eliminating the need for either costly basement excavation or large land-takes to accommodate surface level parking and amenity space. The resultant blocks thus achieve a net development density of 181.4 dwellings per hectare. The buildings have been designed with between 6 and 11 apartments accessed off each core at each floor, minimising the number of stair and lift cores required, thus minimising capital construction costs and maintenance costs, contributing to lower service cost per residence into the future.

5.2 Treatment, Materials and Finishes

Lifecycle costs are influenced by the durability and maintenance requirements of materials. We have selected the very highest standard of finishes across the project. Low maintenance cladding materials such as brick, self-finished render and profiled metal cladding with aluminium trims/cills/caps are proposed to minimize the impact of façade maintenance. Balcony rails and protective railings are designed to be capable of fabrication off-site, resulting in higher standard of finish, reducing damage during construction and improved durability.

Building materials proposed for use on block elevations and in the public realm achieve a durable standard of quality that will not need regular fabric replacement or maintenance outside general day-to-day care. The choice of high quality and long-lasting materials such as brickwork, render and metal as well as low maintenance sedum roofing and hardscape in the semi-public and private realms will contribute to lower maintenance costs per residence.

This report reflects the outline material descriptions and examples of typical materials and systems used for schemes of this nature and their associated lifespans and maintenance requirements. All information is therefore indicative subject to detailed design development.

As the building design develops this document will be updated and a schedule will be generated from the items below detailing maintenance and replacement costs over the lifespan of the materials and development constituent parts. This will enable a robust schedule of building component repair and replacement costs which will be available to the development managers so that running and maintenance costs of the development are kept within the agreed annual operational budget.

A general outline of the primary materials used in the scheme can be found below.

Measure	Description	Benefit
Brickwork facade	Primary facade cladding material used. Lifecycle of 100+ years. Mortar pointing has shorter lifecycle of 25-50 years.	Extremely durable, with low maintenance requirements. Preventative maintenance by monitoring mortar joint deterioration ensures longevity of material.

Measure	Description	Benefit
Profiled metal cladding	Metal facade panels on galvanised metal rainscreen support system with typical life expectancy of 25 years.	Aesthetic impact, durability and weathering. Annual inspection and cleaning every 5 years.
Render	Only to internal courtyards and selected areas of street elevations. Pigmented render system with lifecycle of circa 25 years. Cleaning of algae and other staining is recommended annually by property maintenance team.	Finish does not require repainting every few years.
Flat roofs	TPO or similar roofing membrane with 22 to 30-year lifespan installed to manufacturer's proven details. Appropriate protection for access to ensure maintenance of any roof equipment will be carried out without any damage to the membrane. Regular maintenance checks by property maintenance team.	Proven roofing system with regular maintenance prevents needs for repairs and additional cost to residents.
Green/sedum roofs	Extensive Green Roof System. Average life cycle of 13-35 years. Life cycle extended with robust proven detailing and appropriate regular maintenance quarterly every year.	Attenuation of storm water runoff reducing cost of on-site attenuation plant and reducing burden on rainwater goods. Increased thermal and sound insulation, reducing running costs and increasing biodiversity and aesthetic appeal.
Blue Roofs	Average lifecycle of 20-40 years with proper maintenance, typically quarterly inspections after major storms, annual roof inspection of membrane, seal, flashings and outlets, and removal of unwanted vegetation where combined with a green roof.	Helps reduce stormwater runoff, prevent flooding, and ease pressure on drainage systems.
Windows and doors	All units double glazed with thermally broken frames in aluminium or alu-wood.	Minimal ongoing maintenance
Steel balcony rails and protective railings	Prefinished powder-coated and capability to be manufactured off site	Minimal ongoing maintenance.

5.3 Internal Building Fabric Material Selection

Measure	Description	Benefit
Floors – apartment stair cores and entrances	Selected anti-slip porcelain or ceramic floor tile with inset matwell at entrance doors as required. Life span of 20-25 years.	Low maintenance and easily cleaned.
Floors lobbies/corridors	Selected carpet inlay on underlay. 13 years life span typically. Regular cleaning by property maintenance team.	Attractive aesthetic for residents and flexibility to change in the future.
Walls	Selected paint finish with primer. Finish lifespan of 2-10 years, regular maintenance required.	Attractive aesthetic for residents and flexibility to change appearance in the future.
Ceilings	Selected paint finish with primer to skimmed plasterboard ceiling.	Decorative and durable finish.
Internal balustrades and handrails	Painted metal balustrade face fixed to stair stringer/landing edge with metal brackets and clamps to manufacturers installation details.	Durable finish.
Internal Doors and Frames	Selected primed and painted solid internal doors. Glass and aluminium door system to glazed entrances.	Durable finish with regular inspection and maintenance.

5.4 Construction Methodology

It is envisaged that this scheme will be tendered as a design-build project. The design proposal allows for the successful bidder to elect for either precast or in-situ construction, having assessed which is more cost effective and thus likely to have the greatest capacity to reduce capital costs. Utilizing precast construction would eliminate the use of shuttering on site, speed up the construction process by allowing for structure to be manufactured off site, decrease the number of trades required on site and greatly reduce wastage of materials.

Value engineering is actively encouraged in the design-build process once a successful bidder is appointed. This will help maintain positive pressure on capital construction costs and identify potential modifications in construction or materials which will lead to savings in lifecycle running and maintenance costs, reducing the annual cost per residence.

5.5 Material Specification

Final specification for materials will be decided at detailed design stage, in conjunction with the successful Design-Build bidder. As the scheme is to be let and operated by the LDA, they will be liable not only for up front capital costs as with a typical build-to-sell developer, but also all lifecycle costs. It is therefore intended that material specification will balance up-front cost against possible reduced lifecycle maintenance and running costs, on the basis of the Value Engineering process outlined above, with the aim being to ensure greatest cost efficiency over the lifetime of the building while maintaining the required performance specifications set out in the building regulations and elsewhere. As discussed above, the outline specification of long-life materials proposed for use externally and internally will reduce the need for costly or intensive maintenance while also facilitating delivery of a high efficiency thermal envelope which should serve to reduce maintenance and running costs and limit service costs per residence. Coupled with the construction methodology, the material specification should facilitate streamlined, lean construction where off site production is maximised and on-site wastage and congestion is curtailed, reducing capital costs.

5.6 Landscaping

A landscape design report prepared has been included with this application. In designing the landscape layouts and specifying materials, a keen awareness of the proposed landscape capital budget, in-use insurance costs and yearly maintenance budget has been paramount.

Hard Landscaping

Hard Landscape Materials will be selected to balance up-front cost with minimised ongoing required maintenance and with a view to reducing carbon footprint to the greatest extent possible. Sustainable, slip resistant paving will be selected. All furniture will optimise durability, robustness and low maintenance.

Soft Landscaping

Species selection will favour native species and species which can thrive in the Irish climate with the least amount of required maintenance and inputs of nutrients. Planting on the podium deck will be in imported soil, and so will favour smaller species. Native trees will be planted at grade in the verges and tree pits around the blocks.

Biodiversity & Sustainability

Species will be selected with a view to their utility to pollinators in line with the All-Ireland Pollinator Plan. Mown lawns will be utilised only where specifically required for amenity or safety, with more ecologically rich meadow grass used as the default form of grass cover elsewhere. Native species will be selected to form a supportive vertical matrix of plant species from ground covers to trees to encourage native ecological diversity. Swift boxes can be integrated into brickwork at high level parapets with the appropriate orientation.

Sedum planting is to be laid on green roofs atop blocks. This will have multiple benefits:

- Minimal maintenance required.
- Enhanced ecological biodiversity.
- Provides stormwater attenuation, staggering surge outfall and reducing the size required for rainwater goods and attenuation infrastructure on site, thus reducing capital and maintenance costs.
- Enhanced thermal and acoustic performance.

5.7 Waste Management

Measures to minimise ongoing waste charges in use have been incorporated into the design and management for the development:

- An Operational Waste Management Plan will be produced with key findings transmitted through the Final Management Plan and Resident's handbook.
- Waste collection is to be competitively tendered.
- Ground floor bin stores adjacent to circulation cores to allow for the convenient and cost-effective marshalling of waste for collection, with space provided to facilitate the separation of general waste, organic waste and household and glass recycling.
- Bin stores will feature durable material finishes with low energy light fittings on timers and floors laid to falls to gulleys to allow for simple, cost-effective maintenance.

5.8 Human Health and Wellbeing

Promotion of human health and wellbeing is the central guiding principle behind the design of the overall site layout, common areas and the individual units.

Accessibility

All parts of the development, including external private and semi-private amenity spaces, bin and bike storage facilities will be fully accessible in line with Technical Guidance Document (TGD) Part M & Part K. All dwellings will have lift access. Accessible parking has been provided in accordance with TGD Part M and the National Disability Authority 'Building for Everyone' at a rate of 5% of the total parking spaces.

Natural Light / Daylight

The design, separation distances and layout of units and common areas have been designed to optimize the ingress of natural light. The number of dual aspect units has been maximised, with single aspect north facing units minimised, while large format glazing has been utilised throughout to reduce the need for artificial lighting where possible and promote wellbeing by ensuring high levels of natural lighting within dwellings.

Security

The proposed development offers excellent passive surveillance over entrance points, on-street vehicle and bike parking and landscaped areas to promote resident's security while minimising active security costs. Access to individual cores and to covered vehicle and bike parking areas will be by secure fob, with CCTV installed as required.

Natural Amenity

All units enjoy secure private outdoor amenity space to promote health and wellbeing. Landscaped areas at podium level provide high-quality shared semi-private amenity space, with communal seating and play spaces for small children to foster community interaction, socialising and playing, to enhance quality of life and promote health and wellbeing. Cherry Orchard Park is immediately to the north of the proposed development and Dublin City Council has recently launched a Renewal Plan for it, aimed at strengthening its role in community life and creating a greener, more inclusive, and multifunctional space.

Barnville Park Green, to the east of the development, is an existing pocket park of limited amenity. A concept design for the enhancement of Barnville Park Green has been developed at the request of the DCC Housing-led LDA Design Team. The project will progress subject to agreement on funding and the development of a final design. Meaningful engagement with local residents, together with their input and feedback, will be central to shaping the final proposal and ensuring that it reflects the needs, aspirations, and priorities of the community.

Community Amenity

The proposed development is supported by many local social and community services. There are a number of community centres and youth facilities within the Study Area, of which those proximate to the site include: Equine Education and Training Centre, Cherry Orchard Community Centre Cherry Orchard Family Resource Centre, Daughters of Charity Child and Family Service and Clondalkin Traveller Development Group (to name a few), that are within/less than 750m from the subject site. Additionally, Dublin City Council has recently launched a Renewal Plan for Cherry Orchard Park to strengthen its role at the heart of community life to create Cherry Orchard a greener, more inclusive, and multifunctional space. A park where people of all ages and abilities can explore, play, exercise and connect – now and for generations to come.

The LDA, in partnership with Dublin City Council, as applicant have engaged extensively with the Cherry Orchard community throughout the application process for consented Phases 1 and 2 and also Phase 3 (subject of the planning application). The level of engagement from the community coupled with the Social, Community and Cultural Infrastructure Audits undertaken by KPMG Planning revealed that there is a dearth of such uses across the board in the Cherry Orchard Area. The community emphatically articulated a need and preference for greater community uses, particularly in the form of recreational / sporting facilities which informed the broader strategy around the delivery of both community and arts / cultural uses as part of the planning application process.

The Phase 3 requirement may be appropriately addressed through a ring-fenced off-site contribution towards community, recreational, arts and cultural infrastructure within the Cherry Orchard SDRA, including the Cherry Orchard Park Renewal Project.

Childcare

Phase 1 of the Cherry Orchard Point development provides for a large creche of c.672 sqm that has been designed to accommodate the projected needs of Phase 1, 2 and 3 (a total of 1157 dwellings). It has sufficient floor space to accommodate c.135 pre-school children, depending on the operator's requirements. This is considered to be more than sufficient to cater to a total of 71 no. child spaces generated in Phase 1 of the scheme as well as accommodate c. 56 no. child spaces estimated to be generated in Phase 2, and Phase 3 of the Development (which is the subject of this application). In addition, there is also potential for c. 8-10 no. additional child spaces available, which can cater to any untapped demand within the scheme or in the surrounding area.

The creche is located c.5 minutes' walk away from Phase 3, at the southern end of a large central neighbourhood park and within close distance to shops, community spaces and the railway station.

5.9 Residential Management

A resident's user guide will be made available to each resident. This guide will contain information on utility provision, MPRNs, advice on the use of any individualised plant or appliances and devices such as thermostats, radiators and ventilation systems, information on local transport and amenity provisions, the agreed regulations for living in the development, contact numbers and emails for key personnel such as maintenance and security personnel etc.

Active involvement of residents in the management of the block will be encouraged. As the block is being retained by a single landlord, active management of allocation of resources such as accessible, EV and regular car parking can be centrally guided according to demand.

5.10 Energy & Carbon Emissions

An Energy Strategy report detailing design energy usage targets and measures taken to reduce energy consumption has been prepared for this development by Waterman Moylan Consulting Engineers.

Selection of materials and building systems will seek to balance capital cost, sustainability and carbon footprint against reduced energy consumption, carbon emissions and service costs in use. High performing materials or elements such as insulating materials, glazing, membranes, external cladding etc. will be selected where their use will provide tangible reductions in life cycle carbon emissions and energy use sufficient to justify their initial levels of embodied carbon or up-front cost.

Proposed design U-Values for individual elements of the building fabric will exceed Part L 2022 requirements in the case of floors, flat roofs and windows / glazing. The target Air Permeability value will exceed Part L requirements, while a calculated Thermal Bridging Factor below the typical default value will also be utilised.

It is envisaged that the scheme will contain centralised plant for space and water heating, utilising group Air to Water Heat Pumps, which transfer heat to a central reservoir of water, which then circulates throughout the scheme in a closed circuit, with a heat exchanger in each apartment which transfers heat from this central circuit to the individual unit's hot water and space heating circuit. Using such centralised systems as opposed to individual unit systems achieves efficiencies of scale which can be passed on to residents in the form of reduced operating costs and also allows for the large-scale carbon reductions achieved through such sustainability measures.

Units in the scheme have been designed to avoid the need for active cooling, which represents a potential energy cost saving to residents.

All light fittings within the scheme will have low energy light bulbs. Units are designed to maximise natural lighting and reduce the need for artificial lighting where possible.

Power generated through solar photovoltaics will be used to heat and light communal areas within the residential components of the scheme, thus reducing operating costs per residence. Lighting in communal area will also utilise PIR to turn off automatically when not required, further reducing running costs.

5.11 Transport and Accessibility

During the preparation of the Traffic and Transport Assessment for Cherry Orchard Point Phase 1, Site 4 at Park West Avenue was identified as a suitable location for a Local Mobility Hub in conjunction with the provision of a limited car parking provision for the proposed development. The elements identified in Phase 1 as appropriate for location at surface level adjacent to the railway station as well within the adjacent lower ground floor, deck and podium include: -

- Bus stop / set-down – on Park West Avenue.
- Bicycle parking – covered and secure at the deck parking area.
- Cargo bike parking – at the deck parking area.
- e-bike parking and charging- at the railway station by others.
- Taxi drop-off – Park West Avenue / New Street.
- Car club parking and charging. – New Street
- Private car drop-off – utilising on-street parking.
- Short term private car parking – pay and display.
- Private car EV charging – on-street and within deck parking area.

The locations of these various facilities are shown on the architectural and engineering drawings included in the planning application for Phase 1.

Pedestrian / Cycle Accessibility

The pedestrian and cycle access to the proposed development have been integrated with the proposals for the surrounding road network. This development provides for upgraded footpaths and cycle tracks on the Park West Avenue and Barnville Park frontages of the site

Standards for cycle parking are set out in Section 3.0 of Appendix 5 to the Dublin City Development Plan 2022 – 2028. A total of 658 cycle parking spaces (482 long term for residents and 176 short-stay for visitors and customers) are required for this development. Residents' cycle parking is located in secure off-street bike stores on Level 0 which are readily accessible to the internal residential circulation cores and with cycle-in access from the Barnville Park via the secure courtyard gates. Space for large cargo bikes and trailers has been considered and provided for. Visitor spaces will typically be Sheffield stands located in small banks adjacent to entrances and within the public realm.

Public Transport

The proposed development is located immediately adjacent to the Park West & Cherry Orchard which is an intermediate station on the Kildare Commuter Line with regular commuter and inter-city services including stopping services from Portlaoise and Newbridge to Heuston Station and from Hazelhatch & Celbridge to Grand Canal Dock. The journey time to Heuston by rail is some 9 - 11 minutes and the journey time to Grand Canal Dock is some 40 – 45 minutes. There are 5 existing services from Park West and Cherry Orchard to the City Centre during the AM Peak Hour 8 – 9. At other periods outside the AM Peak, rail services at Cherry Orchard & Park West are provided between Hazelhatch and Grand Canal Street at hourly intervals.

The DART Expansion Project proposed by Irish rail will deliver new electrified rail services between the existing DART network in the City Centre City Centre and Hazelhatch. The service through Park West & Cherry Orchard will provide an increased service frequency and enhanced passenger capacity.

Bus services in the area of the proposed are a combination of historic services operated by Dublin Bus and new services are provided under the auspices of Bus Connects. Dublin Bus Routes 79 and 79a which formerly served the Park West Avenue, and the Park West / Cherry Orchard Station were replaced by Routes G1 and 60 in October 2022. Bus stops for these services are located on Park West Avenue, Barnville Walk and Cedar Brook Way, immediately adjacent to the proposed new development.

Car Parking

In the Dublin City Development Plan 2022-2028, the subject site is designated Zone 2, being alongside a key public transport corridor. Maximum car parking standards of 1 space per dwelling for residents and visitors in residential developments apply for Houses / Apartments / Duplex in Zone 2. The Plan also provides for a relaxation of the maximum car parking standards in Zone 2 for any site located within a highly accessible location.

Section 4.0 of Appendix 5 in the Dublin City Development Plan 2022 – 2028 advises that *‘the purpose of the parking standards set out in Table 2 is to ensure that an appropriate level of parking is provided to serve all new development.’* The primary criteria set by Dublin City Council for a relaxation of the maximum car parking standards set out in Table 2 of the Plan support family friendly living having regard to the services, facilities and amenities available with 10 minutes walking distance of a proposed development.

- The subject site in Cherry Orchard is located less 8 km from the City Centre.
- The proposed development will be located Park West & Cherry Orchard Rail Station. It will also be located adjacent to high frequency bus services on the G Spine.
- The subject site will be surrounded by a well-connected network of footpaths that will link the various neighbourhoods to one another, to the existing educational institutions, to employment areas and to the surrounding public transport network (Barnville Walk).
- The development will also be served by the GDA Cycle Network including a north south Secondary Route along Park West Avenue.
- The surrounding area includes educational, healthcare, leisure, and sporting facilities within 10 minutes walking distance providing a range of services and sources of employment. There is restricted access to retail within 40 minutes walking distance except for Local Retail at Park West (10 minutes walking distance) and the proposed supermarket to be constructed in Phase 1.
- Parking spaces will be allocated for car sharing within the proposed development.
- The implementation of the measures set out in the Mobility Management and Travel Plan will be designed to reduce car ownership. Notwithstanding, it is possible that car ownership could exceed parking capacity leading to overspill parking.
- The roads elements of the proposed development will be designed in compliance with the requirements of Design Manual for Roads and Streets (DMURS). It will also be subject to Quality Audits at the planning and completion stages.
- The targets to be set in the Mobility Management and Travel Plan for the subject development will be realistic and achievable. The implementation of the measures set out in the Mobility Management and Travel Plan will be designed inter alia to reduce car ownership and the journey to work by car.

The proposed car parking ratio for the residential development in Phase 3 is 0.50 space per unit for the 312 units proposed (156 spaces comprising 142 standard spaces, 8 accessible spaces, 2 non-residential spaces and 4 car sharing spaces). 8no. motorbike spaces are also provided.

All car parking spaces will be designed to facilitate the relevant infrastructure to accommodate future EV charging. In addition, a minimum of 50% of all car parking spaces should be equipped with fully functional EV Charging Points. Within Phase 3, all 156 spaces will be provided with ducting for the future installation of EV chargers. Up to 78 spaces will be fitted with EV charging points as demand arises (50% of 156 spaces).

6 Building Investment Fund

While the provisions of the MUDs Act 2011 will not apply to this development, in the interests of good practice the development managers will identify a certain portion of rental receipts required to generate a sinking fund, to adequately resource long-term replacement of components. The Building Investment Fund table below illustrates what could be incorporated in the calculation of a Sinking Fund:

Element	Life Expectancy (Years)
<i>Roofs</i>	
Replacement felt roof covering incl. insulation to main roofs	18
Replacement sedum roofs incl. insulation to green roofs	13-35
Replacement parapet, fascia details	18
Replace roof access hatches	25
Specialist Roof Systems - Fall arrest	25
Waterproofing details to penthouse paved areas	18
<i>Elevations</i>	
Brick Re-pointing	80
Metal Panels - recoating	25
Minor repairs to render areas	18
Replace exit/entrance doors	25
Replace rainwater goods	25
Replace balcony floor finishes	25
<i>External Areas/Car Parking</i>	

Element	Life Expectancy (Years)
External handrails and guarding	18
Surface finishes	18
Check drains for accumulation of debris and other sediments	6
Repaint parking spaces and numbering	7
Replace bike stands	25
Replace access control at entrances	12
<i>M&E Services</i>	
Internal re-lamping common areas	7
Replace internal light fittings	18
Replace external light fittings	18
Replace smoke detector heads	18
Replace manual break glass units	18
Replace fire alarm panel	18
Replace lift car and controls	25
Replace AOVs	25
Replace shared heat pumps & centralised heating plant	15
Replace PV Panels	20
Replace individual unit MVHR units	15
Emergency lighting	20
External mains water connection	20