



Planning Report

In respect of a Part 10 (s.175) Planning Application for a Proposed Residential-led Mixed-use Development at Cherry Orchard Point Phase 3 on Site 5 (Barnville Site), Cherry Orchard, Dublin 10.

September 2026



Document review and approval

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1.0 Introduction

KPMG Planning of 1 Stokes Place, St Stephen's Green, Dublin 2 (Chartered Town Planning and Development Consultants) have been instructed to act on behalf of the applicant to prepare this Planning Report, to accompany the application for a proposed development on a site of 1.72 hectares, located on lands at Cherry Orchard, Dublin 10 (known as Development Site 5 'Barnville Site' in the Park West Cherry Orchard Local Area Plan 2019).

The current planning application represents Phase 3 of the overall development at Cherry Orchard Point. Details of the previously consented phases undertaken by the applicant are set out below:

- **Phase 1:** Phase 1 approved by ACP 09 July 2024 (ACP Reg. Ref. ABP-318607-23)
- **Phase 2:** Phase 2 approved by ACP 22 September 2025 (ACP Reg. Ref. ABP-321931-25)

1.1 Purpose of the Report

This report outlines and summarises the key planning and development considerations of the proposed development in support of attaining a grant of permission. It incorporates the following aspects:

- A description of the site location and context.
- A description of the proposed development.
- An overview of the planning history of the site and surrounding lands.
- A detailed account of the consultation process carried out with Dublin City Council.
- An overview of planning policy and guidance.
- Assessment of the principal planning considerations.
- A summary of effects on the environment and designated sites with signposting to the Environmental Impact Assessment Report (EIAR) and Appropriate Assessment screening which accompany this application.

1.2 Statutory Description

In accordance with Section 175(4) of the Planning and Development Act, 2000 (as amended) Dublin City Council, in partnership with The Land Development Agency, gives notice of its intention to make an application for approval to An Coimisiún Pleanála under Section 175(3) of the Planning and Development Act, 2000 (as amended) for a 7 year approval to carry out the following proposed development on a site of c. 1.72 hectares, located on lands at Cherry Orchard, Dublin 10 (known as Development Site 5: Barnville Site in the Park West-Cherry Orchard Local Area Plan 2019). The site is bound by Cedar Brook Way to the north, Park West Avenue to the west, Barnville Park to the east, and the Park West and Cherry Orchard railway station is located on the south of the site. The proposed development will consist of the construction of a residential led mixed-use scheme containing 312no. residential apartments comprising 244no. cost rental and 68no. social units, local retail and commercial units, landscaped public and communal open space, a new principal vehicular access via Barnville Park, Barnville link, new pedestrian and cycle infrastructure, and all associated site and development works. The proposed development represents Phase 3 of the overall planned development at Cherry Orchard Point scheme for Development Sites 4 and 5 of the LAP lands. Phase 1 of the overall planned development was approved permission in July 2024 (ACP Case Ref: 318607-23) and Phase 2 was approved in September 2025 (ACP Case Ref: 321931-25). The proposed development comprises the works to be undertaken on Development Site 5: Barnville Site, which forms the subject of this planning application.

The proposed development (Total GFA of c. 28413 sq.m) involves construction of 312no. residential apartments (c. 24556 sq.m residential GFA), across 7 apartment blocks (Core A-G) ranging in height from 4 to 10 Floors, comprising 16no. studio units, 146no. one-bed units, 139no. two-bed units (15no. two-bed three-person and 124no. two-bed four person), 9 no. 3-bed units (9no. three-bed five-person) and 2no. 4-bed units (2no. four-bed seven-person) together with 8no. Local Retail and Commercial units (c. 1441 sq.m non-residential GFA), and all ancillary and sundry accommodation (c. 2,416 sq.m combined GFA). The proposed development is described on a block-by-block basis as follows:

- Core A (c. 3904 sq.m Total GFA) within a block of 3 to 6 storeys (Total 6 Floors), consists of 44no. apartments comprising 4no. studio units, 30no. one-bed units, 10no. two-bed four person, together with 3no. Local Retail and Commercial units (c. 292 sq.m GFA), and all ancillary and sundry accommodation (505 sq.m GFA).
- Core B (c. 3757 sq.m Total GFA) within a block of 3 to 6 storeys above car parking storey (Total 7 Floors), consists of 39no. apartments comprising 4no. studio units, 27no. one-bed units, 8no. two-bed four person, together with 2no. Local Retail and Commercial units (c. 670 sq.m GFA), and all ancillary and sundry accommodation (c. 231 sq.m GFA).
- Core C (c. 5791 sq.m Total GFA) within a block of 3 to 9 storeys above car parking storey (Total 10 Floors) consists of 61no. apartments comprising 3no. studio units, 23no. one-bed units, 35no. two-bed four person, together with 3no. Local Retail and Commercial units (c. 479 sq.m GFA), and all ancillary and sundry accommodation (c. 303 sq.m GFA).
- Core D (c. 3930 sq.m Total GFA) within a block of 6 storeys (Total 6 Floors), contains 48no. apartments comprising 27no. one-bed units, 20no. two-bed units (9no. two-bed three person, 11no. two-bed four person), and 1no. four-bed seven person, and all ancillary and sundry accommodation (c. 298 sq.m GFA).
- Core E (c. 5069 sq.m Total GFA) within a block of 4 to 7 storeys (Total 7 Floors), contains 60no. apartments comprising 3no. studio units, 24no. one-bed units, 33no. two-bed four person, and all ancillary and sundry accommodation (c. 407 sq.m GFA).
- Core F (c. 3682 sq.m Total GFA) within a block of 3 to 5 storeys (Total 5 Floors), contains 40no. apartments comprising 2no. studio units, 11no. one-bed units, 27no. two-bed four person, and all ancillary and sundry accommodation (c. 402 sq.m GFA).
- Core G (c. 2280 sq.m Total GFA) within a block of 4 storeys (Total 4 Floors), contains 20no. apartments comprising 4no. one-bed units, 6no. two-bed three person, 9no. three-bed five-person, 1no. four-bed seven-person), and all ancillary and sundry accommodation (c. 270 sq.m GFA).

The proposed development also includes the provision of landscaped public open spaces of c.1691 sq.m. and Communal open space of c. 2390 sq.m. The communal open space has been designed to incorporate a community garden, seating areas, play facilities, fitness areas and associated landscaping. The private open space is also provided for all residential units. The existing boundary treatment is a retained rear boundary wall to the neighbouring back gardens and a steel fence to the railway station towards the south of the scheme.

The proposed development will include provision of 156no. car parking at undercroft (Ground level) and surface level throughout the development, of which 142 no. spaces are dedicated to residential use, 2no. car parking for local retail and commercial uses, 4no. car sharing spaces and 8no. designated accessible spaces for both public and residents. The overall car parking provision includes 78no. indicative EV parking spaces (50%), 8no. motorcycle spaces (5%) are also provided in the undercroft area to serve the development. 2no. loading bays are also provided to serve the proposed development. A total of 658no. secured bicycle parking spaces are proposed as part of the development. 631no. of these spaces are designated for residential use including the provision of 475no. long term and 156no. short stay / visitor spaces. 27no. bicycle parking spaces are provided for the local retail and commercial units.

The main vehicular access to the proposed development will be through a new access junction via Barnville Park leading to the undercroft parking court. The proposed development includes new pedestrian and cycle link along the northwestern end of the site, linking New Cherry Orchard Park and Park West Avenue with the train station. The scheme includes a Barnville link to the south of the site connecting Barnville Park with Park West Avenue and providing direct pedestrian access to the Park West and Cherry Orchard railway station, along with overall 4no. pedestrian crossing points connecting Park West Avenue, Barnville Park and New Cherry Orchard Park.

The development will also provide for all associated ancillary site development infrastructure including site clearance, boundary treatment, associated public lighting, internal roads and pathways, substations, service connections, switch room, water tank rooms, storage room, meter room, sprinkler tank room, bin storage, bicycle stores, hard and soft landscaping, play equipment, boundary walls, attenuation area, green and blue roof systems, photovoltaic panels and all associated works and infrastructure to facilitate the development including connection to foul and surface water drainage and water supply.

1.3 Strategic Context

This Planning Application is made under Part 10 Section 175 of the Planning and Development Act, 2000 (as amended), 'The Act' hereafter. Planning applications where the Planning Authority, either in its own capacity or in partnership with another entity, proposes to carry out development within its functional area in which an Environmental Impact Assessment (EIAR) has been prepared, are made under Section 175 of The Act. Such applications are made directly to "An Coimisiún Pleanála (formerly An Bord Pleanála) ("ACP")", for assessment and decision. The Subject Site – known as Key Development Site 5: Barnville Site, of the Park West Cherry Orchard Local Area Plan 2019 – is under the ownership of Dublin City Council (DCC) and being developed in partnership with "The Land Development Agency (LDA)".

In approved Phase 1 of the Cherry Orchard Point scheme (ACP Reg. Ref: 318607-23), a holistic approach to the broader redevelopment of the DCC lands was adopted that encompasses the full extent of lands with Site 4 and 5 and that considered all proposed phases of development cumulatively in the 'Parent EIAR' submitted under the Phase 1 application with future applications drawing from that body of work. Subsequently, the approved Phase 2 application (ACP Reg. Ref: 321931-25) was accompanied by an addendum EIAR which updated the various environmental assessments, where relevant, and set out proposed mitigation measures. The said approach was deemed by appropriate by ACP.

The subject planning application involves the construction of 312 residential units together with 8no. local retail and commercial units would not, in isolation, trigger the requirement to provide an Environmental Impact Assessment report. However, consistent with the approach adopted for the overall Cherry Orchard Point development, an Addendum Environmental Impact Assessment Report (EIAR) has been prepared as part of the subject planning application. The Addendum EIAR incorporates the changes to the design and layout of the proposed scheme relative to that previously envisaged under the Parent EIAR, updates the relevant environmental surveys and assessments, and examines any potential combined impacts arising from the proposed development where relevant. It also sets out the mitigation measures proposed in respect of the subject site.

On the basis that the proposed development has been considered as part of the Phase 1 EIAR and includes an Addendum to be read in conjunction with said EIAR, it was concluded that an application under Section 175 of The Act is the appropriate planning consenting process to follow.

1.4 Submitted Application Documents

The design of the proposed development has been informed by technical and environmental assessments. This report refers to the following drawings and documents enclosed with this application throughout.

Requirement	Responsible Discipline
PLANNING PARTICULARS	
Cover Letter	KPMG PLANNING
Planning Application Form + appendices	KPMG PLANNING
Site Notice	KPMG PLANNING
Newspaper Notice	KPMG PLANNING
Letter of Consent for lodgement to ACP (Part X) - Appended to the Cover Letter	DCC
Letter of Consent for Agent (KPMG) - Appended to the Cover Letter	DCC
Letter of Consent (Appended to the Cover Letter)	Irish Rail
Letter of Confirmation (Appended to this Letter)	ESB
Prescribed Bodies Letters	KPMG PLANNING
Application Fee: Confirmation of Electronic Fee Transfer Acknowledgement (Appended to Application Form)	LDA
EIA Portal Confirmation (Appended to Application Form)	KPMG PLANNING
Part V Letter	DCC
Letter of Confirmation for CAC 5% provision	DCC
DRAWINGS	
Site Location Plan (@1:1000)	VDA / CCK
Site Layout Plan (@1:500)	VDA / CCK
Architect Drawings and Schedule	VDA / CCK
Engineering Drawings and Schedule	WM
Landscape Drawings and Schedule	MA
Taken In Charge Drawing	VDA / CCK
Public Lighting Plan	WM
REPORTS	
Planning Report	KPMG Planning
Phase 1 Parent EIAR and appendices	All
Addendum to Approved Phase 1 Parent EIAR	All
Architectural Design Statement (incl. Community Safety Strategy)	VDA/CCK
Housing Quality Assessment	VDA/CCK
Universal Design Statement	VDA/CCK
Landscape Design Report	MA
Engineering Assessment Report	WM
Daylight Sunlight and Overshadowing Assessments	Digital Dimensions
Flood Risk Assessment	WM
Traffic and Transport Assessment (includes Deliveries and Servicing Management Plan)	WM
Quality Audit (Road Safety Audit)	WM
Mobility Management Plan and Travel Plan	WM
Construction Environmental Management Plan	WM

Resource and Waste Management Plan	AWN
Operational Waste Management Plan	AWN
Construction Traffic Management Plan	WM
Community Social and Cultural Infrastructure Audit (incl Schools and Childcare Demand Assessment)	KPMG Planning
Estate & Common Area Management Plan	LDA
Appropriate Assessment Screening	Altamar
Climate Action and Energy Statement (includes District Heating Viability Study)	WM
Telecommunications Report	WM
DMURS Report and Statement of Design Consistency	WM
Surface Water Management Plan	WM
Noise Impact Assessment (as part of the EIAR)	AWN
Building Lifecycle Report	VDA / DT
Arboricultural Impact Assessment Report (incl. Tree Survey)	Abor care
Public Lighting Calculation Report and Layout	WM
Landscape and Visual Impact Assessment (LVIA)	M+A/GNET
Verified Views	GNET3D
Wind modelling	B-Fluid Ltd.

2.0 Subject Site and Surrounding Environs

2.1 Site Location

The subject site is located on lands at Cherry Orchard, Dublin 10 on the east of Park West Avenue and forms part of the Site 5: Barnville Site as identified in the Park West Cherry Orchard Local Area Plan 2019. The site is bound by Cedar Brook Way to the north, Park West Avenue to the west, Barnville Park to the east, and the Park West - Cherry Orchard railway station is located on the south of the site along with existing residential developments at Barnville.

The subject site is outlined in red in Figure 2.1 below and will form the Phase 3 of the wider redevelopment of Development Sites 4 and 5 under the Cherry Orchard Point scheme (outlined in blue in Figure 2.1 below).

The site benefits from very good accessibility with its close proximity to numerous bus routes, the M50 and Park West and Cherry Orchard Railway Station.

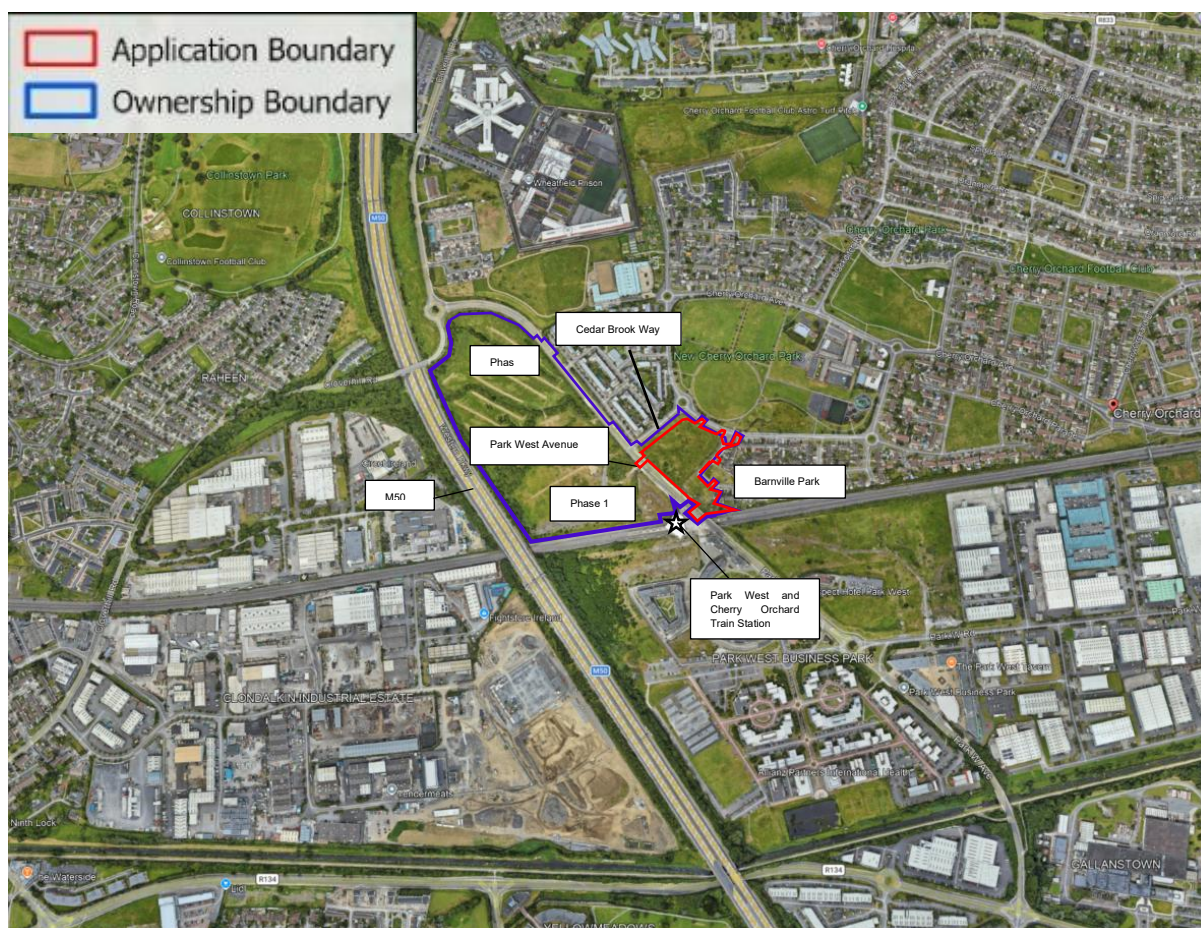


Figure 2-1 Aerial view with the extent of the site identified in red (prepared by KPMG).

2.2 Site Description

The subject site (c. 1.72 hectares) is currently vacant greenfield site and is located between two existing housing estates. The site comprises varying ground levels, becoming largely flat towards the southern boundary before falling towards the rail station. There are no trees within site within the exception of a small scrub area of willow and briars as indicated in the latest tree survey.

The site is strategically positioned bounded by the Cedar Brook Way to the north, Park West Avenue to the west, Barnville Park to the east and the Park West Cherry Orchard rail station to the south which provides excellent accessibility and connectivity opportunities. The site also benefits from direct access via Barnville Park which connects with Park West Avenue and is served by the No.60 and G1 bus routes providing direct linkages to Dublin City Centre and the Docklands. The surrounding area of the site is mixed use in nature with two large industrial estates each to the southwest and southeast of the site, residential developments located further east, Cloverhill Prison to the north and a number of recreational and green spaces including the new Cherry Orchard Park (Figure 2.2).



Figure 2-2 Aerial View showing Surrounding Environment (Source: VDA / CCK)

The subject currently includes a large ESB pylon and associated overhead power lines are located in the southern corner of the site as shown in Figure 2.3.



Figure 2-3 View of the site showing the existing network of Pylon and Overhead lines (Source: Google maps).

Additionally, the design team at pre-planning and detail design stage consulted ESB for clarity on the overall ESB electrical infrastructure traversing the subject site and following drawing was received from ESB showing the existing electrical infrastructure (Figure 2.4).

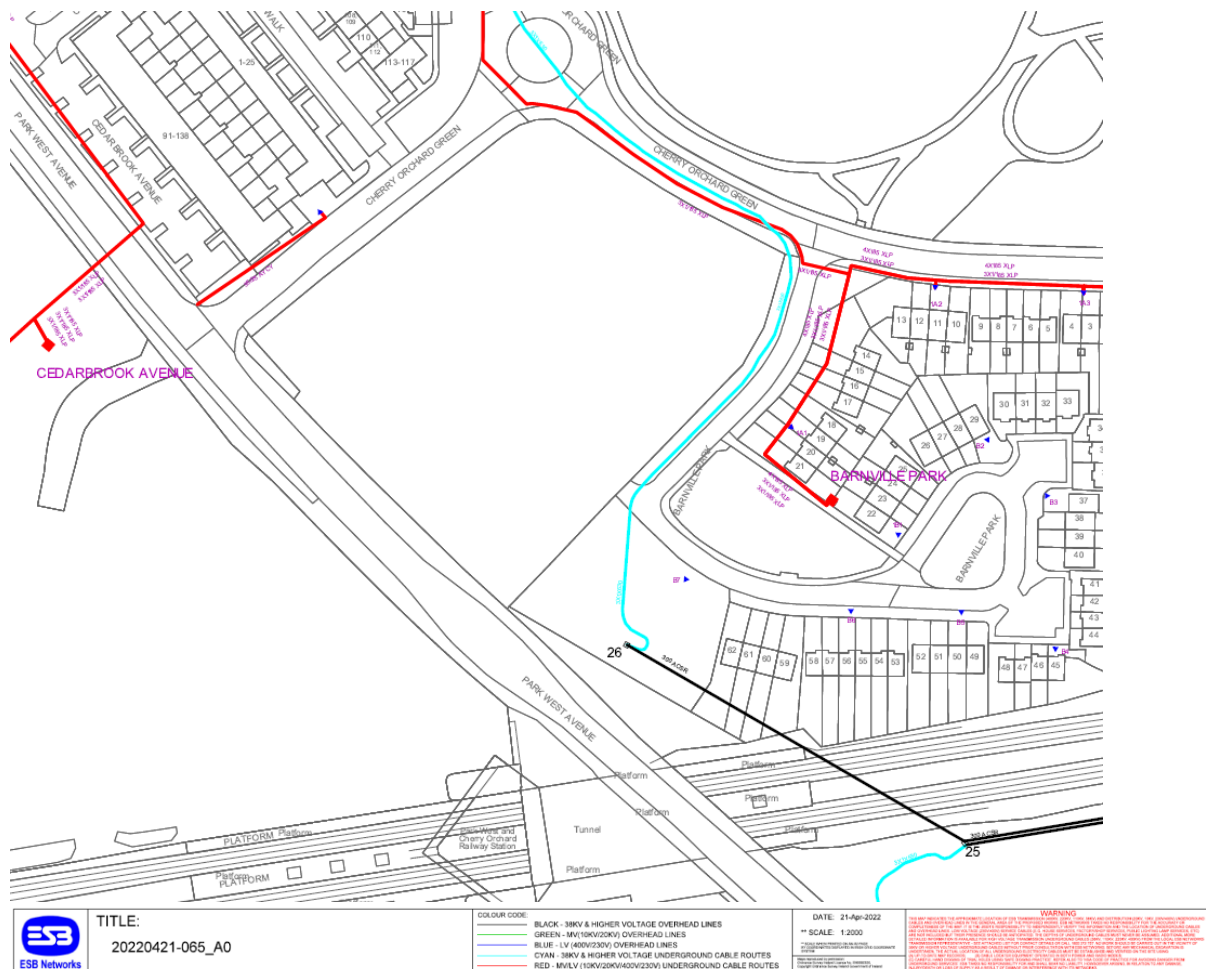


Figure 2-4 Existing electrical infrastructure on Site 5 (Source:ESB)

However, the design team did not receive formal confirmation from ESB regarding the anticipated wayleave and easement requirements. Nevertheless, based on the information available at the time of the planning application and to ensure the accurate representation of existing site context within the planning documentation, the Site Location Map (Figure 2.5), was prepared to clearly identify the location of the existing electrical infrastructure for ease of reference.

To facilitate the comprehensive development of the lands, the existing electrical infrastructure will be relocated underground in consultation with Iarnród Éireann (Irish Rail) and ESB, both of whom have provided letters of consent and confirmation respectively, in support of the proposed undergrounding of the overhead line and Pylon (referred to as Mast 26 in the ESB letter), to facilitate the proposed development.

Additionally, as confirmed by ESB in their attached letter that the underground diversion of the existing overhead lines (38KV) is feasible and the Mast will be removed once the line is de-energised. The existing underground cables will also be de-energised in tandem with the overhead line and will be marked as abandoned. A de-energised and abandoned cable could be removed by a contractor before any sub structure works commence under supervision from ESB.

The measures necessary to facilitate this relocation are already being progressed by Harcourt Developments as part of the development of Site 6. These works include the diversion and undergrounding of the electrical infrastructure traversing the subject area. Specifically, all 11 existing pylons within the wider Park West area are to be undergrounded as part of Phase 1A of the permitted Greenseed development, in accordance with Compliance Condition 4 of ACP Ref. 312290.

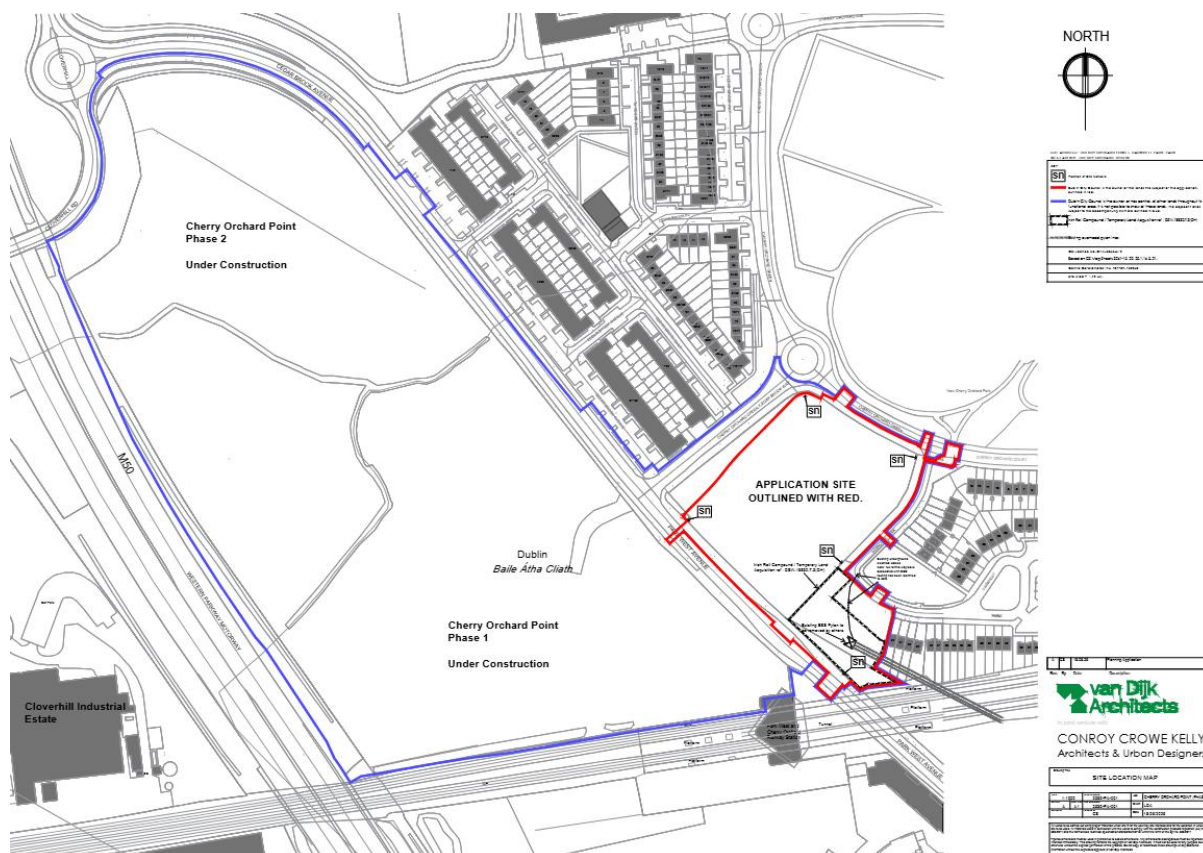


Figure 2-5 Site Location Map showing subject site in red and overall landownership in blue (VDA / CCK).

The Subject Site is part of the wider area identified under the Dublin City Development Plan 2022-2028 for regeneration which is reflected in the lands' designation as a Strategic Development Regeneration Area (SDRA 4). The Park West Cherry Orchard Local Area Plan for the area was adopted in 2019 and has been extended until 4th November 2029. The LAP identifies 8 no. Key Development Sites within the wider LAP lands that offer the potential to deliver approximately 2,000 residential units in tandem with employment and commercial development. However, the evolving planning policy context, informed by the revised NPF and the Section 28 Guidelines on NPF Implementation: Housing Growth Requirements, requires Local Authorities to identify additional zoning to support enhanced housing delivery in line with updated population and economic growth targets. Accordingly, the County Development Plan will update housing targets for the relevant areas through the review or variation process.

In this regard, DCC has recently approved Variation No. 11 of the Dublin City Development Plan 2022-2028 at a Special City Council meeting on 22 June 2026, to increase its annual housing requirements from 6,690 residential units to 8,196 residential units and to identify the potential for 'additional provision' of housing units – up to 50% over the annual target for the duration of the City Development Plan period.

The subject site is located within Development Site 5 (Barnville) and represents Phase 3 of a planned four-phase development programme designed to deliver the objectives of the LAP and associated planning policy framework. The redevelopment of these lands is underpinned by their capacity to provide much-needed residential development in proximity to the Park West and Cherry Orchard Railway Station, thereby supporting sustainable development growth patterns.

2.3 Site Landownership

The subject site (outlined in red), forms part of a larger freehold title (DN798) held by Dublin City Council as shown in Figure below in blue. The lands are owned by Dublin City Council (DCC), with a Letter of Agreement in place between DCC and the LDA to facilitate the progression of a planning application.



Figure 2-6 Folio map showing the extents of lands under the ownership of the Dublin City Council (DCC), with subject site outlined in red (Source: VDA / CCK).

Additionally, letters of consent/confirmation have been provided by both Iarnród Éireann (Irish Rail), in support of the proposed development. The diversion and undergrounding of elements of the wider electricity network are

being progressed in consultation with ESB Networks and in coordination with adjoining developments and the DART+ South West Project.

2.4 Transport and Accessibility

The subject site is strategically located approximately 7 km from Dublin City Centre, with strong connectivity to the national and regional road network. The site is positioned equidistant between the M50/N4 and M50/N7 junctions, providing efficient access to key strategic corridors. The nearby N4 (c. 2 km north) facilitates connections to the northwest of Ireland, while the N7 offers direct linkage to Limerick and the southwest, supporting regional accessibility.

In addition to road connectivity, the site benefits from a well-established public transport network. Rail services operate regularly in proximity to the site, providing direct connections to Dublin City Centre and the Midlands.

The subject site is particularly well served by bus infrastructure, forming part of Phase 4 of the BusConnects network operated by Dublin Bus. High-frequency routes serve the site, including Route G1 (Red Cow to New Wapping Street), with a stop located on Park West Avenue at the southern boundary, operating at 15-minute peak intervals. Additional bus stops are located along the northern boundary and along Cloverhill Road, which is served by Route 60 (Red Cow to Rogerson's Quay) with a 60-minute frequency. This network of stops ensures comprehensive coverage across the site.

As outlined above, the subject site benefits from a high level of accessibility across a range of transport modes, including strategic road networks, rail services, Luas connections, and an enhanced bus network. This strong level of connectivity facilitates sustainable travel patterns and aligns with national, regional, and local planning policy objectives that promote compact growth and accessibility to high-quality public transport services.

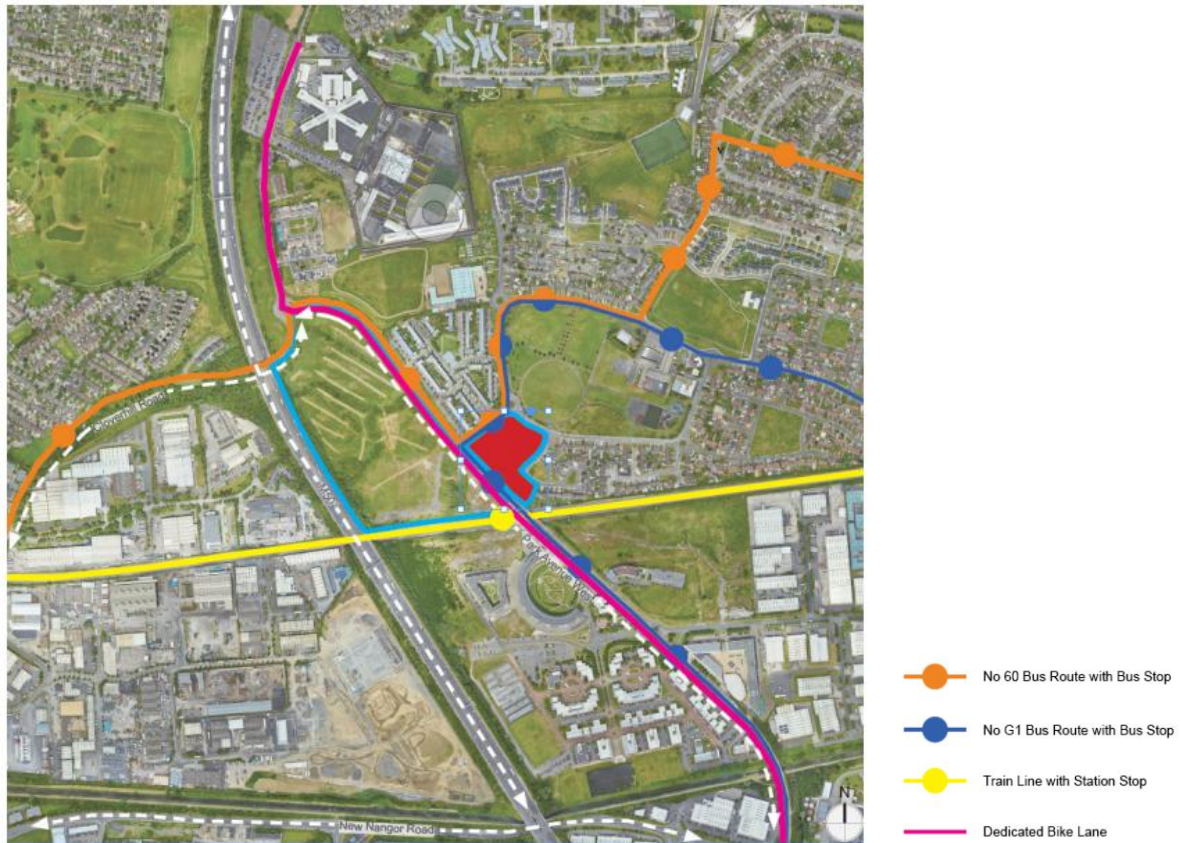


Figure 2-7 Area view of the site showing the existing transport network (Source: VDA/CCK)

The subject site also benefits from the range of local services/facilities within a 15-minute walking distance from the site as shown in Figure 2.8.

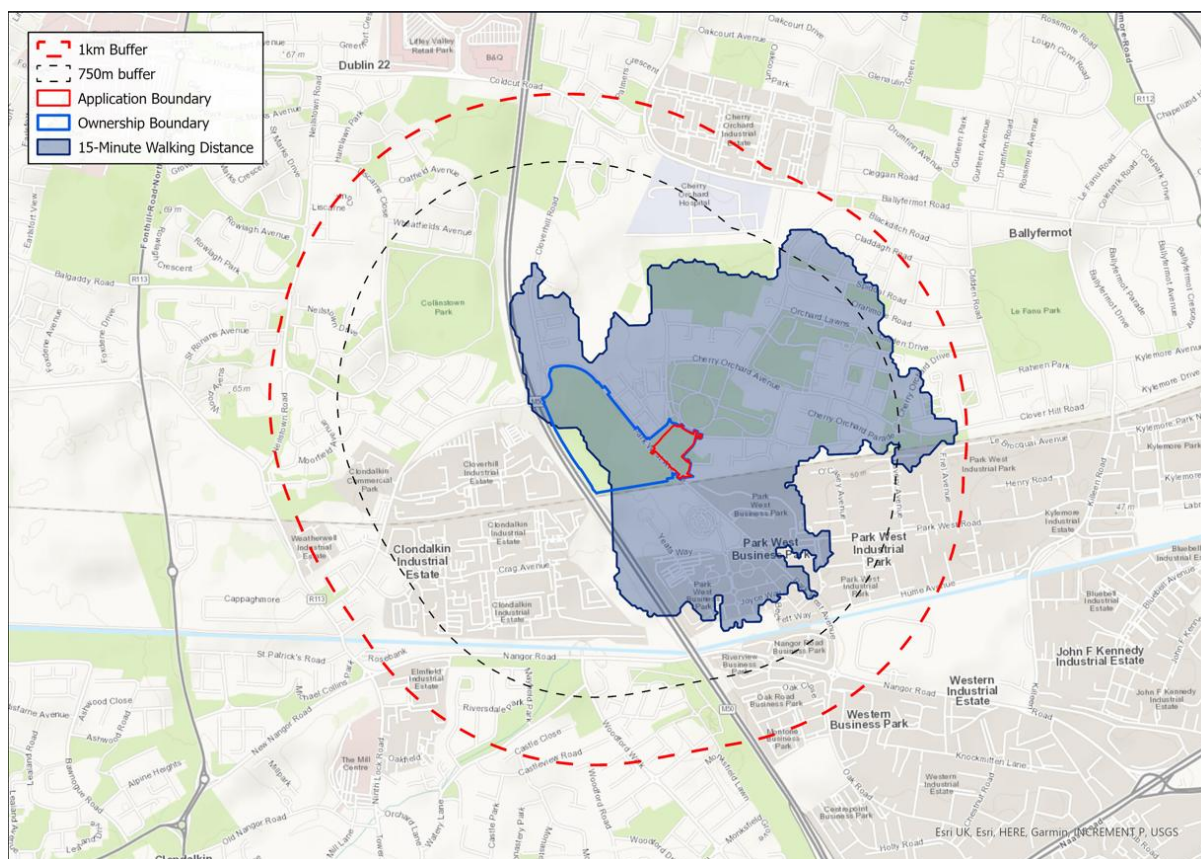


Figure 2-8 15-minute walking distance from the subject site (source: app.traveltime.com)

The main vehicular access to the proposed development will be through new access junction via Barnville Park leading to undercroft parking court. The proposed development includes new pedestrian and cycle link along the northwestern end of the site, linking the new Cherry Orchard Park and Park West Avenue with the train station to Cherry Orchard Park and its amenities. The scheme also includes a strategic Barnville pedestrian link to the south to the railway station, and all associated site and development works.

Furthermore, the proposed development will benefit from the range of commercial, community, and cultural/arts facilities approved as part of the wider Cherry Orchard Point Phase 1 development. Collectively, these uses will foster the development of a vibrant, socially inclusive, and sustainable neighbourhood, consistent with the principles of the 15-minute city. When considered alongside the provision of a continuum of social and cost rental housing, together with supporting local retail and commercial uses within the subject scheme, the proposed development will contribute positively to compact growth, sustainable placemaking, and the consolidation of an established urban area that is exceptionally well served by existing and planned public transport and rail infrastructure.

Park West and Cherry Orchard Railway Station

The rail connectivity from the site is well established, with journey times of approximately 9-11 minutes to Heuston Station and 40-45 minutes to Grand Canal Dock. The latest Kildare Line timetable, published by Iarnród Éireann (Irish Rail) on 14 December 2025, provides five rail services from Park West and Cherry Orchard stations to Dublin City Centre during the AM peak hour (08:00-09:00).

Outside the morning peak period, rail services serving Cherry Orchard and Park West stations operate on an hourly basis between Hazelhatch and Grand Canal Dock, ensuring a consistent level of public transport accessibility throughout the day.

DART + South West Project

The DART + South West Project is the second of the infrastructural projects of the DART+ Programme expected to be delivered. The Rail Order Application (Bord Ref: ABP-316119-23) for this development was approved subject to conditions on 13th November 2024 and will provide a sustainable, electrified service with increased capacity and frequency for services between Park West Cherry Orchard and Dublin City Centre.

As published on the project website, it is expected that once this project is delivered, it will increase the train capacity to double the current (12) trains per hour per direction and increase passenger capacity from the current peak capacity of approximately 5,000 passengers per hour to around 20,000 passengers per hour per direction. Figure 2-9 below provides the route map for the DART + South West extension which also illustrates the new route passing adjacent to the Subject Site through the Park West and Cherry Orchard train station.

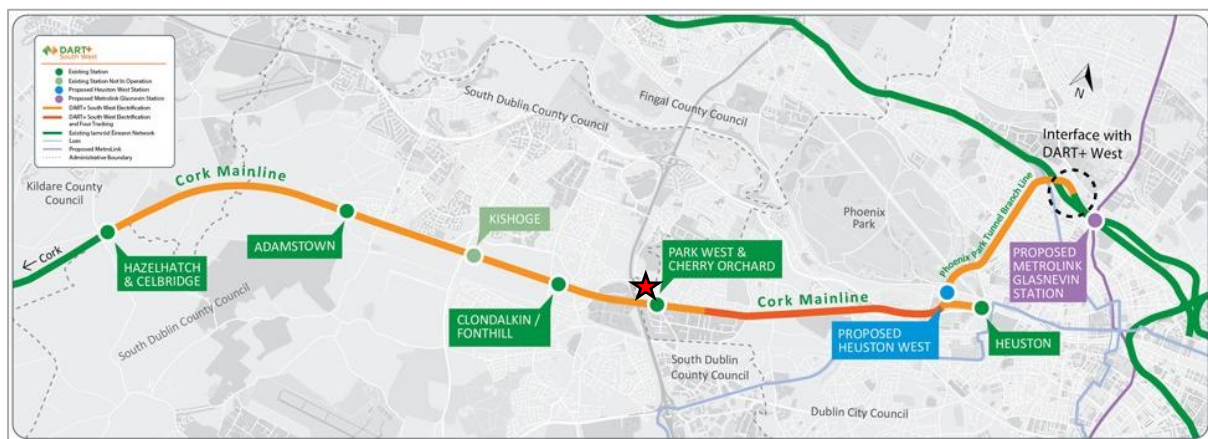


Figure 2-9 Route Map of the Dart + South West with site identified with a red star. (Source: dartplus.ie)

As part of the rail upgrade works will involve the provision of a substation, temporary compound on lands within Development Site 5 as shown below. The Notice to treat dated 3rd April 2026 was then served confirming that CIE to acquire the property interests required to complete. The LDA has actively engaged with Iarnród Éireann and ensured that the overall scheme at Cherry Orchard Point scheme including Phase 3 which is subject of the planning application will have had full regard to the proposed rail works.

Iarnród Éireann (DART+ Programme) has provided consent to “The LDA” to include lands at Cherry Orchard Point Phase 3, Site 5 (Barnville Site) that are subject to a DART+ South West Railway Order Notice to Treat within the proposed Part X planning application for a 312-unit residential-led mixed-use development. This consent is conditional upon the DART+ South West infrastructure works, including directional drilling and ESB under-routing works, being completed prior to the commencement of the proposed development subject to consent.

Iarnród Éireann, in the enclosed correspondence, further confirms that:

“While proposals are currently being progressed with an adjacent Developer and the LDA to complete these under-routing works in advance of the main scheme, the requirement for the subject lands will only cease if such works are fully completed prior to the commencement of the DART+ South West scheme.”

The LDA shall continue to engage and co-operate with Iarnród Éireann/DART+ South West Team in relation to the delivery of the under-routing works.

Additionally, the approved Parent EIAR and addendum EIAR prepared for this Phase 3, has also considered potential cumulative impacts that may arise from the application scheme in combination with the proposed rail upgrade works and has set out, where necessary, appropriate mitigation measures to minimise impacts on the environment. The electrification of the rail line coupled with increased capacity and frequency of the service will be of substantial benefit to residents enhancing connectivity to the city centre and providing a cleaner more sustainable mode of public transport.

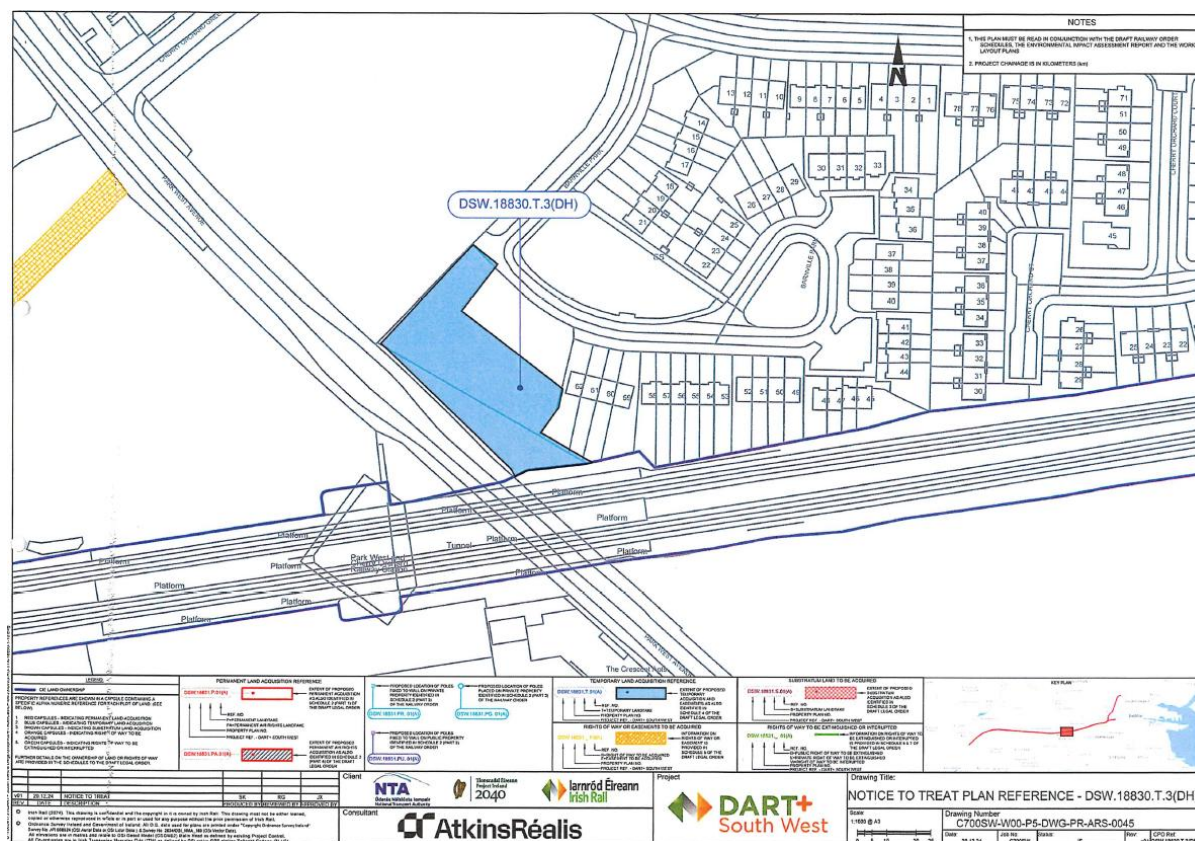


Figure 2-10 DART + South West: NOTICE TO TREAT PLAN REFERENCE - DSW.18830.T.3(DH) Layout Plan showing location of temporary compound on southern portion of the site 5 (Source: Prepared by Atkins Realis – Ref: C700SW-W00-P5-DWG-PR-ARS-0045)

The proposed DART+ South West (Hazelhatch) Expansion Project, promoted by Iarnród Éireann (Irish Rail) as part of the wider DART+ Programme, will deliver a significant upgrade to the existing rail network through the provision of electrified, high-frequency services connecting Dublin City Centre to Hazelhatch. The scheme will facilitate enhanced service capacity, improved journey times and increased operational efficiency along the corridor.

The integration of the Subject Site within the catchment of key stations, including Park West and Cherry Orchard, will directly benefit from substantially improved service frequencies and expanded passenger capacity. This represents a step-change in sustainable transport provision in the South-West Dublin corridor, supporting mode shift towards public transport and reinforcing the strategic accessibility of the area.

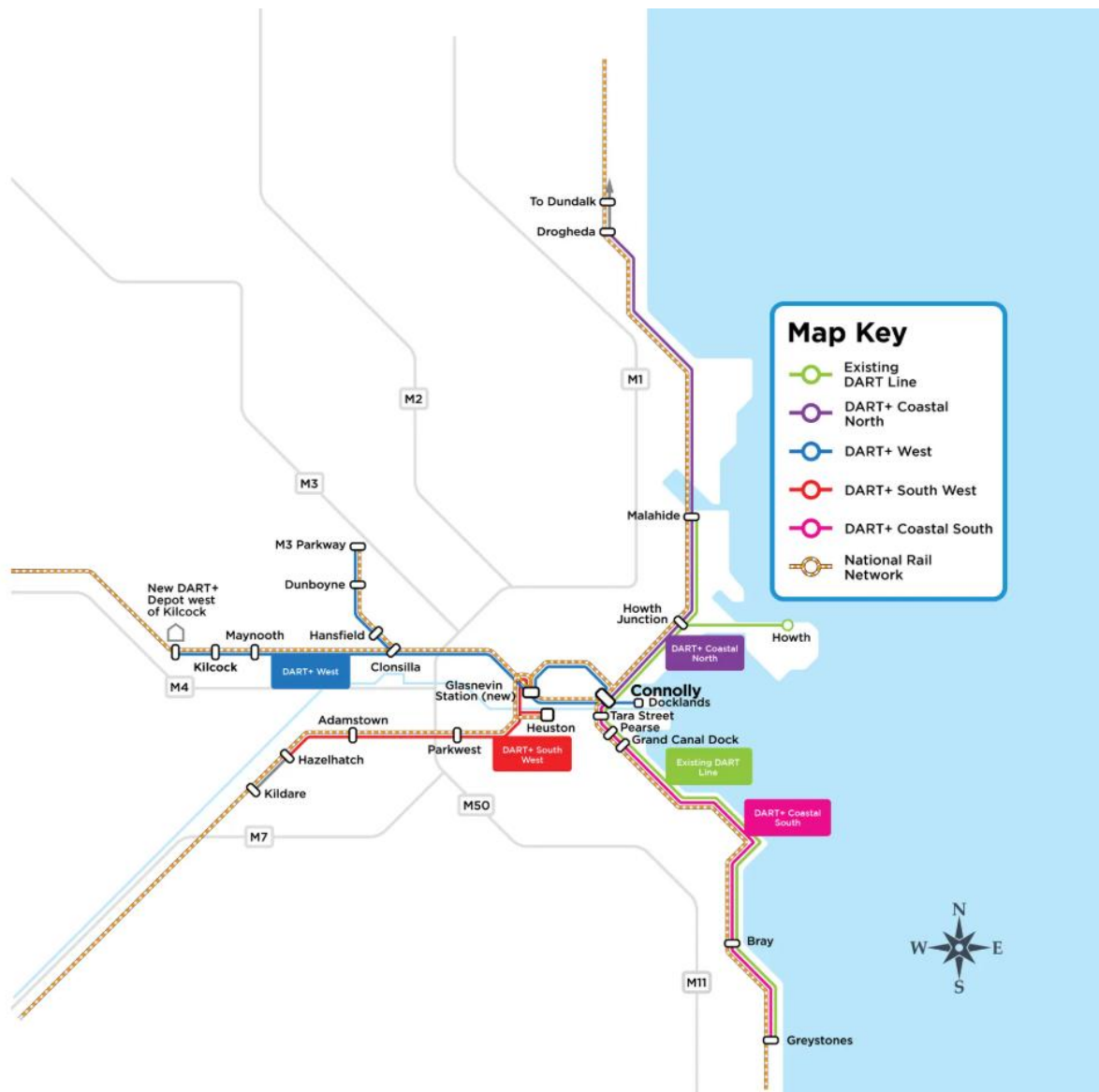


Figure 2-11 DART+ Programme Route Map (Source: [About DART+ Programme](#))

Greater Dublin Area Cycle Network

Under the Greater Dublin Area Cycle Network, a secondary (blue) cycle network moves eastward from the west of the M50 to intersect to the west of the subject site and move further south connecting into a primary route and the Grand Canal Greenway. Figure 2-12 below further illustrates the cycle network planned under the Greater Dublin Area Cycle Network Plan, for the area surrounding the Subject Site.

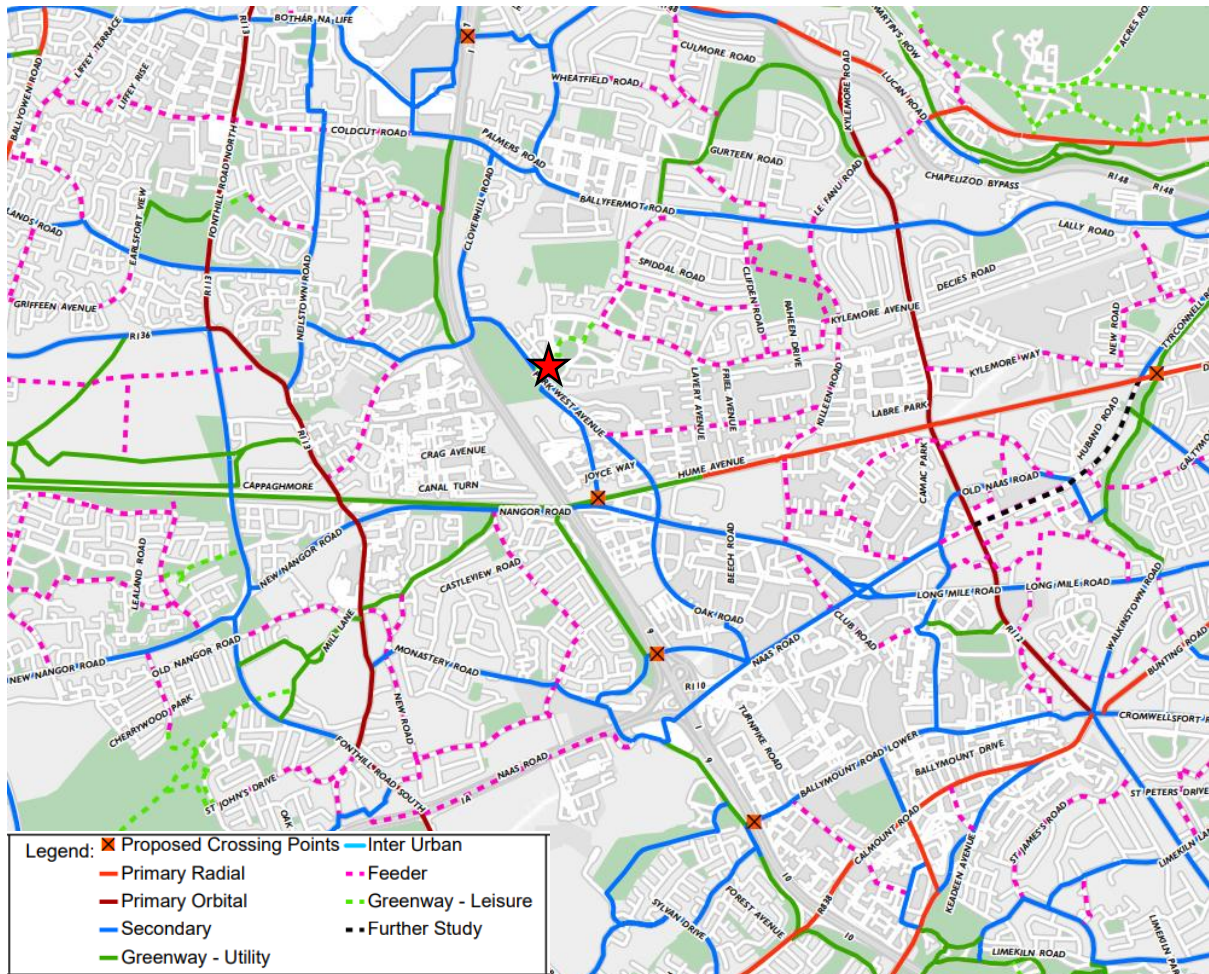


Figure 2-12 The Greater Dublin Area Cycle Network Plan – Dublin Midwest 2022 and the subject site is marked by a red star. (Source: National Transport Authority – [2022-GDA-Cycle-Network.pdf](#))

BusConnects Corridor

The Subject Site is served by the Spine / Branch Route (G1) which provides further connections to the other local, orbital, and peak time routes including the Red Line Luas at Red Cow – these routes link the Subject Site to the west of Dublin city. The G1 spine and route 60 also provide links to G2 spine and other orbital and city bound routes – connecting the Subject Site to the east of the city, including the Docklands via the city centre.

For further details on the existing Bus services, routes and Timetable along with future bus services please refer to the Appendix B of the Traffic and Transport Assessment (TTA) prepared by Waterman Moylan Consulting Engineers Limited and submitted as part of the planning documentation.



Figure 2-13 Bus Corridors under BusConnects, serving the Subject Site which has been marked by a red star (Source: busconnects.ie)

Upcoming projects

The Government's housing plan, Delivering Homes, Building Communities 2025–2030, established a €1 billion Housing Infrastructure Investment Fund (HIIF) to facilitate the delivery of key infrastructure required to unlock housing development opportunities throughout Ireland. The HIIF forms a central component of the Government's strategy to deliver 300,000 new homes by 2030 and is managed by the Housing Activation Office (HAO) within the Department of Housing, Local Government and Heritage.

As part of Call 1 of the programme, 82 infrastructure projects have been approved for inclusion in the HIIF, including a proposed link road connecting Ballyfermot Road and Park West. The delivery of this infrastructure will strengthen connectivity within the area, support sustainable transport objectives, and assist in accommodating the planned growth of the wider Park West and Cherry Orchard area, including the Cherry Orchard Point scheme.

The project will include SUDs and Active Travel infrastructure under the project name Cherry Orchard Affordable Housing Project and identifies following:

"City area benefits from UÉ upgrade and investment including the planned Greater Dublin Drainage Scheme. EirGrid's Powering Up Dublin project will increase grid capacity in the area. The area will also benefit from NTA investment in BusConnects and Active Travel and NTA & TII investment in the Luas Lucan project."

Having regard to the above, it is clear that the application site benefits from excellent public transport infrastructure that provide direct linkages to the city centre. Connectivity and the ability to integrate the proposed development with the wider Cherry Orchard community is a key principle of the urban design strategy for the scheme. The future expansion of the bus network under the BusConnects programme (Introduction of D1 and D3 services on Spine Route D) and the increased frequency and capacity of the rail services granted under the DART+ South West Project as mentioned above and as provided in Traffic and Transport Assessment prepared by Waterman Moylan Consulting Engineers, will encourage a modal shift towards more sustainable modes of transport for future residents and promote a reduction in the reliance of the private car as the principal method of transport. The design of the scheme includes the provision of additional pedestrian and cycle linkages to further encourage active travel and deliver a safe and secure environment that prioritises pedestrian and cycle mobility.

2.5 Community, Social & Cultural Infrastructure

A Community, Social and Cultural Infrastructure Audit was prepared by KPMG Planning as part of the consented Phase 1 and 2 of the Cherry Orchard Point scheme. For the purpose of the compliance with policy requirement of Dublin City Development Plan 2022-2028, an updated Community, Social and Cultural Infrastructure Audit has been prepared by KPMG Planning and is enclosed as part of this application. The Audit provides an assessment of existing community, social and cultural infrastructure within the catchment area of the application lands to identify whether the proposed development is adequately served by such uses. The Report recognises the key role that social infrastructure plays in creating successful functional neighbourhoods and how important it is to promote access to these services in order to encourage and support sustainable development.

Undertaken in accordance with the requirements and Objectives of the Dublin City Development Plan 2022-2028 together with the guidance set out in the Cultural Toolkit, the baseline analysis revealed that the application lands benefit from direct access to a range of services with 90no. facilities located within 1km Buffer from the subject site and immediately bordering the Study Area. The site's strategic location bordering the Park West Business Park, and strong public transport accessibility with direct connectivity to Dublin City centre will provide future residents with greater access to additional facilities beyond the immediate catchment area.

A summary of the existing community and social facilities and services serving the Cherry Orchard Point scheme including the Subject Site within a 1km radius have been listed in the below Table 2.1.

Table 2-1 Existing Community and Social Infrastructure Facilities Located Within the 1km Study Area of the Cherry Orchard Point Development, Including the Subject Site and Lands Immediately Bordering the Study Area.

Social Infrastructure Type	No.
Creche	10
Primary School	5
Secondary School	1
Other Education	3
Community Facilities	14
Youth Services/Centre	2
Arts and Cultural Facilities	3
Pharmacy	4
Health Centres, Doctors, and Speciality Clinics	7
Hospitals	1
Religious Institutions	8
Sports Centres, Grounds and Stadiums	32
Total Facilities	90

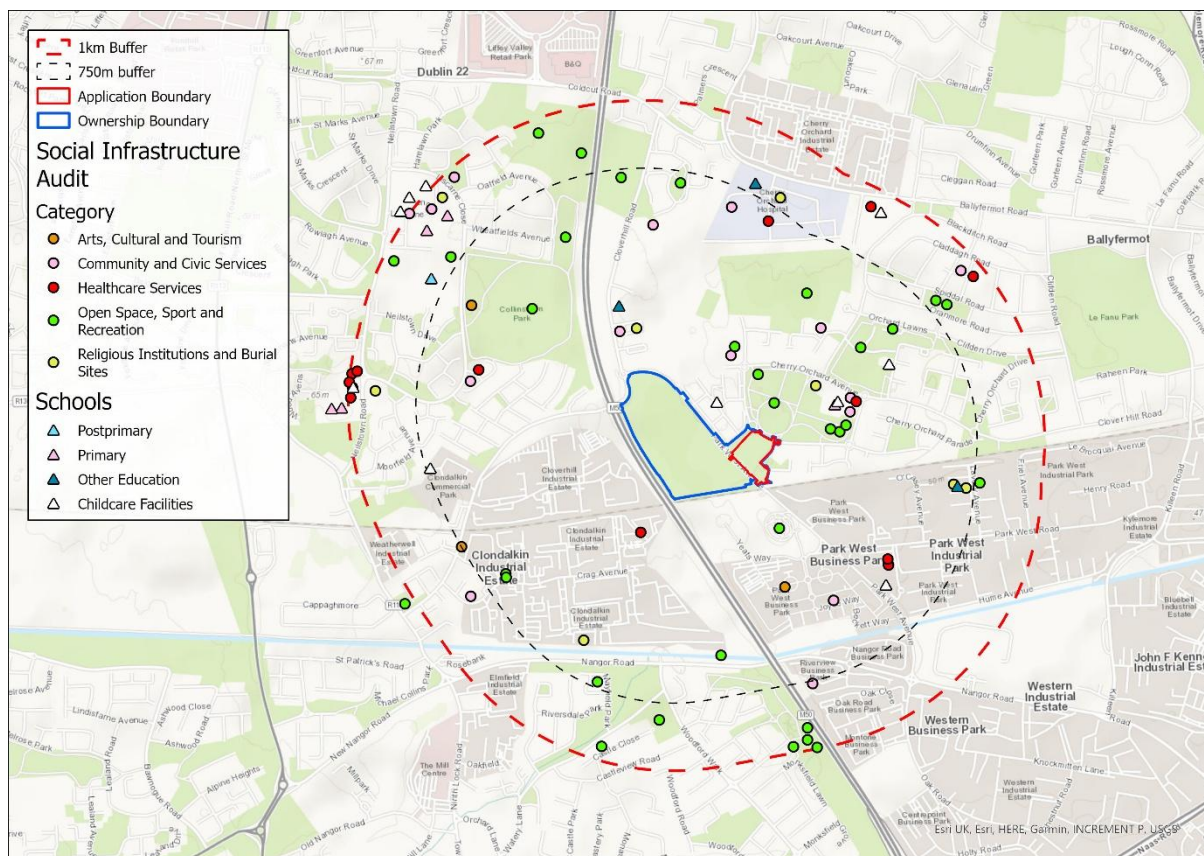


Figure 2-14 Existing Community and Social Infrastructure Facilities Located Within the 1km Study Area of the Cherry Orchard Point Development, Including the Subject Site and Lands Immediately Bordering the Study Area.

The updated Audit illustrates that the existing Community and Social Infrastructure facilities within 1km Buffer from the subject site and immediately bordering the Study Area while availability of arts and cultural facilities in this part of Dublin city is somewhat sparser than the more centrally located areas of the city, where such facilities tend to be located. However, it is noted that the subject site is well connected to central parts of the city through a variety of public transport routes / links providing direct access to such facilities for future residents of the Cherry Orchard Point scheme. The proposed development on the subject site will benefit from direct access to the community, cultural and arts uses that will be delivered under the approved Phase 1 scheme (ACP Case Ref: ABP -318607-23) and The LDA through partnership with Dublin City Council, will be progressing the delivery of athletics running track that will be provided outside the approved Phase 2 development lands but within the Cherry Orchard SDR, specifically Cherry Orchard Park. The running track is an investment and commitment to the area that will play a critical role in creating community and social cohesion within the wider Cherry Orchard Area. Refer to current Part 8 consultation process - <https://engage.dublincity.ie/en-IE/projects/cherry-orchard-park-renewal-part-8-consultation>. This consultation closed to public submissions on 28 August.

As part of this planning application, The LDA proposes to fulfil the requirement of 5% community, arts and cultural use space associated with the Cherry Orchard Point Phase 3 Planning Application (Site 5: Barnville Site) as sought under CUO25 Objective of the Dublin City Development Plan, through an off-site provision strategy. Specifically, this will involve a financial contribution to support the delivery of planned community facilities within in Cherry Orchard area in partnership with Dublin City Council, subject to agreement on scope, funding, design, public engagement, management and delivery arrangements. The proposed approach represents a strategic investment in community, recreational and cultural infrastructure, contributing to the creation of a sustainable and well-served neighbourhood

and supporting the needs of both current and future residents within Cherry Orchard and the surrounding area.

There are several reasons underpinning the LDA's proposal to provide for a composition that is exclusively "community, arts and culture" in use, in an off-site location solution considering the enhanced community, cultural and arts facilities being delivered under the approved Phase 1 scheme (ACP Ref: 318607-23) and The LDA through partnership with Dublin City Council, will also contribute to the provision of a community athletics running track approved under Phase 2 (ACP Ref: 321931-25), providing a direct response to identified local needs of dedicated 'community' facility as noted during the public consultation process.

Additionally, Dublin City Council also launched stakeholder engagement on Emerging Plan for "Cherry Orchard Park Renewal" in March-April 2026, to initiate a Part 8 proposal, in its ambition to create 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 public space. This process reflects the Council's ambition to strengthen the park's contribution to the social, recreational, and environmental wellbeing of the wider Cherry Orchard area Project: Cherry Orchard Park Renewal Dublin City Council. A park where people of all ages and abilities can explore, play, exercise and connect – now and for generations to come. [Project: Cherry Orchard Park Renewal | Dublin City Council](#)

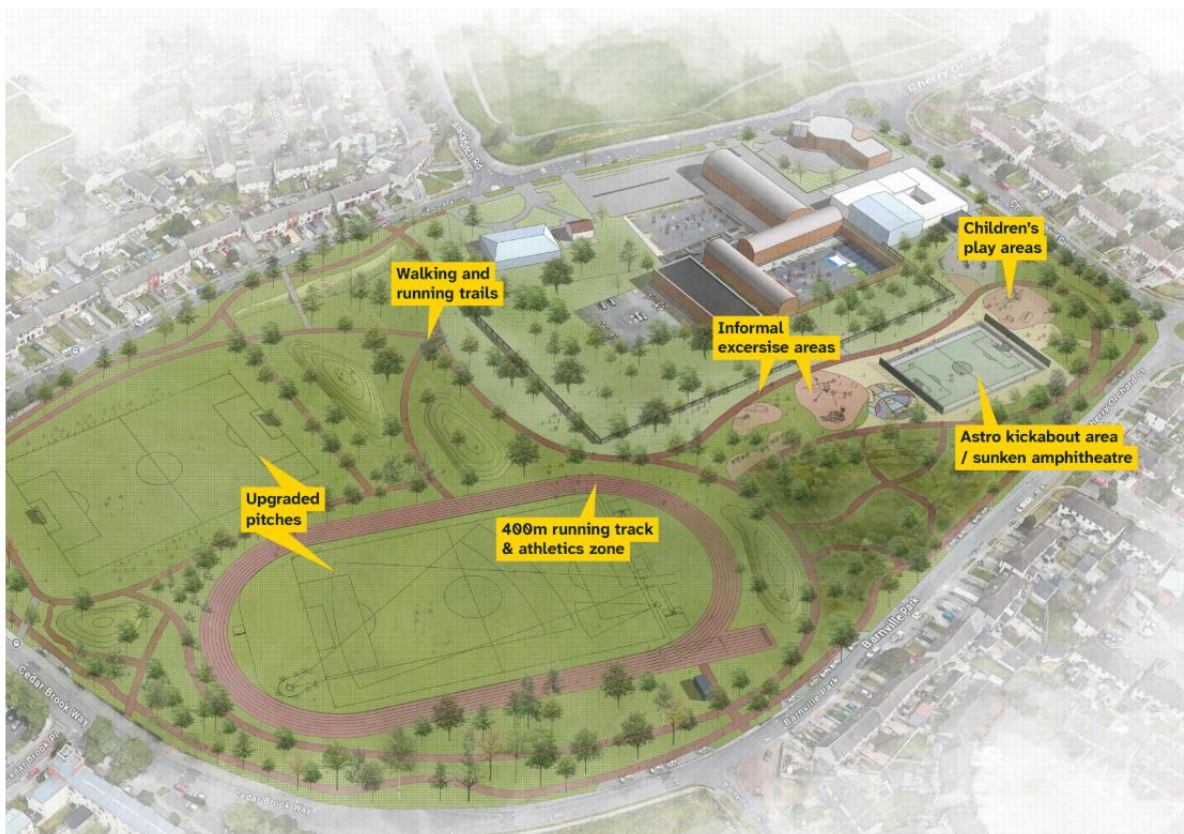


Figure 2-15 DCC Emerging Plan - Cherry Orchard Park Renewal [Project: Cherry Orchard Park Renewal | Dublin City Council](#)

In this regard, DCC has also provided a letter of confirmation in support of the proposed CAC offsite provision (Letter enclosed as part of the planning documentation).

3.0 Approved Scheme – Phase 1

The scheme approved under ACP Ref. 318607 – 23 in July 2024 principally involves the construction of a residential led mixed use development comprising 708 residential apartments consisting of 547 cost rental and 161 social/affordable units together with a convenience retail supermarket, 7 retail/commercial units and 13 community, arts and cultural spaces including external event spaces and community gardens, and a childcare facility with associated external playing space. The Phase 1 also included modest changes through the S146B process (ACP Ref: 321068-24).

The built elements of the scheme involve the construction of 9 buildings that house 16 blocks ranging in height from 4 to 15 storeys, with the majority of the blocks being 5-6 storeys. The development layout strategy of the scheme shows established and best practice principles of good quality urban design centred on creating a sustainable and well-connected community within the Cherry Orchard Area.

The design and layout of the scheme coupled with the incorporation of a variety in height, form and materials will create a distinctive character and sense of place and identity for future residents. The transition of increased height and density to the south-eastern corner of the site, adjacent to the train station, illustrates how the scheme is respectful of the prevailing and established character of the area but also delivers upon the vision of the Park West Cherry Orchard Local Area Plan 2019 and Dublin City Development Plan 2022-2028 that seek higher densities and a landmark building proximate to the station.

The scheme was approved by An Coimisiún Pleanála on 9th July 2024, subject to 24 conditions and represents Phase 1 of the wider vision for the plan led development of Sites 4 and 5 of the LAP lands within the Park West Cherry Orchard local plan area. The development, when delivered, will contribute to delivering upon the LAP's vision for Cherry Orchard, which is creating an attractive and identifiable place with a vibrant and active community.

Additionally, the construction on Phase 1 scheme at Cherry Orchard Point has already been commenced.



Figure 3-1 Layout Plan for approved Phase 1 scheme (Source: VDA/CCK)

4.0 Approved Scheme – Phase 2

The Phase 2 development is situated on a site of c.3.185 hectares located on Development Site 4 in the Park West Cherry Orchard Local Area Plan 2019, located North of Phase 1 of the development. The scheme approved under ACP Case Ref. 321931-25 in September 2025 principally involved the construction of a residential scheme comprising of 137no. residential dwellings consisting of 31no. 2-bedroom units, and 106no. 3-bedroom units through a mixture of houses, duplex units and own-door apartments, together with a new access road as approved under the Phase 1 scheme, new internal streets, landscaped public and communal open space, a new pedestrian connection to Cloverhill Road, an ESB Substation, and all associated site and development works. The scheme also involves the provision of 141no. car parking spaces (including 7no. accessible spaces and 71no. EV charging points) at curtilage and street level, and 306no. bicycle parking spaces (including 18no. visitor spaces and 7no. motorbike spaces). Off street cycle lanes will connect the development to the Rail station to the Southeast, and Cherry Orchard Park to the East.

The built elements involve the construction of both singular housing units and duplex blocks that range from 2-3 storeys. The design and layout of the scheme are structure so that the 3 storey buildings along Park West Avenue establish an appropriate urban edge to the street while providing a sensitive transition from this lower density component of the development to the medium and higher density blocks permitted in Phase 1. The internal pathways provide a direct connection to the Phase 1 scheme through dedicated public open space, resulting in a fully integrated and connected development.

Phase 2 of the development was approved by An Coimisiun Pleanála on the 22nd of September 2025, subject to 20 conditions and forms part of the wider plan-led development framework for Site 4 within the Park West Cherry Orchard LAP lands. The development contributes to delivering the LAP's vision for Cherry Orchard in creating an attractive and identifiable place with a vibrant and active community, by providing a well-integrated, lower-density residential development that compliments the higher density mixed-use development permitted under Phase 1.

The construction on Phase 2 scheme at Cherry Orchard Point has also commenced.



Figure 4-1 Layout Plan for approved Phase 2 scheme (Source: VDA/CCK)

5.0 Proposed Development

5.1 Summary Overview

The proposed development will consist of the construction of a residential led mixed-use scheme containing 312no. residential apartments comprising 244no. cost rental and 68no. social units, 8no. local retail and commercial units, landscaped public and communal open space. The proposed development includes a new principal access via Barnville Park to the south, providing entry to an internal undercroft parking court, upgraded pedestrian and cycle footpaths, Barnville link connecting the Park West Avenue and Cherry Orchard railway station and all associated site and development works. The proposed development represents Phase 3 of the overall planned development at Cherry Orchard Point scheme for Development Sites 4 and 5 of the LAP lands. Phase 1 of the overall planned development was granted permission in July 2024 (ACP Case Ref: 318607-23) and Phase 2 was granted in September 2025 (ACP Case Ref: 321931-25). The proposed development comprises the works to be undertaken on Development Site 5: Barnville, which forms the subject of this planning application.

The proposed development (Total GFA of c. 28413 sq.m) involves construction of 312no. residential apartments (c. 24556 sq.m), across 7 core blocks consisting of 4 to 10 floors, comprising 16no. studio units, 146no. one-bed units, 139no. two-bed units (15no. two-bed three-person and 124no. two-bed four person), 9 no. 3-bed units (9no. three-bed five-person) and 2no. 4-bed units (2no. four-bed seven-person) together with 8no. Local Retail and Commercial units (c. 1441 sq.m GFA), and all ancillary and sundry accommodation (c. 2,416sq.m total GFA). The proposed development also includes the provision of landscaped public open spaces of c.1691 sq.m. and Communal open space of c. 2390 sq.m. The communal open space has been designed to provide a high-quality amenity area, incorporating a community garden with seating, play and fitness facilities, and associated landscaping. The scheme also provides private open space for all residential units.

The proposed development will involve the provision of car parking (including accessible and EV car parking spaces), car sharing spaces, bicycle parking spaces, motorbike spaces and loading bays. The scheme includes a Barnville link to the south of the site connecting Barnville Park with Park West Avenue and providing direct pedestrian access to the railway station, along with overall 4no. pedestrian crossing points connecting Park West Avenue, Barnville Park and New Cherry Orchard Park.

The development will also provide for all associated ancillary site development infrastructure including site clearance, boundary treatment, associated public lighting, internal roads and pathways, substations, switch room, water tank rooms, storage room, meter room, sprinkler tank room, bin storage, bicycle stores, hard and soft landscaping, play equipment, boundary walls, attenuation area, green and blue roof systems, photovoltaic panels and all associated works and infrastructure to facilitate the development including connection to foul and surface water drainage and water supply.

Refer to the enclosed statutory notices for a full description of development as part of this planning application.

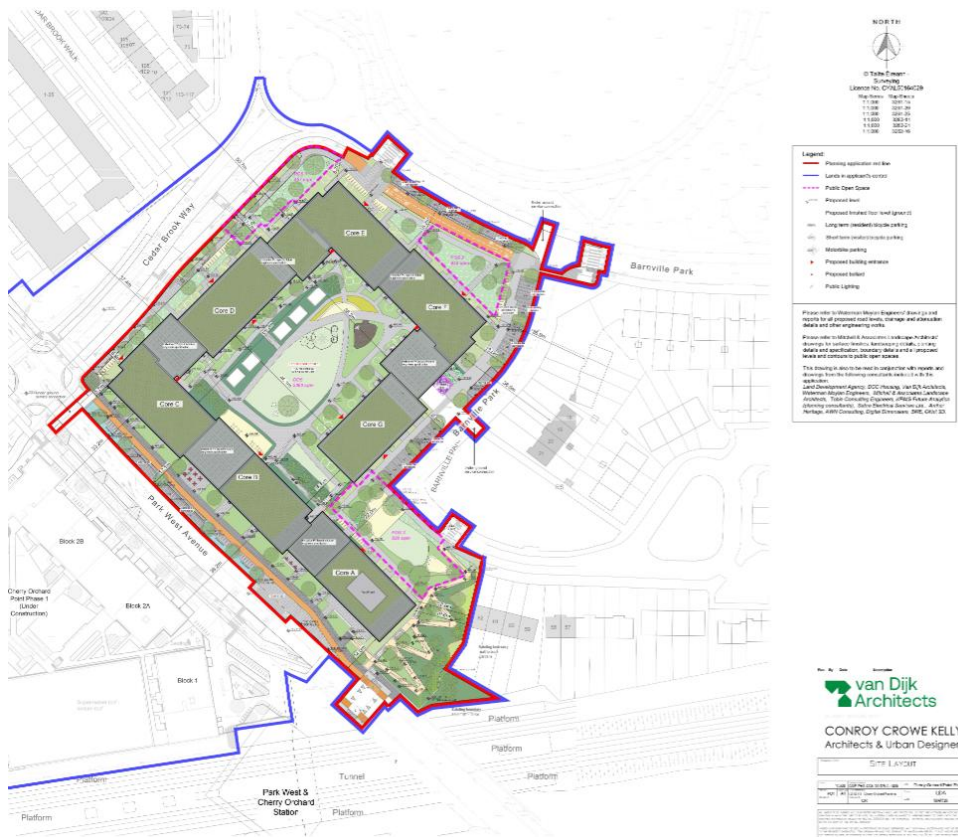


Figure 5-1 Proposed Site Layout Plan (Source: VDA/CCK)

Figure 5.1 above presents a visual representation of the proposed scheme, demonstrating how the development constitutes a coherent and logical response to the Site5: Barnville site, within a strategic and highly accessible location from Park West and Cherry Orchard railway station towards the south and Cherry Orchard Park on the east. A summary of the key development statistics is provided in the table below.

Table 5-1 Key Development Statistics

KEY DEVELOPMENT STATISTICS	
Site Area	1.72 Ha
Gross Floor Area (Residential)	24556 sq.m
Gross Floor Area (Non-Residential)	1441 sq.m
Gross Floor Area (Sundry & Ancillary)	2,416 sq.m
Gross Density (Units/Ha)	181.4
Plot Ratio	1.65
Site Coverage	52%
No. of Floors (range)	4-10 floors
Total No. of units	312
OPEN SPACE	
Public Open Space	1691
Communal Amenity Open Space	2390
RESIDENTIAL	
Apartments	312
Cost Rental Apartments	244
Social apartments	68
NON-RESIDENTIAL	
Local Retail and Commercial	1441
PARKING	
Car Parking Provision	156 (including EV spaces, accessible spaces)
Bicycle Parking	658 no. spaces
Motorbike Parking	8no. spaces

The proposed development represents Phase 3 of the wider vision for the plan led redevelopment of Sites 5 of the LAP lands. The proposed development will contribute to delivering upon the LAP's vision for Cherry Orchard in creating an attractive and identifiable place with a vibrant and active community. The scheme has the potential to act as a catalyst to kick-start the regeneration of the wider area and revitalise underutilised lands through the implementation of a fully integrated and sustainable development.

5.2 Residential Development

The residential component of Phase 3 of the proposed development will comprise 312 no. apartments, including 244 no. cost rental units and 68 no. social units. The tenure mix has been carefully structured, with social and affordable housing accommodated within dedicated blocks distributed throughout the scheme. This approach supports the delivery of a balanced and socially integrated community, while also facilitating efficient and effective management by the Local Authority.

In accordance with the objectives of the Local Area Plan (LAP), the design and layout of the scheme have been strategically developed to position higher-density development in proximity to key movement corridors, including the junction of Cedar Brook Way and Park West Avenue, and in tandem with mixed-use blocks located adjacent to a high-frequency, high-capacity public transport node. In particular, the south-western portion of the site, adjoining Park West and Cherry Orchard rail station, accommodates these higher-density elements, establishing a strong focal point and destination within the wider Cherry Orchard area. This approach maximises the benefits of existing and planned public transport infrastructure and promotes the efficient use of strategically located lands.



Figure 5-2 Artist's impression of Cherry Orchard Point Development in context proposed scheme (Source: VDA / CCK Architectural Design Statement)

The detailed unit mix of these units is provided in the table below.

Table 5-2 Proposed Mix of Uses and Units

Apartment Block	No. of Storeys	Unit Type						Units	Total Floor Area (sq.m)	Residential (sq.m)
		Studio	1Bed	2Bed (3p)	2Bed (4p)	3Bed (5p)	4Bed (7p)			
Core A	3 to 6	4	30	0	10	0	0	44	3904	3107
Core B	3 to 6	4	27	0	8	0	0	39	3757	2856
Core C	3 to 9	3	23	0	35	0	0	61	5791	5009
Core D	6	0	27	9	11	0	1	48	3930	3632
Core E	4 to 7	3	24	0	33	0	0	60	5069	4662
Core F	3 to 5	2	11	0	27	0	0	40	3682	3280
Core G	4	0	4	6	0	9	1	20	2280	2010
Total								312	28413	24556

The need for additional housing to be targeted towards serviced lands, within the built footprint of Dublin City, in tandem with other uses in order achieve compact urban growth and accommodate rising demand is widely supported at national, regional, and local planning policy level. Section 2.2.1 of the Development Plan sets out the population growth pattern for the county noting that:

“The population of Dublin City has increased on average by approximately 5% each intercensal period between 2006 -2016. The 2006 Census recorded a population figure of 506,211, rising to a recorded population figure of 527, 612 (+ 4.2 %) in 2011 with a recorded population figure of 554,554 (+5%) in Census 2016.”

The Plan further notes that the population estimate in 2021 for the Dublin Region was 1,430,000 persons with Dublin City accounting for 42% of the total population of the country. The Census 2022 results revealed that Dublin’s population in fact grew to 1,458,154 which further highlights the need to provide much needed housing to accommodate this growth.

As a result of the high population growth being experienced in the City, housing demand will continue to increase, further strengthening the need to provide appropriately scaled housing on serviced and development ready lands. The proposed development has been designed to provide much needed affordable housing of varying sizes and typologies in close proximity to existing services and amenities.

The scheme is carefully designed to accommodate a wide range of unit types with inclusion of two and three bed units aimed to facilitate to a wide ranging demographic including an ageing population cohort that may be seeking to downsize and age in place.

To achieve the ambitious compact development targets set out in the NPF for at least 50% of all new homes to be delivered within or contiguous to the existing built-up area in Dublin and 30% in other settlements, it is crucial that the Commission supports the delivery of housing at locations such as the subject site. The continuum of affordable housing options will result in a fully inclusive development that will create a multi-generational and sustainable community within the Cherry Orchard Area.

5.3 Local Retail and Commercial uses

The non-residential component of the proposed development comprises an enhanced provision of 8no. local retail and commercial floorspace (1441 sq.m GFA). The approach adopted is consistent in the earlier consented phases, as these uses are strategically located along Park West Avenue to support the creation of an active and vibrant streetscape. The proposed retail and commercial units are

accommodated within Cores A, B and C, in close proximity to Park West & Cherry Orchard Railway Station, thereby benefiting from excellent accessibility and visibility. In alignment with the LAP, the local retail and commercial units will be accessible from the street level at Park West Avenue. Figure 5.3 illustrates the location of the retail and commercial core within the application site and its wider context.

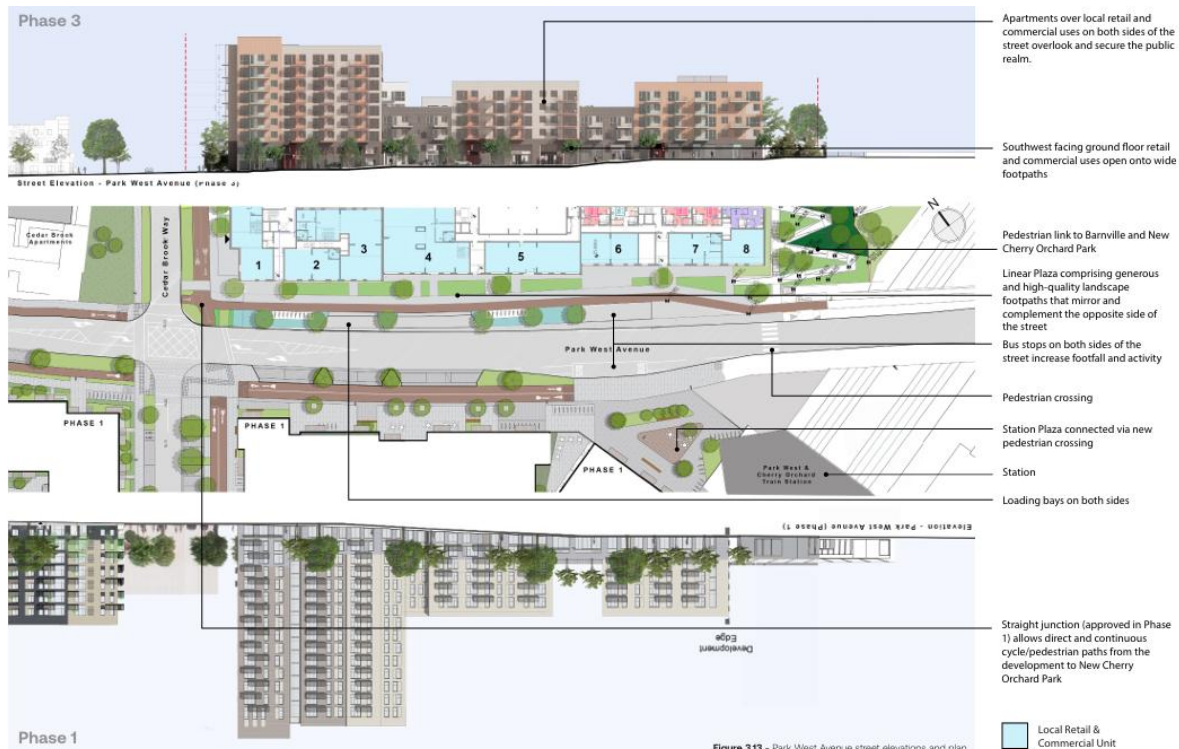


Figure 5-3 Location of Local retail and commercial (Source: VDA / CCK Architectural Design Statement)

Table 5-3 Detail of Local Retail and Commercial units

Unit	Location	Area (sq.m)
Local retail/Commercial Unit 1	Core C	150
Local retail/Commercial Unit 2	Core C	102
Local retail/Commercial Unit 3	Core C	227
Local retail/Commercial Unit 4	Core B	308
Local retail/Commercial Unit 5	Core B	362
Local retail/Commercial Unit 6	Core A	127
Local retail/Commercial Unit 7	Core A	91
Local retail/Commercial Unit 8	Core A	74
Total		1441

The subject site is located within SDRA 4 – Park West / Cherry Orchard as designated in the Dublin City Development Plan 2022-2028, a key objective of which is the delivery of compact growth and the promotion of sustainable development aligned with the principles of the 15-minute city concept. In designating lands as Strategic Development Regeneration Areas, the Plan recognises their capability

of delivering significant quantities of homes and employment for the city. A key component in achieving this objective is the development of retail / commercial uses in tandem with new residential communities. This LAP provides vision for the subject area which incorporates the requirements for providing a safe and vibrant mixed-use environment, combined with the provision of a local retail and commercial facilities for the area (with specific development objectives for the subject site).

During the non-statutory public consultation that was undertaken in preparation of this application, a common theme that emerged was regarding the need for a range of day-to-day services within the area, including a GP practice, medical centre, pharmacy, and general shops, within the Cherry Orchard area, particularly general shops. The proposed retail and commercial component of the scheme is considered a significant enhancement to the overall Cherry Orchard Point development and will complement the facilities being delivered as part of the previously consented Phases 1 and 2. The provision of local retail and commercial units within Phase 3 will contribute to the establishment of a vibrant neighbourhood and commercial hub, supporting day-to-day needs and fostering a sustainable, mixed-use community. This element of the development represents an integral component of a fully functioning neighbourhood and is fully aligned with the land-use strategy and objectives set out in the LAP.



Figure 5-4 CGI with view of the Proposed scheme showing Local retail and commercial units accessible at street level (Source: VDA / CCK Architectural Design Statement)

The LAP requires that specific uses be defined for all ground floor retail units at certain locations within the LAP lands and that such units are required to be fitted out to a specification that facilitates turnkey letting. However, it is considered that imposing such a requirement at this stage would be premature, given that end users cannot be secured until planning permission has been granted and that individual occupiers will have varying operational and fit-out requirements depending on their specific use. Accordingly, the proposed development incorporates an appropriate degree of flexibility in the

description of these units for planning purposes, and they are therefore presented as 'Local Retail and Commercial' uses.

The proposed layout has been developed through an iterative design process that has carefully considered planning requirements, public consultation feedback, the significant retail provision already permitted as part of the consented Phase 1 development within the wider Cherry Orchard Point scheme, and the competitive retail environment of the catchment area. This wider retail context has been comprehensively assessed through the Retail Impact Statement (RIS) prepared for the consented Phase 1 at Cherry Orchard Point (ABP-318607-23) which covered Phases 1, 2 and 3 of the Cherry Orchard Point development.

Accordingly, the local retail and commercial floorspace proposed as part of this application has been designed to ensure that the scale, nature and form of development are appropriate to the location, while supporting the creation of a sustainable and well-serviced community.

The proposed development is intended to be delivered as a single phase. However, it is submitted that the full details of the proposed end users, detailed design, internal layout, signage and finishes of the local retail and commercial units shall be submitted for written agreement of the Planning Authority.

However, in this regard, the Commission is requested to recognise that, within the context of the overall Cherry Orchard Point development, the delivery of the local retail and commercial units with complete fitout arrangements, should not be tied to the occupancy of the residential units. Such a restriction would not adequately reflect current regional and local market conditions, which continue to experience uncertainty and volatility, and could result in prolonged commercial vacancy. This is particularly relevant given that a significant quantum of retail and commercial floorspace is already being delivered as part of the consented Phase 1 development within the wider Cherry Orchard Point scheme.

Furthermore, the proposed approach is consistent with the development objectives for Site 5 as set out in the Park West Cherry Orchard Local Area Plan, which states:

"This site shall provide for predominantly residential development along with some element of commercial and retail uses to serve local needs, along with potential for flexible live work units."

Accordingly, the LAP seeks the provision of retail and commercial uses to meet local needs but does not prescribe a requirement linking their delivery or operation to residential occupancy thresholds.

5.4 Community, Arts & Cultural Uses

This Section of the Report sets out the proposed strategy for the delivery of Community, and Arts / Cultural Uses intended to serve the proposed development (Phase 3) and also reflects on the provision already made in the earlier consented phases of the Cherry Orchard Point scheme that serves the wider Cherry Orchard Community.

The Policy Objective CUO25 of the Development Plan requires that:

All new regeneration areas (SDRAs) and large-scale developments above 10,000 sq.m in total area must provide at a minimum for 5% community, arts and culture spaces including exhibition, performance, and artist workspaces predominantly internal floorspace as part of their development at the design stage. The option of relocating a portion (no more than half of this figure) of this to a site immediately adjacent to the area can be accommodated*

where it is demonstrated to be the better outcome and that it can be a contribution to an existing project in the immediate vicinity. The balance of space between cultural and community use can be decided at application stage from an evidence base/audit of the area. Such spaces must be designed to meet the identified need.

**Such developments shall incorporate both cultural/arts and community uses individually or in combination unless there is an evidence based to justify the 5% going to one sector.*

Policy Objective CUO25 notes that the balance of space between community and cultural uses can be decided at application stage from an evidenced based audit of the area and should be designed to meet identified need and should be predominantly internal. Developments are permitted to deliver the 5% requirement in one sector where there is a demonstrable need and justification in doing so.

The *Building Culture* Cultural Infrastructure Toolkit was published by Dublin City Council in 2024, as an aide to navigating Chapter 12 (Culture) of the Dublin City Council Development Plan 2022-2028 and to assist future applicants to navigate and demonstrate compliance with the requirements to provide community / arts / cultural spaces as part of large scale development proposals. The Toolkit sets out a requirement to work collaboratively with and seek advice from the Dublin City Council Arts Office, prior to commencing the detailed design stage of a scheme. The Toolkit also requires that a Cultural Infrastructure Audit be undertaken to ensure that the development of cultural infrastructure meets a genuine need and does not displace existing provision. The Audit should be a component of a broader Cultural Infrastructure Assessment (CIA), used to inform and develop design proposals.

While the intent of the Toolkit is to guide the delivery of cultural infrastructure throughout the City, the Development Plan (specifically objective CUO25) and the Toolkit recognise that cultural infrastructure is often best delivered alongside associated community uses, particularly in existing residential areas and development. The Toolkit further states that while the priority of uses would be to provide for cultural uses, in some cases, where the Social Infrastructure Audit demonstrates a requirement for overriding community need, a larger proportion of community uses may be acceptable.

Section 4 of Guidance Note 1 of the Toolkit provides direction on identifying the appropriate provision of potential uses and notes how the Development Plan recognises that cultural infrastructure is best delivered in tandem with community uses, particularly in established residential areas such as Cherry Orchard.

In this regard, it is considered essential that community, arts and cultural uses are provided to complement the facilities approved within the earlier consented phases of the Cherry Orchard Point scheme. This will ensure that these facilities can function successfully and integrate symbiotically with the wider community spaces, rather than being delivered solely to satisfy development threshold requirements.

Proposed Cherry Orchard Point Phase 3

Cherry Orchard Point Phase 3 – Subject of Planning application (Part 10 Consent)

Figure 5.5 below provides a visual representation of the proposed scheme, which comprises 312no. residential units, together with local retail and commercial uses.

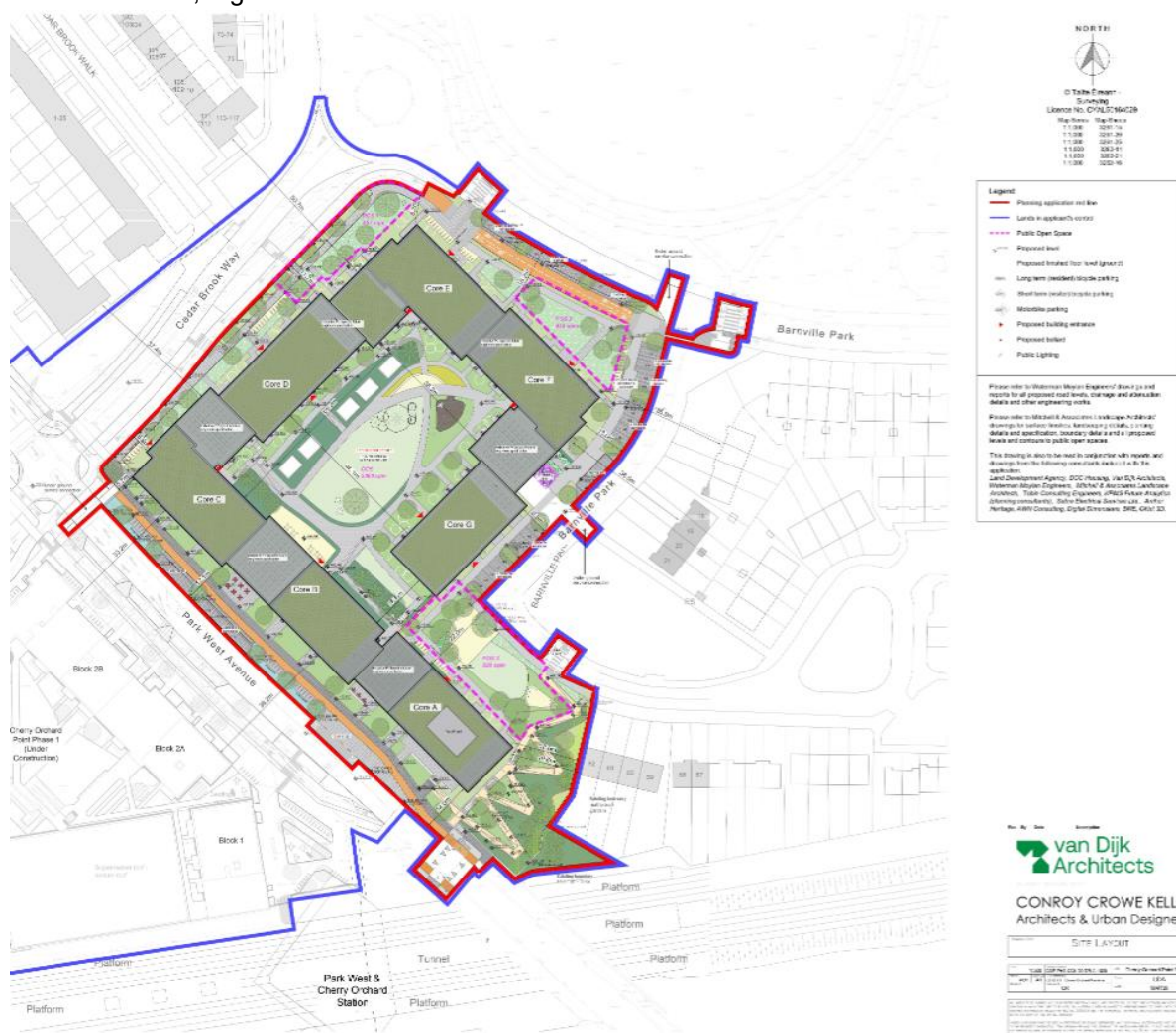


Figure 5-5 Proposed Site Layout Plan (Source: VDA/CCK)

Section 2 of Guidance Note 1, *Building Culture: Culture Infrastructure Toolkit*, also provides clarification regarding the off-site provision or relocation of the required 5% cultural infrastructure provision.

“No more than half of the provision can be relocated to a site “immediately adjacent to the area.” Please note that delivering the 5% provision within the overall SDRAs lands for applications falling inside SDRAs meets the criteria of CUO25.”

The LDA, in partnership with Dublin City Council, as applicant have engaged extensively with the Cherry Orchard community, through the consultation 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 need to provide facilities that provides benefits to wider community both existing and future across the board in the Cherry Orchard Area.

The proposed development is anticipated to generate a requirement of approximately 950 sq.m. Dublin City Council confirms its agreement in principle with the proposed 5% off-site community, arts and cultural provision strategy for Cherry Orchard Point Phase 3, recognising the development's role within the wider multi-phase regeneration of Cherry Orchard Point. Having regard to Policy CUO25, the Park West-Cherry Orchard LAP, and the coordinated delivery of community infrastructure across Phases 1, 2 and 3, the Council is satisfied that 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 SDR. The detailed form, location and delivery mechanism will be the subject of ongoing engagement between the Land Development Agency and Dublin City Council. Subject to appropriate securing arrangements and supporting planning documentation, Dublin City Council has no objection in principle to the proposed approach, which is considered capable of delivering meaningful and long-term benefits for existing and future residents while supporting the wider regeneration and placemaking objectives of the area. A letter of confirmation from Dublin City Council is enclosed with the planning documentation.

5.4.1 Rationale for Off-site provision of the required Community and Arts/Cultural uses in Phase 3

This section sets out the planning and design rationale supporting the off-site provision of the required Community and Arts/Cultural uses associated with Phase 3. It demonstrates how the proposed approach will meet the objectives of the City Development Plan and other broader placemaking objectives, while ensuring that the required community, cultural and arts infrastructure is delivered in an appropriate, accessible and sustainable manner within the wider Cherry Orchard Point development. Having regard to the following:

Community, Social and Cultural Infrastructure Audit

The findings of the Community, Social and Cultural Infrastructure Audit submitted as part of the consented Phase 1 and 3 planning application and the current Phase 3 planning application.

Existing CAC provision in Cherry Orchard Point Phase 1 – July 2024 Part 10 Approved Scheme

The LDA and project Design Team undertook a comprehensive Community, Social and Cultural Infrastructure Audit (KPMG Future Analytics, 2023) of the community and submitted this as part of the Phase 1 planning application, as consented by An Bord Pleanála.

In line with City Plan Objective CUO25, the scheme under Phase 1 (also accounting for modest changes through the S146B process) included the provision of community and arts / cultural uses across a mixture of internal and external uses. The scheme provides for a total of c. 2,380 sq. m. of such community and art / cultural uses, which consists of around 5% of the total net residential area of c. 47,237 sq. m. When COP Phase 1 was assessed by (then) ABP, the Toolkit was not in circulation and was published later in 2024.

The community and art / cultural uses in consented Phase 1 are dispersed throughout a number of blocks at ground floor level and have predominantly been targeted towards the centre of the application lands to provide the heartbeat to the development. The figure below illustrates the location of these uses throughout the scheme.



Figure 5-6 Layout Plan (as consented) under Phase 1 (Source: VDA/CCK).

The Community, Social and Cultural Infrastructure Audit carried out under Phase 1 observed a need for a wide range of services within the area, noting an existing under provision across the board. As a result, the layout and form of such uses in the consented scheme, was kept relatively flexible to cater to the changing needs and demands of the area. The table below provides a locational breakdown of the uses across the Phase 1 lands.

Table 5-4 Composition of Phase 1 development community and art / cultural spaces

Use Type	Location	Area (in sq. m.)
Community & Art / Cultural	Block 2B	127
Community & Art / Cultural	Block 3	424
Community & Art / Cultural	Block 6	289
Community & Art / Cultural	Block 7	353
Community Garden and External Events Space	Neighbourhood Park	1187
Total		2,380

The strategy relating to the delivery of community and arts / cultural uses has also had regard to the extensive public consultation that was carried out under the Phase 1 project to understand the needs of the existing community within Cherry Orchard. It was apparent that there is a general consensus

among the local community of a need for community spaces that can accommodate a broad range of activities for young and old alike, and where the internal spaces could be used as multi-use community halls / meeting rooms, youth cafes, event space, artist studios, dance halls and technical workshop spaces.

The development proposed in the Phase 1 application was granted planning permission by An Coimisiún Pleanála under Part X, Section 175 of the Planning and Development Act 2000 (as amended) on 09 July 2024, and subject to 24no. conditions.

Of relevance to the present topic, one of the conditions (condition no. 9a & 9b) requires that:

*“(a) Prior to the completion of Phase 1A of the development hereby permitted, the permitted supermarket, retail/commercial units, and **community, arts and cultural spaces shall be fully fitted out and suitable for immediate occupation and operation...***

*(b) Prior to the completion of Phase 1B of the development hereby permitted, the permitted creche and **community, arts and cultural spaces shall be fully fitted out and suitable for immediate occupation and operation.**”*

[emphasis added]

Of relevance to the present topic, inspector’s assessment on the proposed CAC is outlined below: Section 7.7.5:

I note that condition 9 of the Board Order with reference to the permitted scheme to the south (ABP-318607-23) refers, specifically, that prior to the completion of Phase 1B, the creche and community, arts and cultural spaces shall be fully fitted out and suitable for immediate occupation and operation. This has relevance to the subject application, that forms a logical part of the already permitted scheme to the south and I am satisfied that the requirements of CUO25 will be adequately met. If necessary a suitably worded condition with reference to phasing could be attached. However, I am satisfied that in this instance, given the quantum of development proposed and that the promoter of the development is the Council via the LDA itself, the delivery of the community, arts and cultural spaces requirement has already been met.

It is therefore noted that a substantial quantum of community, arts and cultural space, both internal and external, together with a crèche, retail and commercial uses, will be delivered as part of the approved Phase 1 development which is currently under construction at Cherry Orchard Point, in advance of Phase 3, which is the subject of the current application and will benefit from these established amenities and services.

Offsite CAC provision as approved for Cherry Orchard Point Phase 2 – September 2025

Figure 5.7 below shows the red line extent for the Phase 2 planning application, together with the blue line demarcating the Dublin City Council-owned (DCC) lands in near proximity.



Figure 5-7 Planning application area (red line) for Phase 2. The blue line shown demarcates lands in the ownership of Dublin City Council in close proximity.

Figure 5.8 overleaf presents a Site layout plan for the Phase 2 planning application, shown in composite with the development proposed within the Phase 1 project.



Figure 5-8 Layout plan for COP Phase 2, shown in composite with the development proposals for COP Phase 1 (Source: VDA/CCK).

Phase 2 of the scheme involves the construction of a residential scheme consisting of 137no. units (31no. two-bed units and 106no. three-bed units) ranging in height from two to three storeys. The proposed development also included the provision of landscaped public open space of 2,133sq. m alongside c0.205 ha of the Neighbourhood Park that was approved as part of the Phase 1.

The Community Social and Cultural Infrastructure Audit, submitted as part of Phase 1 was revisited in July 2024 for Phase 2, to re-confirm its currency, with no material changes in local provision identified.

DCC Cultural infrastructural Toolkit was launched in 2024, and an extensive engagement with the community was undertaken for the Cherry Orchard Point Phase 2 scheme and it revealed that there was an overwhelming preference for community uses to be delivered to serve the existing and future residents within the Cherry Orchard community. Given the impractical locational context of the Phase 2 lands when considered in isolation, and similarly, the manner in which community/arts/cultural uses within a viable Phase 2 layout could practically be realised, coupled with the extensive provision of flexible community / cultural space in the Phase 1 scheme, it was considered, and agreed with the Planning Department in Dublin City Council (DCC), that offsite provision is the most appropriate option for complying with the requirements of Policy Objective CUO25 of the Development Plan. A letter of confirmation was also submitted as part of the planning documentation for consented Phase 2.

Dublin City Council is committed to delivering an Athletics Running Track, as shown below, within the Cherry Orchard Area to serve the proposed development and the wider community.



Figure 5-9 Location for running track (Source: Page. 4 Cherry Orchard Park Concept Plan Dublin City Council)

The aforesaid strategy was considered by ABP (now ACP) and the Phase 2 application was granted planning permission under Part X, Section 175 of the Planning and Development Act 2000 (as amended) on 22 September 2025.

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. [Project: Cherry Orchard Park Renewal | Dublin City Council](#)

Cherry Orchard Park Renewal

Dublin City Council also launched stakeholder engagement on Emerging Plan for “Cherry Orchard Park Renewal” in March-April 2026, to initiate a Part 8 proposal, in its ambition to create 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 public space. This process reflects the Council’s ambition to strengthen the park’s contribution to the social, recreational, and environmental wellbeing of the wider Cherry Orchard area [Project: Cherry Orchard Park Renewal | Dublin City Council](#). The Council has also provided an indicative timeline for the delivery of the project (See Figure 5.10).

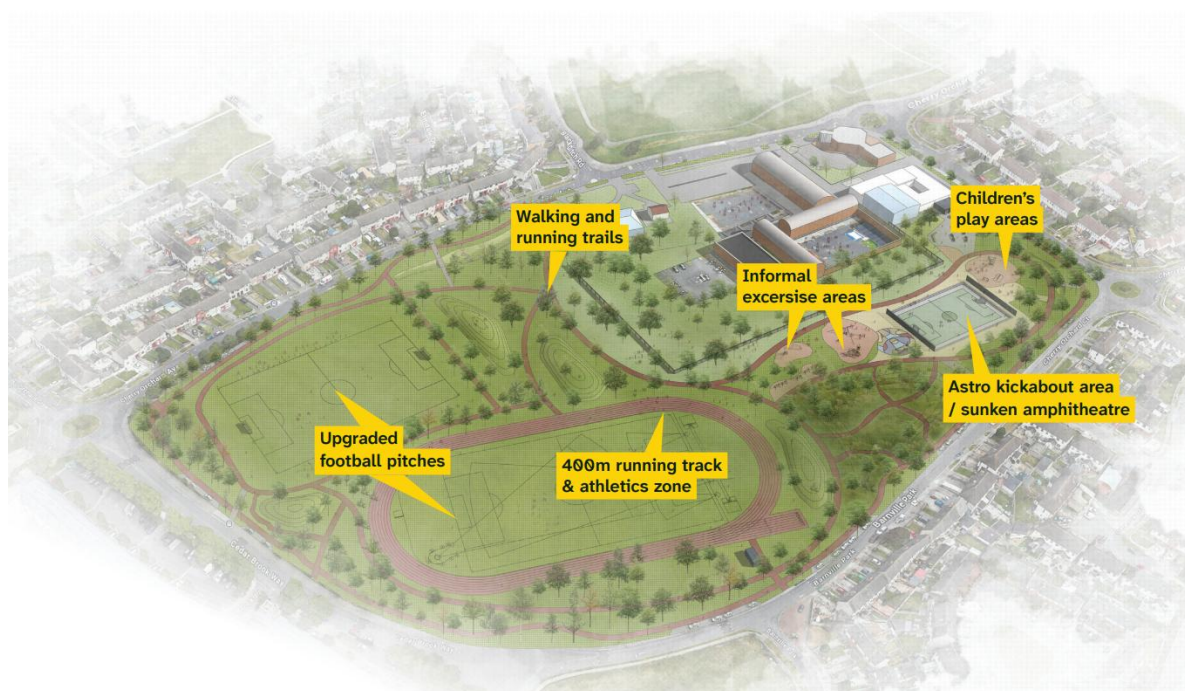


Figure 5-10 Proposed Aerial View of Cherry Orchard Park (Source: [Project: Cherry Orchard Park Renewal | Dublin City Council](#))

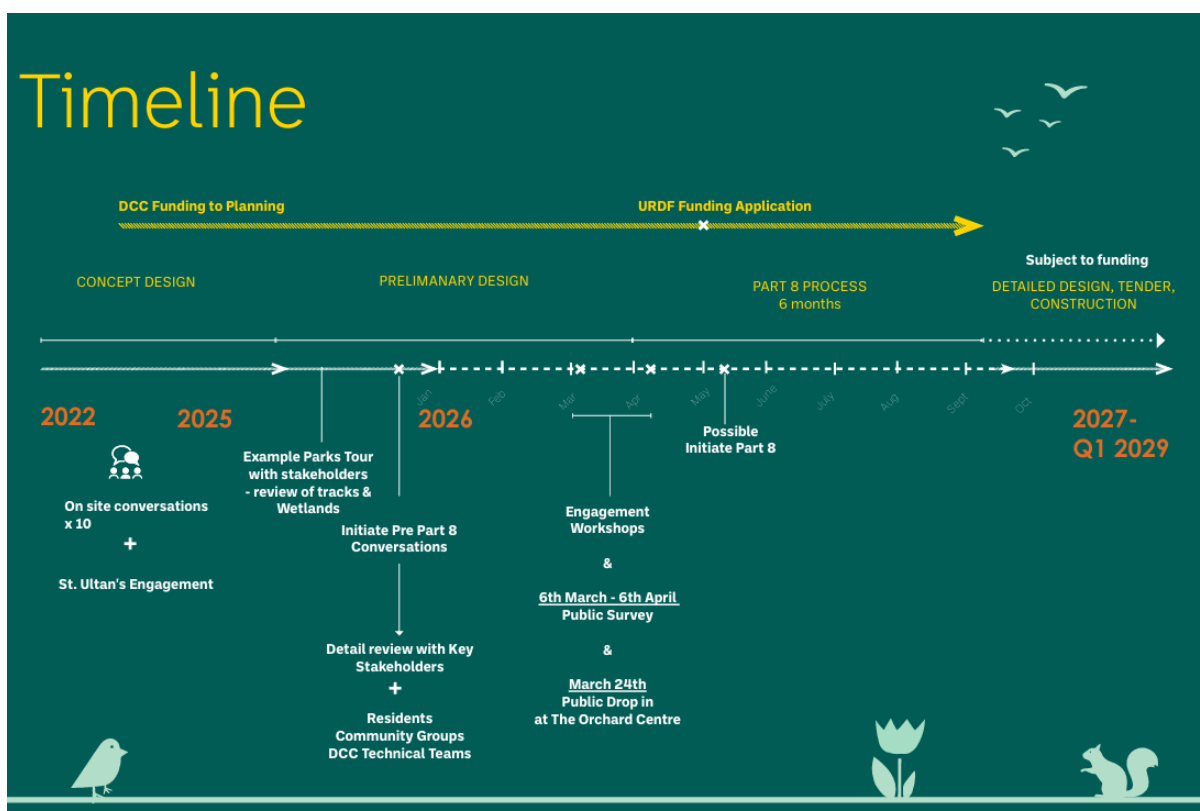


Figure 5-11 Indicative timeline for delivery of Cherry Orchard Park (Source: [Project: Cherry Orchard Park Renewal | Dublin City Council](#))

The Cherry Orchard Point multi-phase development presents a unique opportunity for The Land Development Agency (LDA) to deliver lasting community benefits to the wider Cherry Orchard area through a ring-fenced financial contribution. In partnership with Dublin City Council, the proposed off-site approach would facilitate the timely provision of community infrastructure, ensuring that investment arising from the development directly supports the social, cultural and recreational needs of existing and future residents while contributing to the long-term sustainable regeneration of the area. Letter of confirmation from DCC is enclosed as part of planning documentation.

Amended Draft Planning Design Standards for Apartments National Planning Statement, 2026

The *Design Standards for Apartments, Guidelines for Planning Authorities (2025)*, together with the emerging direction as set out in Amended Draft Planning Design Standards for Apartments National Planning Statement, 2026, also recognises that **Communal, Community, and Cultural Facilities** may be provided in apartment schemes, particularly in larger developments. Facilities may also extend to community rooms, gyms, or studios that may be open to non-residents. However, there is also a need to consider significant implications on the viability of the development and in terms of maintenance costs and the requirement for community and cultural facilities may not applied on a blanket or threshold basis. The consultation period for Amended Draft Planning Design Standards for Apartments National Planning Statement, 2026 is open until 12 October 2026.

The planning permission (ACP Ref: ACP-318607-23) was approved in July 2024 for Phase 1 of the Cherry Orchard development which included over 700 new homes as part of a residential-led mixed use scheme. The development also included the provision of almost 2,400sq.m of community and arts / cultural uses across a mixture of internal and external spaces based on the findings of a comprehensive Community, Social and Cultural Infrastructure Audit (KPMG Future Analytics, 2023) submitted this as part of the Phase 1 planning application. The Audit was further updated in Q3 of 2024. The design and layout of the scheme, including the composition of the cultural / arts uses was done so

in full cognisance of the phased approach to the wider redevelopment of the Cherry Orchard lands including approved Phase 2 comprising 137 residential units, the subject of this application. The subject Phase 3 planning application is accompanied by an updated Community, Social and Cultural Infrastructure Audit, re-confirm its currency, with no material changes in local provision identified.

Park West - Cherry Orchard Local Area Plan (LAP) 2019 – Extended till 2029

The Park West - Cherry Orchard LAP 2019 as extended, emphasises the importance of creating sustainable communities and neighbourhoods and states that such facilities need to be located in places where they can be used in an efficient and cost-effective manner. The LAP, hence, recognises that provision of a proportionate level of community and social infrastructure is central to the delivery of a sustainable community.

One of the key visions in relation to Open Spaces and Recreational Facilities within the LAP is to *“...consolidate and improve the existing sports and recreation facilities and promote the provision of new recreational facilities”*.

In that regard, the LAP has the following objectives:

- *CS1 To maximise the use of Cherry Orchard Park for the whole community by undertaking a redesign and physical enhancements to the Park in consultation with local clubs and stakeholders.*
- *CS2 To support the provision of an enhanced sporting hub within Cherry Orchard Park.*
- *CS8 To seek the provision of additional community facilities including childcare, healthcare, place of worship and community centre, as an integral part of proposals for new residential development and having regard to existing facilities in the area.*

Additionally, in the LAP in section 4.3.4 Community and Social Enterprise Hub clearly cites that:

“The ‘Making Cherry Orchard Better’ social and economic action plan, published in 2017 identified the specific need for a new community and social enterprise hub within Cherry Orchard Park that would provide support, training and space for local start up enterprises, particularly social enterprises. The Plan identified a site adjoining the Orchard Community Centre within Cherry Orchard Park as a suitable location for this new facility.”

The LAP identified suitable sites that have a direct relationship to the subject planning application, for the provision of the proposed Community and Social Enterprise Hub, including the following:

- *Within Cherry Orchard Park as identified in ‘Making Cherry Orchard Better’, in conjunction with proposals to redesign the park to provide a more user-friendly and safer space.*
- *Site 5 would provide a good link between the local neighbourhood centre at Cherry Orchard and the train station.*

The proposed scheme makes a significant contribution towards the objectives of the Cherry Orchard Local Area Plan (LAP). In particular, the proposed Barnville Pedestrian Link forms a key component of the Cherry Orchard Point Phase 3 development, providing a direct, safe and publicly accessible connection between the established residential communities of Barnville, Cherry Orchard Park and Park West Avenue, and the Park West–Cherry Orchard Railway Station. The link, comprising a stair and ramp arrangement, responds to existing level differences across the site while enhancing permeability and promoting sustainable movement patterns throughout the wider LAP area.

In this context and having regard to the substantial public infrastructure and connectivity benefits delivered by the proposed development, the proposed off-site provision of Community, Arts and Cultural (CAC) facilities is considered to be fully consistent with the relevant local policy framework and the of the LAP.

5.5 Childcare

In terms of childcare provision, the proposed development is appropriately supported by the approved childcare facility to be delivered as part of the Phase 1 scheme. The childcare facility approved under Phase 1 of the scheme, supported by the accompanying Schools and Childcare Assessment, has been designed to accommodate approximately 135 childcare places. This capacity is considered more than sufficient to meet the estimated demand arising from the approved Phase 1 development (c. 71 places), the approved Phase 2 development (c. 30 places), and Phase 3, which is the subject of this application (c. 26 places). In addition, there is also potential for c. 8 no. additional child spaces available, which can cater to any untapped demand within the scheme or in the surrounding area.

Accordingly, the childcare facility has been purposefully designed with a total floor area of 672 sq.m to cater for the combined childcare requirements of the overall development. This approach, which ensures a consolidated and efficient provision of childcare infrastructure across the scheme, was considered acceptable by the Commission. Figure 5.12 below illustrates the layout of the approved childcare facility as delivered under Phase 1.

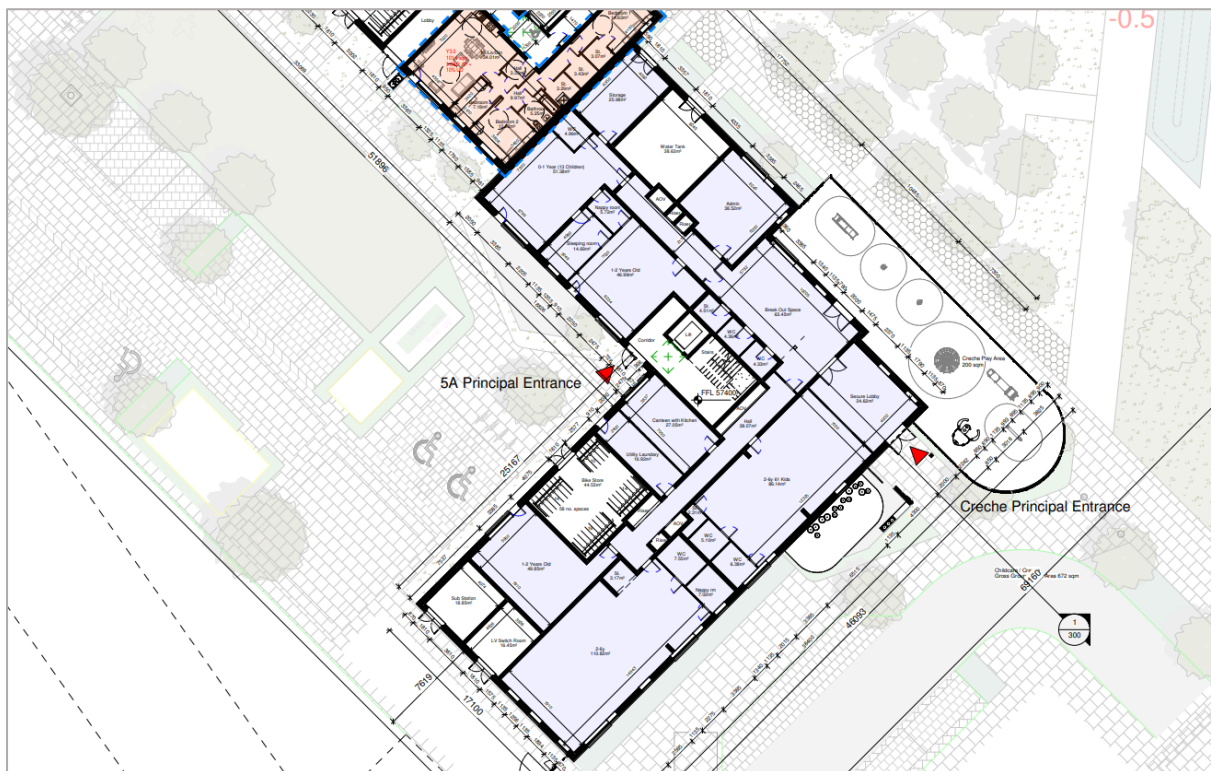


Figure 5-12 Proposed Layout of Childcare Facility (Source: Van Dijk Architects)

Please refer to the enclosed **Community, Social and Cultural Infrastructure Audit**, which provides updated details of the childcare assessment undertaken in support of this application.

The proposed development includes the provision of 1691 sq.m (approximately 10.86% of the net site area), of high-quality landscaped public open space, along with 2390 sq.m of Communal open space in Phase 3, to serve this development.

The landscape strategy for Cherry Orchard Point Phase 3 is centred on the creation of a healthy, inclusive and sustainable neighbourhood through the provision of high-quality public and communal open spaces. The proposed open space network has been designed to promote recreation, biodiversity, social interaction, active travel and community wellbeing, while also contributing to the wider green infrastructure network of the Cherry Orchard area.



The development provides a series of interconnected public open spaces that complement and enhance the existing public realm surrounding the site. These comprise:

- A landscaped green corridor along Cedar Brook Way forming part of the strategic pedestrian and cycle connection between Park West and Cherry Orchard Park and Railway Station;
- Public open space adjoining New Cherry Orchard Park and
- Public open space adjoining Barnville Park, strengthening the relationship between the proposed development and the existing neighbourhood.

Rather than functioning as isolated spaces, these areas integrate with and extend the existing public open space network, contributing to the broader green infrastructure objectives for the locality. The design places particular emphasis on active frontage treatment, passive surveillance, seating

opportunities, incidental play, high-quality planting, street trees and nature-based SuDS measures, creating attractive and safe spaces for residents and visitors alike.

The proposed green link forms a key component of the wider green infrastructure strategy, providing a landscaped pedestrian and cycle route connecting Cherry Orchard Park, the wider Cherry Orchard Point lands and future green corridors towards Le Fanu Park.

Communal Open Space

A secure and accessible communal courtyard is provided at the heart of the development, delivering high-quality amenity space for residents. The courtyard has been carefully designed to achieve an appropriate balance between privacy and social interaction through the incorporation of privacy planting, active residential frontages and direct access from adjacent residential units.

The communal open space accommodates a variety of passive and active recreational opportunities, including:

- Informal seating and gathering areas;
- Opportunities for community gardening;
- A dedicated younger children play area of approximately 95 sq.m;
- Outdoor fitness equipment;
- Edible planting, fruit trees and biodiversity-focused landscaping; and
- Quiet contemplative areas for relaxation and informal recreation.

The landscape design promotes intergenerational use and community interaction, creating opportunities for residents to meet, engage in shared activities and develop a strong sense of place and ownership.

Biodiversity and Sustainability

Both the public and communal open spaces incorporate extensive tree planting, pollinator-friendly planting, native species, wildflower meadows and edible landscaping. Nature-based Sustainable Urban Drainage Systems (SuDS), including rain gardens, bioretention tree pits, permeable paving and green roofs, are integrated throughout the development to support climate resilience, improve water quality and enhance biodiversity.

Overall, the proposed public and communal open space strategy delivers a comprehensive landscape framework that promotes health and wellbeing, active lifestyles, social cohesion and biodiversity enhancement, while contributing positively to the emerging character and environmental quality of Cherry Orchard Point scheme and the wider Cherry Orchard area.

Please refer to the enclosed Landscape Design Report prepared by Mitchell and Associates for more detail.

5.7 Barnville Link

The proposed Barnville Pedestrian Link forms a key component of the Cherry Orchard Point Phase 3 development, providing a direct, safe and publicly accessible connection between the established residential communities of Barnville, Cherry Orchard Park, Park West Avenue and the Park West-Cherry Orchard Rail Station. The link, comprising a stair and ramp arrangement, responds to existing level differences across the site while enhancing permeability and sustainable movement patterns throughout the wider LAP area.

The proposal is strongly aligned with the objectives of the Park West-Cherry Orchard Local Area Plan (LAP) 2019, which identifies Development Site 5 Referred to as Site 5: Barnville site) as a strategic

transition site between established residential neighbourhoods and higher-density transit-oriented development at Park West. The LAP specifically seeks the provision of public infrastructure in the form of pedestrian crossings through the site toward the rail station, enhanced pedestrian connectivity to Park West, and the creation of new movement corridors linking Cherry Orchard and Park West.

The proposed pedestrian link will:

- Facilitate direct and legible pedestrian access to the Park West-Cherry Orchard Rail Station, promoting sustainable travel and reducing reliance on private car use.
- Support the LAP objective of improving connectivity between existing and emerging communities.
- Strengthen integration between Site 5, the adjoining Site 4 lands, new Cherry Orchard Park and Park West Avenue, contributing to a connected movement network.
- Enhance accessibility, permeability and inclusive mobility for residents, workers and visitors.
- Complement the wider regeneration strategy for Cherry Orchard and the delivery of compact, transit-oriented development adjacent to high-quality public transport infrastructure.
- Support the delivery of over 300 residential units and associated community, arts, cultural, retail and commercial uses by ensuring effective integration with surrounding neighbourhoods and local amenities.

The LAP does not prescribe a specific design solution for the pedestrian connection through Site 5; however, it clearly establishes the principle of enhanced pedestrian connectivity and the facilitation of local desire lines between residential areas, new Cherry Orchard Park and the rail station. In this regard, the proposed stair and ramp link represents an appropriate and policy-compliant response to the site's topographical constraints while delivering the connectivity aspirations of the LAP.

Overall, the proposed Barnville Pedestrian Link will provide a critical piece of movement infrastructure that supports sustainable travel, social integration, urban regeneration and transit-oriented development, consistent with the strategic objectives of the Park West-Cherry Orchard LAP and the wider policy framework promoting compact growth and enhanced active travel connections.



LCHE014 COP Phase 3 Landscape Planning Report

Figure 5-14 Location of Barnville link (Source: Landscape Planning Report)

The landscape proposals include a range of open space enhancements which further increase the recreational and ecological value of the development: A landscaped Barnville Link, providing a high-quality pedestrian route through a light birch woodland setting with integrated SuDS features and biodiversity enhancements;

Please refer to the enclosed Architectural Design Statement and Landscape Design Report prepared by Mitchell and Associates for more detail.

5.8 Overall Sustainable Drainage Systems (SuDS) strategy

The proposed development incorporates an integrated network of blue roofs and blue-green roofs as a key component of the overall Sustainable Drainage Systems (SuDS) strategy.

The roof systems are designed to manage surface water runoff at source, attenuating rainfall at roof level and releasing it in a controlled manner to the downstream drainage network. This approach reduces peak runoff rates, decreases the burden on conventional drainage infrastructure, and contributes to the long-term climate resilience of the development.

The proposed roof systems comprise:

- 1,065 sq.m of blue roof area across the residential blocks;
- 3,595 sq.m of blue-green roof area across the residential blocks; and
- 3,000 sq.m blue roof drainage board system at podium level.

The blue-green roof systems combine stormwater attenuation with a vegetated growing medium, delivering multiple environmental and placemaking benefits, including:

- Improved surface water management and controlled discharge rates;
- Reduction in peak stormwater runoff;
- Enhanced biodiversity and habitat creation;
- Urban cooling and reduction of heat island effects;
- Improved water quality through natural filtration processes;
- Visual amenity benefits for residents and surrounding areas.

The proposed scheme incorporates an integrated network of blue roofs and blue-green roofs across the development, providing both sustainable drainage and biodiversity benefits. As outlined in Appendix 11 of the Dublin City Development Plan 2022-2028, blue roofs are designed to temporarily retain rainfall and release it at a controlled rate, while blue-green roofs combine this attenuation function with vegetated roof treatments. The proposed approach is consistent with these principles and contributes to enhanced surface water management, climate resilience, and urban greening. Accordingly, the proposed development is considered to comply with the requirements and objectives of the Dublin City Development Plan in respect of green and blue roof infrastructure.

5.9 EV strategy

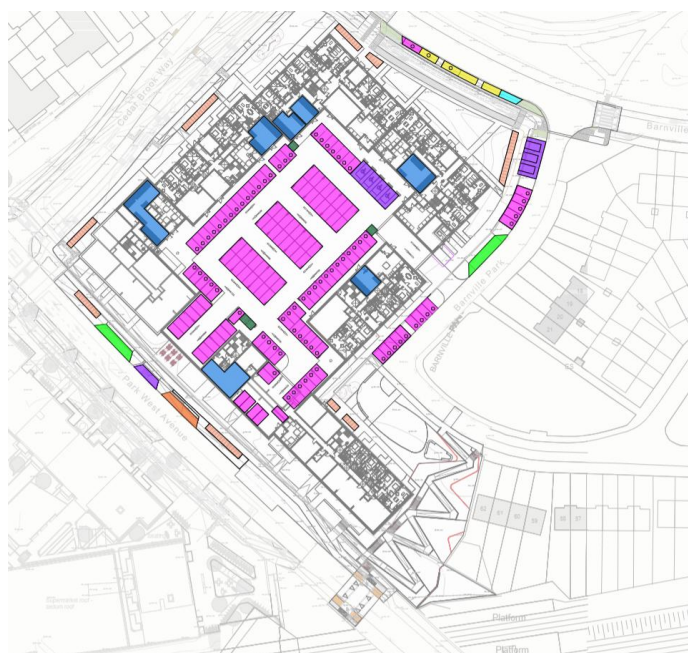
The proposed scheme includes measures to facilitate the charging of electric vehicles in accordance with the DCC Development Plan 2022-2028 and shall meet the requirements identified in TGD Part L 2022. A total of 156 car parking spaces will be provided in Phase 3.

A total of 78 parking spaces (50% of the total provision) is indicated for EV charging and are proposed to be fitted with fully functional charging points in accordance with a demand-led rollout strategy as described below. The locations of the car parking spaces are shown on the Architectural and Engineering drawings prepared by VDA/CCK Architects & Urban Designers and Waterman Moylan Consulting Engineers respectively and are included with the planning application.

The proposed EV strategy will support a strategy of demand led 'go live' for spaces across the site. The Development Plan requires that 50% of these spaces are 'live' upon completion of the development. The recent LDA Cost Rental Tenant Survey 2026 (Appended below) identified an EV charging uptake of c. 6% across their sites and that in order to ensure appropriate capital and maintenance expenditure as part of the proposed development it is proposed to continue to liaise with Dublin City Council through compliance agreement, to determine if the following may be considered appropriate:

- Provide 20% EV charging on completion (32 spaces)
- Monitor the EV uptake from the commencement of occupation.
- Increase the EV charging provision to 30% (47 spaces) once the demand reaches 15%, to 40% (62 spaces) when the demand reaches 25% and finally to 50% (78 spaces) when the demand reaches 50%.

For further details, please refer to the Traffic and Transport Assessment prepared by Waterman Moylan for more information.



Bicycle Parking

Residential				Non Residential			
Building	Apartments	Bedrooms	Long Term (1 per 50 bedrooms)	Short Term (1 per 25 apartments)	Long Term (1 per 100 sq ft)	Short Term (1 per 100 sq ft in GFA)	
Core A (GDA)	44	54	54	27	6	21	
Core B (GDA)	39	47	47	23.5	5	21	
Core C (GDA)	41	50	50	25			
Core D (GDA)	46	55	55	27.5			
Core E (GDA)	40	48	48	24			
Core F (GDA)	40	48	48	24			
Core G (GDA)	40	48	48	24			
Core H (GDA)	40	48	48	24			
Core I (GDA)	40	48	48	24			
Core J (GDA)	40	48	48	24			
Core K (GDA)	40	48	48	24			
Core L (GDA)	40	48	48	24			
Core M (GDA)	40	48	48	24			
Core N (GDA)	40	48	48	24			
Core O (GDA)	40	48	48	24			
Core P (GDA)	40	48	48	24			
Core Q (GDA)	40	48	48	24			
Core R (GDA)	40	48	48	24			
Core S (GDA)	40	48	48	24			
Core T (GDA)	40	48	48	24			
Core U (GDA)	40	48	48	24			
Core V (GDA)	40	48	48	24			
Core W (GDA)	40	48	48	24			
Core X (GDA)	40	48	48	24			
Core Y (GDA)	40	48	48	24			
Core Z (GDA)	40	48	48	24			
Core AA (GDA)	40	48	48	24			
Core AB (GDA)	40	48	48	24			
Core AC (GDA)	40	48	48	24			
Core AD (GDA)	40	48	48	24			
Core AE (GDA)	40	48	48	24			
Core AF (GDA)	40	48	48	24			
Core AG (GDA)	40	48	48	24			
Core AH (GDA)	40	48	48	24			
Core AI (GDA)	40	48	48	24			
Core AJ (GDA)	40	48	48	24			
Core AK (GDA)	40	48	48	24			
Core AL (GDA)	40	48	48	24			
Core AM (GDA)	40	48	48	24			
Core AN (GDA)	40	48	48	24			
Core AO (GDA)	40	48	48	24			
Core AP (GDA)	40	48	48	24			
Core AQ (GDA)	40	48	48	24			
Core AR (GDA)	40	48	48	24			
Core AS (GDA)	40	48	48	24			
Core AT (GDA)	40	48	48	24			
Core AU (GDA)	40	48	48	24			
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Core IG (GDA)	40	48	48	24			
Core IH (GDA)	40	48	48	24			
Core II (GDA)	40	48	48	24			
Core IJ (GDA)	40	48	48	24			
Core IK (GDA)	40						

5.10 Solar PV

The proposed development also includes the provision of c. 1,300 sq.m of roof-mounted solar photovoltaic (PV) panels. The indicative layout of the solar PV panels is illustrated on the Roof Plan in Figure 5.16.

This provision has been incorporated in accordance with the requirements of Section 15.18.8 (Development Standards) of the Dublin City Development Plan 2022–2028, which states:

“In line with NZEB requirements, Dublin City Council will require all new developments to provide for solar panelling/PV panels to contribute to the energy generation in a building where feasible.”

Accordingly, the proposed scheme integrates renewable energy infrastructure to enhance the overall sustainability performance of the development. PV arrays are proposed on non-combustible roof substrates and have been designed to avoid overlap with green roof areas. For further information, please refer to the Climate Action Energy Statement prepared by Waterman Moylan Consulting Engineers Limited.

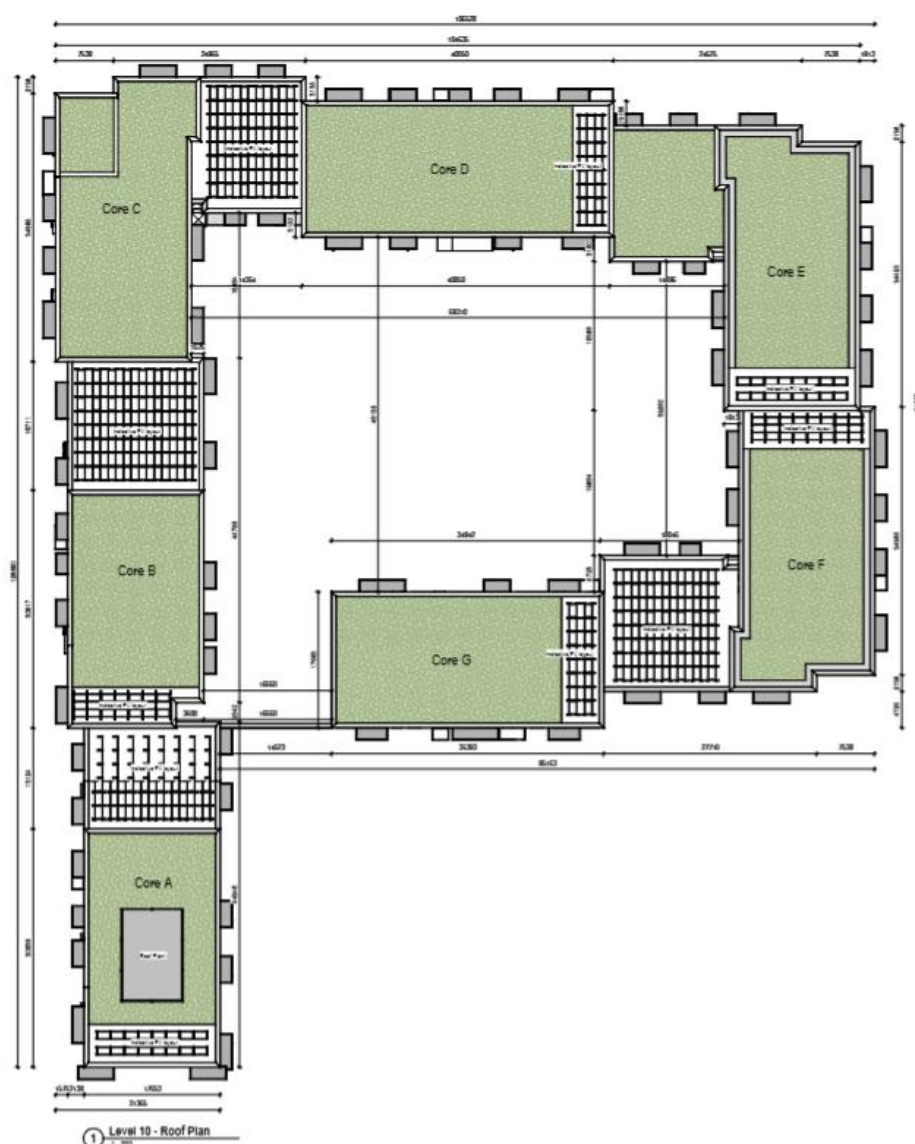


Figure 5-16 Roof Plan showing indicative locations of Solar PV panels (Source: VDA/CCK)

5.11 Strategic Vision for Development Site 5

The application site sits within Development Site 5: Barnville Site as identified in the Park West Cherry Orchard Local Area Plan 2019 and represents the third of four phases in the wider redevelopment of both Site 4 and Site 5: 'Barnville Site' of the LAP lands. For context, an urban framework plan was initially prepared for the Park West / Cherry Orchard Area in 2002 which triggered an initial delivery of housing including the Cedar Brook and Barnville residential schemes. However, the economic crash and subsequent slowdown in construction activity resulted in widespread vacancy and undeveloped land. This resulted in Cherry Orchard being designated as an SDRA in the 2016-2022 Dublin City Development Plan and further transposed into the current Plan.

As outlined in the LAP a key focus of the Plan is the *integration of new development sites with the existing and expanding community in order to create a sustainable and integrated neighbourhood*. This resulted in the creation of 8 key development sites across the LAP lands with the capacity to deliver between 2,500 – 3,100 residential units alongside employment and retail opportunities.

The revised Section 28 Housing Growth Requirements Guidelines (July 2025) introduce updated housing delivery targets based on revised national and regional population projections. The guidelines support the delivery of 55,000 homes per annum to 2034 and 41,000 homes per annum from 2035 to 2040, while also recommending an additional 50% housing provision to ensure adequate supply. For Dublin City Council, the annual housing requirement increases from 4,861 units under the existing Development Plan to 8,196 units per annum to 2034, followed by 6,075 units per annum between 2035 and 2040. Consequently, the Dublin City Development Plan will require updating to reflect these enhanced growth projections. The Planning and Development (Amendment) Act 2026 further supports this objective by extending the validity of existing Development Plans to 2030 pending completion of the next Regional Spatial and Economic Strategy review. The proposed development aligns with these revised national and regional housing objectives by contributing to the delivery of much-needed housing in a sustainable urban location.

The proposed development presents an opportunity to address the legacy impacts of delayed development within Cherry Orchard by facilitating a more integrated approach to growth, ensuring that non-residential uses are delivered alongside new housing and supporting the creation of a balanced and sustainable community.

Having regard to the above, it is imperative that the completion of this neighbourhood is not seen to be a protracted, piecemeal process and that a phased approach to the collective development of both sites 4 and 5 as part of the Cherry Orchard Point scheme was adopted. As such, a phased approach to the delivery of the wider lands at Cherry Orchard Point was developed and considered by ACP, is shown in Figure 5-17 and summarised below:

- **Phase 1:** Approved application for 708no. residential units.
- **Phase 2:** Approved application for 137no. Residential units.
- **Phase 3:** Current Planning Application Site 5: 'Barnville Site'
- **Phase 4:** Enterprise Portion of Site 4 along M50 Boundary

The phasing plan for the Cherry Orchard Point scheme divides both Development Sites into four distinct sections that are broadly aligned with the four-character areas. This approach allows for the seamless integration of each development phase and character area resulting in the creation of a holistic and connected community. In order to promote healthy placemaking it is important that these areas are not necessarily defined by a planning redline or phasing boundary, and that a deliberate transition or 'blurring' between different permissions and/or phases is facilitated to allow for a large scheme to be read as a coherent neighbourhood, rather than a series of independent estates.



Figure 5-17 Delivery Plan for the Key Development Sites 4 and 5 of the Park West Cherry Orchard Local Area Plan 2019 (Source: VDA/CCK)

During the consenting process of Phase 1 scheme, the planning application accompanied with Parent EIAR which assessed the overall planned development at Cherry Orchard Point covering both Key Development Sites 4 and 5 using the project information available at that time, including indicative strategies for the future phases.

However, during the detailed design development of both the consented Phase 2 scheme which also accompanied an EIAR addendum report and now the proposed development on the subject site (Phase 3), the design and layout evolved through an iterative design process informed by ongoing technical assessments, stakeholder engagement, environmental and planning considerations. Based on the same approach, the proposed scheme on subject accompanies an EIAR Addendum report to the Parent EIAR and includes Chapter 4 of the Addendum EIAR which comprehensively outlines the design alternatives considered and the rationale underpinning the final design of the proposed development. The alternatives considered were assessed having regard to the objectives and specific characteristics of the project, the site's planning context and the potential environmental effects of each option.

Additionally, following tables (5.5 and 5.6) have been included to clearly identify the changes between the design assessed as part of Phase 1 / the Parent EIAR (which set out an indicative strategy for future phases), the subsequently approved Phase 2 development, and the current Phase 3 proposal. This approach provides a transparent comparison of the evolving design and enables the environmental implications of the relevant changes to be clearly identified and assessed within the Addendum EIAR submitted as part of the planning documentation.

Table 5-5 Break down of typology of overall residential units as originally presented in Phase 1/ Parent EIAR (indicative strategy for future phases) of the Cherry Orchard Point scheme.

Phase	Cost Rental	Social and Affordable	Total Units	Non-Residential Use
1	547	161	708	4,790sq.m
2	153		153	N/A
3	203	51	254	1,200sq.m
4	N/A	N/A	N/A	16,310sq.m
Total			1,115	22,300sq.m

Table 5-6 Break down of typology of overall residential units as approved in Phase 1, Phase 2 and now includes proposed Phase 3 (subject planning application) of the Cherry Orchard Point scheme.

Phase	Cost Rental	Social and Affordable	Total Units	Non-Residential Use
1	547	161	708	4,790sq.m
2	-	137	137	-
3	244	68	312	1441 sq.m
Total			1,157	-

The comparison on the indicative residential yield assessed in the Parent EIAR, the combined approved Phase 1 and Phase 2 developments, together with the proposed Phase 3 development, result in a net increase of approximately 42 residential units across the overall Cherry Orchard Point scheme (1,157 units compared to the indicative yield of 1,115 units).

The environmental implications of this increase have been considered by the relevant competent experts as part of the preparation of this Addendum EIAR. Having regard to the findings of the individual assessments, as set out in the relevant chapters of this Addendum EIAR, the increase in residential yield does not give rise to any significant adverse environmental effects beyond those previously identified and assessed.

Additionally, the non-residential uses comprising local retail and commercial now proposed form part of the overall mixed-use strategy for Cherry Orchard Point and have also been considered as part of the assessment by the relevant competent experts and are addressed within the Addendum EIAR.

The rationale behind this phasing approach for the overall development at Cherry Orchard Point scheme is centred on the need to deliver a fully integrated residential community in tandem with a variety of retail and employment opportunities. The approved Iarnród Éireann (Irish Rail) upgrades and the associated temporary compound located in the western portion of Site 4 and Southern portion of

Site 5 (subject of this planning application) and diversion and undergrounding works of ESB electrical infrastructure and train station on the south side have also influenced the phasing strategy of the wider development. Furthermore, the population growth generated through the earlier phases of development will contribute to establishing the critical mass necessary to support and sustain the planned scale of employment and enterprise uses at this location. These uses will, in turn, benefit from the enhanced accessibility afforded by the rail infrastructure upgrades, including increased service frequency and passenger capacity.

The proposed development on Site 5 at Barnville as part of the Phase 3 of the Cherry Orchard Point scheme, to be delivered by the Land Development Agency (LDA), presents a unique opportunity to unlock the development potential of strategically located State-owned lands in a manner that directly advances national, regional and local planning objectives. Located within the Cherry Orchard regeneration area and forming part of the wider Park West Cherry Orchard Strategic Development and Regeneration Area (SDRA), the site occupies a highly sustainable and accessible location in close proximity to the Cherry Orchard / Park West Railway Station, a key public transport asset providing direct connectivity to Dublin City Centre and the wider metropolitan area. The development of these lands is strongly aligned with the objectives of the National Planning Framework (NPF), which promotes compact growth, the efficient use of serviced urban lands and the delivery of sustainable communities within existing settlements. Importantly, National Policy Objective 21 specifically supports the LDA, in partnership with local authorities, in fulfilling its statutory mandate to deliver a significant number of homes on State lands through major mixed-tenure developments, with a particular focus on brownfield and infill urban sites. At a regional and local level, the proposed development is consistent with the objectives of the Regional Spatial and Economic Strategy (RSES), the Dublin City Development Plan 2022-2028, and the Park West Cherry Orchard Local Area Plan 2019 (as extended), all of which highlights the subject site as a strategic location for regeneration, transit-oriented development and the delivery of high-quality residential-led communities. Accordingly, Site 5 represents a key opportunity to contribute to the ongoing regeneration of Cherry Orchard through the delivery of much-needed housing, community infrastructure and high-quality public realm, while supporting the broader objectives of Project Ireland 2040 and the LDA's role in addressing Ireland's housing needs.

5.12 Need for the Development

The strategically positioned site, located adjacent to the M50 motorway and proximate to Park West Cherry Orchard Train Station, benefits from its proximity to high frequency public transport including BusConnects, the Dart line and the approved DART+ South West extension and a number of natural and outdoor amenities to enjoy. Coupled with the sustained population growth and ongoing demand for housing within the Greater Dublin Area (GDA), the proposed development and its location have the necessary requisite assets and features to accommodate a mixed-use residential scheme of the scale proposed.

The population growth noted between the intercensal period 2016 and 2022, and the population projections for the overall Dublin City area provide further justification and validation for the development proposal for new housing. Population and housing are intrinsically linked. An increase in population influences housing by creating demand. The availability of housing influences property purchase and rental prices and can have a significant influence on who can potentially afford to live in an area, affecting total population.

The Study Area catchment has been defined by c. 51 no. Census Small Area (SA) Boundaries (2022), intersected by a 1km buffer from the overall Cherry Orchard scheme boundaries (blue line in Figure 5-18 below). This consideration has been made on the basis that the wider development lands (all of LAP sites 4 and 5) fall under a single ownership and hence, will be developed as a single scheme, delivered in phases to align with the availability of essential infrastructure, services and amenities. This

Figure 5-18 Study Area Catchment defined by Small Area Boundaries for Census 2022.

The study area catchment also aligns with the principle of the 15-minute walking city concept introduced within the new DCC CDP – which seeks to ensure that people’s daily requirements can be reached within 15-minute by foot, bike, or public transport. As such it is considered that this study area provides a good representation of the socio-economic and demographic characteristics of the immediate populated area potentially impacted by the proposed development.

Table 5-7 below, records the percentage change in population during this period to highlight overall residential patterns. Between 2016 and 2022, the Study Area population has experienced an exponential increase from the previous Census period, of c. 7.7%, which is similar to the population increase observed in the Dublin Region (c. 8.2%) during the 6 years following Census 2016.

Table 5-7: Population Change during the Census Period 2016 and 2022

Area	2016	2022	2016-2022 Change #	2016-2022 Change %
Study Area	17,089	18,398	+1,309	7.7%
Dublin Region	1,347,359	1,458,154	+110,795	8.2%

The Census 2022 results on housing stock records that a total stock of habitable permanent housing in the State was over 5% higher than Census 2016. The number of occupied households increased by 8% while there was an overall drop in the number of vacant dwellings, which fell by c. 11%. The Census results for 2022 also recorded that the housing stock increased in all counties with the largest increases in the east of Ireland, *primarily around Dublin*. The fastest growth in the housing stock was recorded in Meath and Kildare (+11%), and Dublin city experienced a growth of around 4.2% between 2016 and 2022.

The housing data, on the other hand, at the Study Area Level demonstrated that as of Census 2022, the 'Average Year of Stock' for 'Permanent Private Households by Year of Built' was c. 1987. This implies that the Study Area experienced the highest growth in housing roughly between 1970s and 1990 (c. 42% growth). The Study Area further experienced a significant c. 57% drop in housing stock post 1990, between 1991-2000 from c. 23% new builds to c. 9% respectively.

The majority of the housing stock within the study area composes of houses with a smaller proportion of apartments. Around 97% of these are occupied, with a 3% vacancy rate as of Census 2022 – this remains unchanged since 2016. Of the total housing stock within the area, a total of c. 45% are 'Owner Occupied', c. 31% are Social Housing and around 19% are 'Rented (Privately)'.

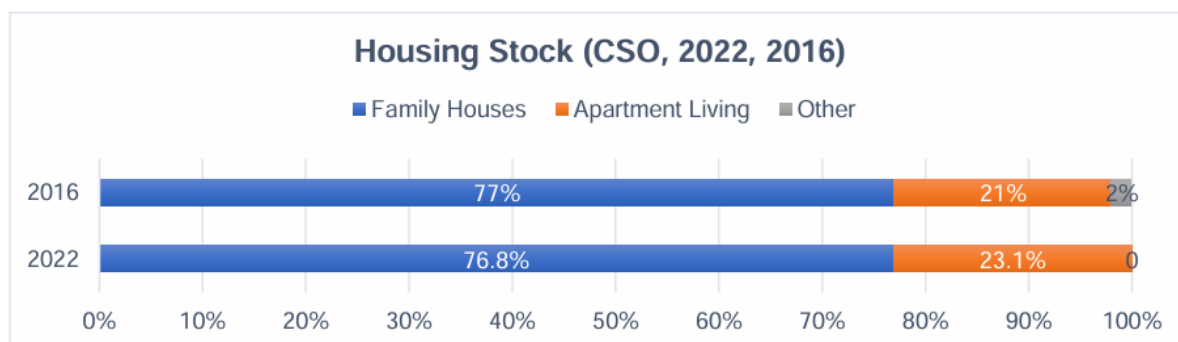


Figure 5-19 Housing Stock for the Study Area as of Census 2016 and 2022

The changing age profile for the study area between 2016 and 2022, would suggest there is a growing aging community in place, with an increase of c. 29% in the population age group 65 years and over (see Table 5-8) – this is likely a reflection of a lack of substantial new housing development coming on stream within the study area. The increase in this age group for the Dublin Region, albeit high at c. 19%, is still lower than the study area.

The study area population, however, consisted largely of working age population in the 15-64 years age group (c. 70%), with the highest number of people (c. 18%) in the 30–39-year age group. The average age within the study area was recorded at 35 years – this is an increase since 2016, which recorded an average age of 33.5 years. Hence, the Study Area has a predominantly younger / working age group as of Census 2022, albeit with a gradually growing elderly population. The Dublin Region also consisted of a predominantly working age cohort during the Census 2016, with 68% of its population in the age group 15-64 years (68%).

Finally, it is noted, that the overall age composition was largely maintained within the study area and Dublin region between 2016 and 2022.

Table 5-8 Population Age Group within the Study Area as per Census 2022

The Housing Needs Demand Assessment (HNDA) carried out under the Dublin City Development Plan 2022-2028 identifies that for the years 2023 to 2028, about 38% of new households will need social housing (this includes an existing unmet need of c. 2,343 households), 18% will be able to rent, and around 29% will need affordable housing (such as cost rental or affordable purchase).

The proposed scheme consists of a mix of social / affordable and cost rental units, which will provide the much needed and enhanced access to good quality housing within the area. The addition of 312 no. apartment units developed to modern building control, construction and design standards will improve the overall viability of the scheme and result in a continuum of housing options to meet varying needs of future occupiers.



The proposed development will provide a vibrant and sustainable urban neighbourhood with a distinct character that will represent the logical and coherent development on lands of Site 5: Barnville Site, as

part of Phase 3 of the proposed development at Cherry Orchard Point. It proposes an appropriate density to sustain quality public transport, such as the approved DART+ upgrade to the rail line and Bus Connects project and sustain a mix of retail and commercial uses on Park West Avenue to be delivered under the Phase 1 consent.

5.13 7-Year Planning Permission

Planning permission is being sought for a seven-year period to facilitate the coherent, orderly and phased delivery of this permission in the context of the planned development of Site 5 lands. The seven-year permission will also account for a range of factors that have the potential to influence the construction period and consequently the full implementation of the permission, if approved. Such factors include, but are not limited to the following:

- The impacts of the DART+ South-West Project on the proposed development and, in particular, the temporary construction compound on the Phase 3 lands which will be in situ for a minimum period of five years from the date the Rail Order is granted.
- The delivery of infrastructure needed to serve the proposed development.
- The scale of the non-residential offering proposed and the need to secure tenants for these uses, the requirements of whom may vary which could have the potential to impact the ultimately format that these units take.
- To consider the construction period for the phased delivery of the earlier consented Phase 1 and 2 schemes. This is based on the need to stagger delivery owing to the inability of the cost rental market to immediately absorb units delivered as part of Phase 1 and 2.
- The managed integration of the social units necessitates a phased delivery.
- Potential and unforeseen delays in construction.
- Alignment with the with previous consented Phase 1 and 2 permissions to enable a coherent delivery of the complete scheme.
- Construction of Phase 1 which includes Cedar Brook Way realignment and utilises some of the Phase 4 site for this separate delivery.
- Infrastructural upgrades by Uisce Éireann.

Having regard to the above, it is considered that there is a reasonable basis to seek a 7-year consent as requested. Notwithstanding this request for a 7-year permission, it is the LDA intention to promptly commence development once the application in granted planning permission.

5.14 Phasing and Implementation

The proposed development is intended to be delivered as a single phase. While the wider Cherry Orchard Point scheme is being advanced through separate planning applications and approvals, the Phase 3 proposal has been designed as a standalone and self-sufficient development capable of independent delivery and operation. Ongoing coordination will continue with Dublin City Council, the LDA, utility providers and relevant infrastructure stakeholders in respect of adjoining developments and strategic infrastructure projects. Any required enabling, diversionary or interface works will be addressed through the normal construction planning, stakeholder engagement and statutory consent processes and do not necessitate the subdivision of the proposed development into separate delivery phases.

6.0 Relevant Planning History and Related Developments

This section provides an overview of planning history for the Site and identifies the planning pipeline of development in the Cherry Orchard Local Area Plan (2019) area.

6.1 Planning History

Table 6.1 summarises planning applications for Key Development Sites and other lands in the Cherry Orchard LAP Area.

Table 6-1 Planning History – Residential Schemes within the Cherry Orchard LAP Area

Reg. Ref.	Address	Summary Development Description	Decision and Date
Planning History for the Cherry Orchard Point scheme known as Key Development Sites 4 and 5 under the Park West Cherry Orchard Local Area Plan 2019:			
Extant Planning Permission on designated Key Development Sites within Park West Cherry Orchard Local Area Plan (2019) Boundary			
4313/22 (Part 8)	Key Development Site 1	The proposed construction of a residential development comprising 172 no. dwellings (141 no. 3-bedroom two-storey terraced houses and 31 no. 2-bedroom two-storey terraced houses), 2 public open spaces approx. 0.83 ha /14% of site area, associated site infrastructure works/ supporting infrastructure, landscaping, public lighting, access roads/pavements, boundary treatments and provision for a link road/ pavements and cycleways to Ballyfermot. The Development also consists of a pocket park and children's playground and 172 no. private parking spaces (1 no. in-curtilage parking per house) 14 no. on-street public car parking (includes 2 no. accessible parking spaces) and 20 no. public bicycle parking spaces.	Granted 03-10-2022
3490/25 (Part 8)	Key Development Site 2	Construction of a mixed-use development of 171 residential units and neighbourhood centre on a site of c.3.64 ha bound by Cherry Orchard Meadow, Blackditch Road, Croftwood Crescent and Cherry Orchard Avenue, Cherry Orchard, Dublin 10, which will consist of the following: • Construction of new neighbourhood centre block at the corner of Blackditch Road and Cherry Orchard Avenue, ranging in height from 4 to 5 storeys comprising; 4 no. retail units (599 sqm retail space) and 3 no. community, arts and cultural space units (total 615 sqm) at ground floor level; and 107 'Older Persons' apartment units (94 no. 1-bed and 13 no. 2 bed) on all floors; and stores, bin and bicycle storage and a plant room; • Construction of 64 no. 2 storey semi-detached/terraced houses (13 no. 2-bed and 51	City Council – Approved 13 Apr 2026

		no. 3-bed) arranged in 3 clusters facing adjoining roads and new internal streets; • Provision of a new central park extending from Cherry Orchard Meadow to Cherry Orchard Avenue comprising 0.76 ha public open space which includes a restored watercourse feature from the daylighting of the Blackditch Stream (currently culverted underground), play area, civic plaza, pedestrian bridge and walkways along the stream; • A total of 638 sqm communal open space; • Provision of 91 no. car parking spaces, 4 no. motorcycle spaces and 1 no. loading bay; • Provision of 228 no. bicycle parking spaces; • Three vehicular accesses are proposed from Blackditch Road, Cherry Orchard Meadow and Cherry Orchard Avenue; • Road works and public realm improvements along Cherry Orchard Avenue between Blackditch Road, Croftwood Crescent comprising; demolition of roundabout at junction of Cherry Orchard Avenue and Cherry Orchard Grove and replacement with a T-junction; new pedestrian crossings and relocation of 2 no. existing bus stops (Stop ID:2909 and Stop ID: 7507); • Site clearance works including removal of existing fencing surrounding the site; • Boundary treatments, public lighting, drainage works, traffic calming measures, new pedestrian crossings, internal roads and footpaths, landscaping and ESB substation; and • All ancillary site services and development works above and below ground.	
	Key Development Site 3a	None	
	Key Development Site 3b	None	
318607 (Part 10)- LDA on behalf of DCC	Key Development Site 4	The proposed development (GFA of c. 66,399sqm) involves the construction of a residential led mixed use scheme across 16 blocks contained within 9 buildings ranging in height from 4 to 15 storeys. The development includes the provision of 708no. residential apartments comprising 547no. cost rental and 161no. social / affordable units, 7no. retail / commercial units (totalling 373sq,m GFA), community, arts and cultural spaces delivered across 13no. community and arts / cultural units (totalling 1,222sq.m GFA), and associated external events space and community gardens	Granted 09/07/2024 Commenced

		(1,157sq.m) and a childcare facility (672sq.m GFA) with associated external playing space (200sq.m) and all ancillary accommodation including sub stations, plant, refuse stores, cycle stores, and metre / comms rooms. The proposed development also includes the provision of landscaped public open space of 6,123 sq. m. including a public plaza, play space, outdoor fitness trail, communal amenity space of 5,596 sq. m. Private open space for the apartment units is achieved through the provision of balconies or terraces for all individual apartments. The proposed development will also involve the provision of sufficient car parking (including accessible car parking) and bicycle parking spaces at undercroft and surface level throughout the development. The development will also provide all associated ancillary site development infrastructure. (As applied)	
321068 (Part 10)-LDA on behalf of DCC	Key Development Site 4	Proposed alterations to the previously granted ABP-318607-23, construction of a residential led mixed use scheme across 16 blocks within 9 buildings ranging in height from 4 to 15 storeys. (As applied)	Granted 11-03-2025
321931 (Part 10)- LDA on behalf of DCC	Key Development Site 4	The proposed development on a site of c. 3.185 hectares, located on lands at Cherry Orchard, Dublin 10 (known as Development Site 4 in the Park West Cherry Orchard Local Area Plan 2019). The development will consist of the construction of a residential scheme containing 137no. residential dwellings (comprising 31no. 2-bedroom units, and 106no. 3-bedroom units) through a mixture of houses, duplex units and own-door apartments. The proposed development also includes the provision of 2,133sqm landscaped public open space, in addition to 2,050sq.m of public open space as approved under the Phase 1 permission (ACPRref: ABP-318607-23). The proposed development will also involve the provision of 141no. car parking spaces at curtilage and street level throughout the development, of which 7no. are accessible spaces and 71no. EV charging points (representing 50% of the total parking spaces). A total of 306no. bicycle parking spaces, of which 18no. are visitor spaces accommodated through a mixture of bike stores and external cycle parking stands. A total of 7no. motorbike parking spaces are also provided. Vehicular, pedestrian and cycle access routes to serve the proposed development are provided via the approved Phase 1 entrance to the east of the site along Park West Avenue	Granted 22-09-2025

		with further connections provided to the north and to the south to the approved Phase 1 scheme. Provision is also made for the installation of a signalised access junction with associated traffic lights and below ground infrastructure and the relocation of bus stop and shelter along Park West Avenue. (As applied)	
	Key Development 5 (Subject Site)	None	
312290 – Greenseed Limited.	Key Development Site 6	The proposed development on a total site of 9.4 hectares will consist of 750 residential units in 7 separate blocks, ranging in height from 2 to 15 storeys, 6,175 sq. m of communal amenity space and 14% public open space. 522 no. car parking spaces and 1,676 bicycle spaces. The development also includes: Retail Unit – 156 sqm Crèche – 410 sqm (84 child spaces) Community Space – 48 sqm Café/bar – 91 sqm	Granted 16-06-2022 Commenced
	Key Development Site 7	None	
	Key Development Site 8	None	

ABP-312290-21

In relation to the Greenseed Planning Application (Harcourt Developments acted as Agent) on Site 6, a revised compliance submission in respect of Condition 4 was submitted on 8 January 2026. This submission was subsequently agreed by DCC on 3 March 2026.

Condition 4 relates to the stated below:

4. The development shall be carried out on a phased basis, in accordance with a phasing scheme which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of any development. Specifically, the existing overhead power lines that run adjacent to the railway line are to be relocated underground with the removal of the central pylon structure as part of Phase 1 of this permission. The applicant shall submit a revised Phasing Management and Delivery report, outlining details of works proposed and also to include these specific works as part of Phase 1.

Reason: To ensure the timely provision of services, for the benefit of the occupants of the proposed dwellings.

The agreed submission included a Phasing and Delivery Plan which outlines *Plans for undergrounding the 11 pylons in the full Park West area for the betterment of the area* (Page 3) and as part of Phase 1A – Blocks A, B, C, Priority Infrastructure, undergrounding of pylons and Linear Park partial completion

(Page 5). Please see extract below where it references all 11 x existing Pylons in the said compliance submission:

As part of the current planning permission for the Park West development, there is an obligation to underground one existing ESB pylon within the site.

Since the granting of permission, the project team has undertaken a series of detailed meetings, technical workshops and coordination sessions with ESB Networks, Irish Rail, and the relevant design consultants to review the optimal approach to delivering this requirement in a manner that also maximises overall public and environmental benefit.

Following this extensive engagement, the agreed and most pragmatic solution is to extend the original requirement and underground all 11 existing pylons across the wider Park West area, rather than a single isolated installation.

To facilitate the comprehensive development on the subject site, the existing electrical infrastructure will be relocated underground in consultation with ESB. The measures to enable this relocation are already being progressed by Harcourt Developments as part of the development of Site 6, which includes the diversion and undergrounding of the electrical infrastructure traversing the subject area i.e. all 11 existing pylons within the wider Park West area are to be undergrounded as part of Phase 1A of the permitted Greenseed development, in accordance with Compliance Condition 4 (ACP Ref: 312290/SHD0029). Reference should also be made to the ESB correspondence to be submitted with this application.

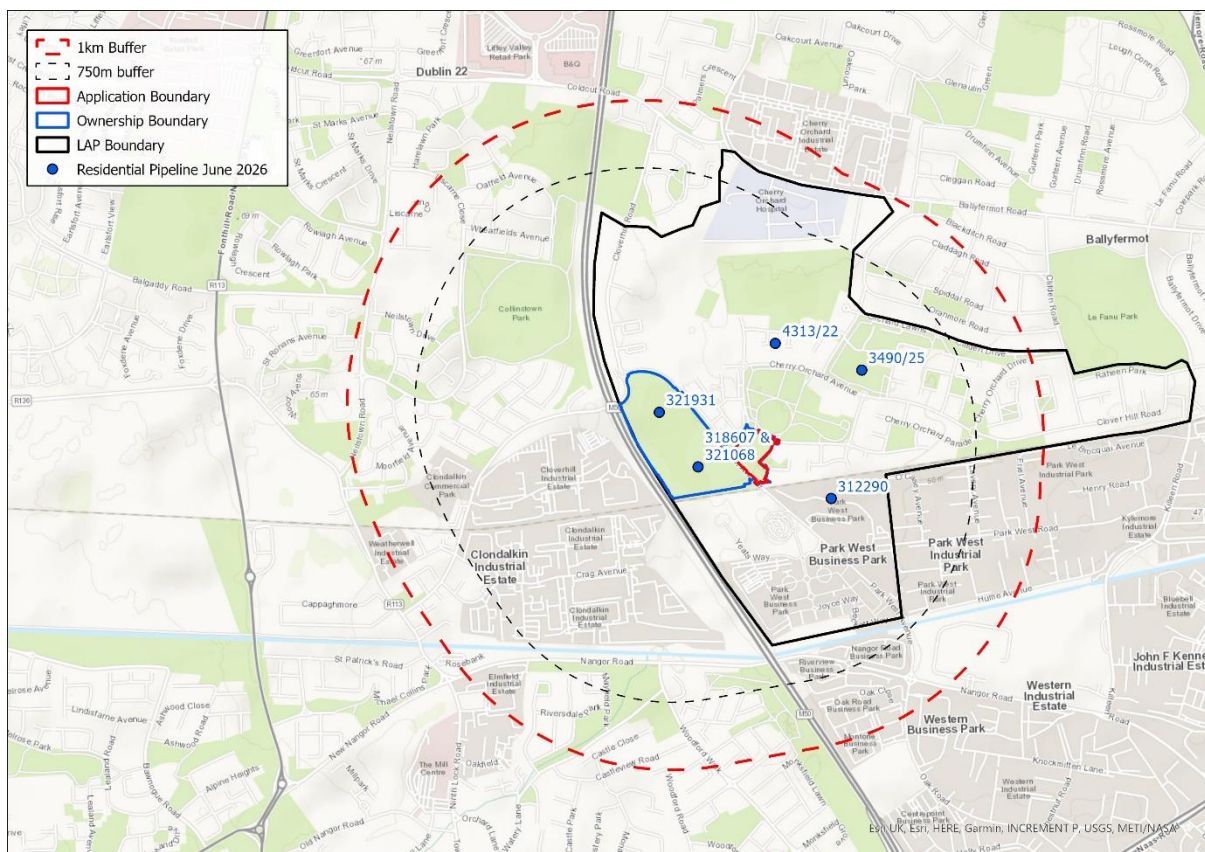


Figure 6-1 Extant Residential Schemes Granted Planning Permission within the LAP (2019) Boundary

Table 6-2 Planning Permission for Residential Schemes within and bordering the Local Area Plan (2019) Boundary

Reg. Ref.	Address	Summary Development Description	Decision and Date
Other Extant Planning Permission for Residential Schemes within and bordering the Local Area Plan (2019) Boundary			
3403/21	Site (1.26 ha) at Blocks 70 and 72 Park West Avenue and Park West Road, Park West, Dublin 12	Planning permission for the proposed development will consist of modifications to the permitted residential development of 86 no. residential units over retail/restaurant uses (reg. ref. 3798/18, 3941/20, 2517/21) within blocks 70 and 72 as follows: modifications to the private amenity spaces attached to 65 no. residential units at ground, first second and third floor levels to provide winter gardens in lieu of previously permitted balconies including alterations to the existing curtain walling and permitted elevations. The floor area of the apartments and private amenity spaces remains unchanged from that previously permitted. Omission of previously permitted canopy at fourth floor level. The total number of apartments (86 no.), designated car parking spaces (86 no.) bicycle parking spaces (167 no.) and gross floor area of blocks 70 and 72 all remain as previously permitted	Granted 6/12/2021
SD188/0006* (Part 8)	New Nangor Road, Clondalkin, Dublin 22.	Social Housing Development comprising of two and three storey housing and apartment units (44 units in total) on a site located at New Nangor Road, bounded by Riversdale Estate & Mayfield Park, Clondalkin, Dublin 22. The proposed development shall consist of: 19 3-bed, two storey houses, 1 two storey specially adapted unit and 24 2-bed apartments in 3 storey building. The works include: Landscaping works to boundaries and new park/play area, new pedestrian access routes to adjacent shopping facilities and transport, ancillary works to landscape housing areas, and all necessary associated ancillary works on the site and adjacent areas. The housing provision includes two storey houses in terraces and adjacent to the existing two storey housing, and three storey own door apartments of 3 units addressing the new Nangor Road.	Granted 08/10/2018 Commenced

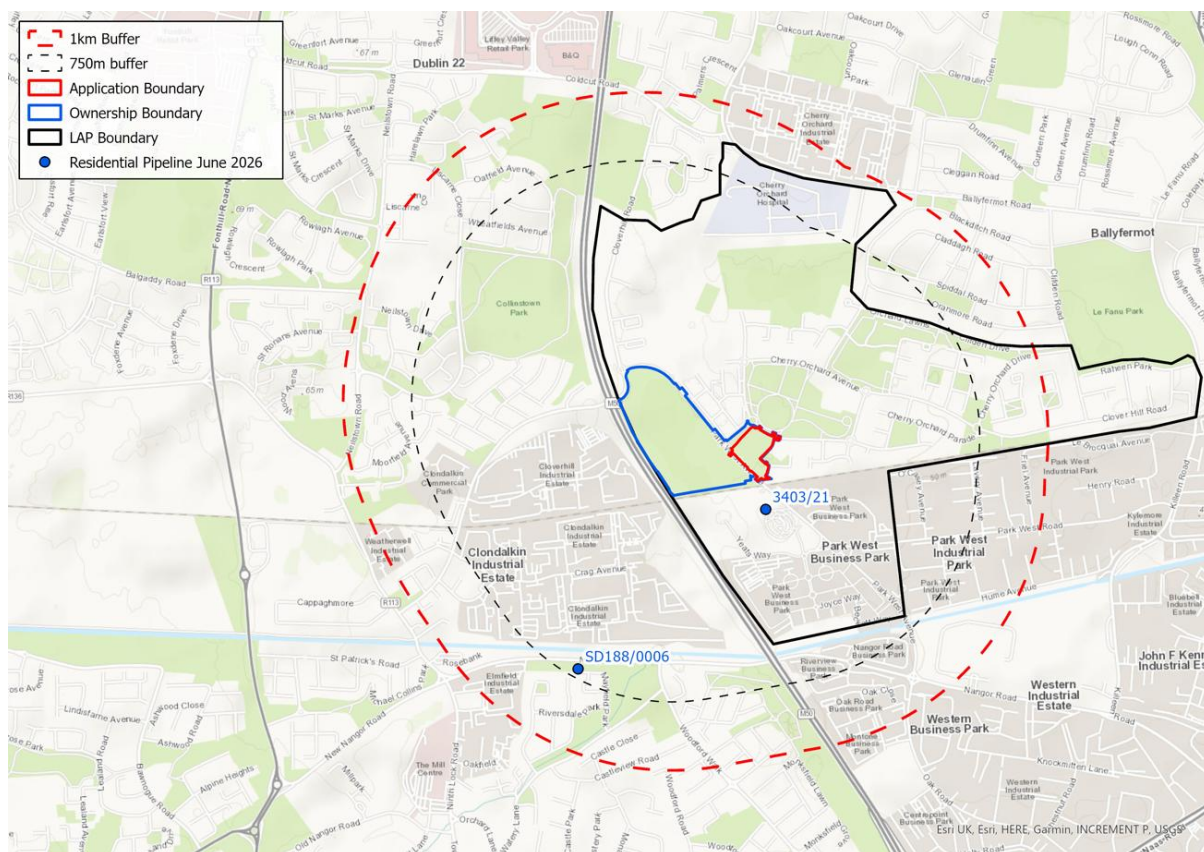


Figure 6-2 Other Extant Residential Schemes Granted Planning Permission within and bordering the LAP (2019) Boundary

Table 6-3 Planning History – Retail / Commercial related Schemes within and bordering the Cherry Orchard LAP Area

Reg. Ref.	Address	Summary Development Description	Decision and Date
SD19A/0185 *	3-4 Crag Avenue, Clondalkin Industrial Estate, Clondalkin, Dublin 22	Alterations to approved plans (Grant of Permission ref PL06S.243151 and PA Reg Ref SD13A/0271 and SD18A/0068) to the previously granted planning permission for the construction of an ESB 110kV Gas Insulated Substation for the use by Crag Digital Limited in support of the development and to incorporate an ESB Network Substation to improve and upgrade power supply to Clondalkin and adjoining areas; the proposed ESB 110kV Gas Insulated Substation is a two storey building of gross floor area of 1,586sq.m and Client Control Room building of an area of 116sq.m; single storey 2MV ESB Substation of 38sq.m floor area is proposed to be constructed to facilitate the construction of the already granted development until completion and commissioning of the proposed ESB 110kV GIS Substation,	Granted 31-07-2019 Commenced

		including for 3 ESB external transformers and 3 Crag Digital Limited external transformers; alterations include for the relocation on site of previously granted client transformers, control building and energy centre ancillary building to facilitate the revised ESB 110kV Substation building layout; ESB Substation and client control building and transformer compound are to be secured with a 2.6m and 3m high palisade fence and access gates; all landscaping and ancillary site works as per previously granted planning permission SD18A/0068.	
SD20A/0034	KN Group HQ, Cloverhill Industrial Estate, Cloverhill Road, Raheen, Dublin 22	Office accommodation extension to the rear of the existing office building (455sq,m at ground floor, 33.2sq.m at first floor); covered bicycle parking area to the front of the existing building 25.2sq.m; all necessary associated ancillary ground and drainage works.	Granted 30 Jun 2020
SD20A/0309 ; SD22A0093 *	3-4 Crag Avenue, Clondalkin Industrial Estate, Clondalkin, Dublin 22	Provision of 4 new information and communications technology (ICT) Facility buildings and associated development at the subject site, superseding elements of the extant planning permissions on site (Reg. Ref.: SD18A/0068 and Reg, Ref.: SD19A/0185). The application site is subject to an EPA Industrial Emissions Licence (Ref. No.: P1113-01) relating to the Energy Centre permitted on site, The single storey Energy Centre, gas pressure reduction station, and 110kV Gas Insulated Switchgear (GIS) substation permitted under Reg, Ref.: SD18A/0068 and Reg. Ref.: SD19A/0185 will be constructed as previously approved and are not affected by the current application. The proposed development will comprise the following: The construction of 4 ICT Facility buildings (ICT Facilities 1, 2, 3, and 4) with a combined total gross floor area {GFA} of c. 47,564.5 sq.m, Each ICT Facility building includes associated external plant areas, totalling c, 20,649.5 sq,m, ICT Facilities 1, 2, and 3 will be located in the eastern portion of the site, and each comprise a GFA of c. 15,196 sq.m (including ancillary office and administration space) over part two and part	Granted 23-03-2021 Commenced

		three levels with a maximum height of c, 25 metres and a parapet height of c, 19.5 metres, Each of the ICT Facilities will include an associated external plant area of c, 6,624 sq,m, ICT Facility 4 will be located in the southern portion of the site and comprises a GFA of c, 1,976.5 sq,m (including ancillary office and administration space) over two levels with a maximum height of c, 15 metres and a parapet height of c. 10.5 metres, This ICT Facility includes an associated external plant area of c. 777.5sq.m, Each ICT Facility building will accommodate ICT equipment halls, associated electrical and mechanical plant rooms, loading bays, maintenance and storage space, office administration areas, and screened plant. Construction of internal road network and circulation areas, footpaths, provision of 153 no. car parking spaces and 54 no, cycle parking spaces. Connections to vehicular access routes, roads, services and permitted infrastructure relating to the Energy Centre and 110kV GIS substation permitted under Reg, Ref.: SD18A/0068 and Reg, Ref.: SD19A/0185. Provision of emergency generators with associated flues, water storage tanks and associated pump rooms (comprising 150 sq,m in total) to serve each of the proposed ICT Facility Buildings. Hard and soft landscaping and planting, lighting, and all associated works, including underground foul and storm water drainage network, boundary treatments and security fencing, attenuation areas, and utility cables.	
SD21A/0100 *	Unit 15, Cherry Orchard Industrial Estate, Ballyfermot Road, Dublin 10	Construction of a revised two storey mono-pitched Discount Foodstore (with ancillary off-licence use), with an increased total gross floor space of 2,415sq.m and an increased net retail sales area of 1,650sq.m (2,144sq.m and 1,400sq.m respectively permitted under SD19A/0286); Associated reconfiguration of site layout and all other associated and ancillary modifications to SD19A/0286 above and below ground level, including modifications to pedestrian access and a new	Granted 17-06-2021 Commenced

		electricity substation and switch room building.	
3999/21	Unit 55, Park West Road, Park West Industrial Park, Dublin 12	PERMISSION AND RETENTION: The development will consist of extension to the existing office space at second floor level resulting in an overall office floorspace increase of 125 sqm approximately, construction of a new mezzanine level in the warehouse area (circa 257 sqm) and a new stairwell. Creation of 2no. openings to the south elevation and 1no. opening to the west elevation and associated site development works. The development will also include the retention of the existing office space at ground and first floor level of 250 sqm approximately.	Granted 04-02-2022
SD22A0060 *	Cloverhill Industrial Estate, Cloverhill Road, Dublin 22	Change of use of 464sq.m of warehouse mezzanine storage, approved under planning reference SD18A/0031, to office use, as well as associated and ancillary internal works, elevational changes and external ground works to facilitate this new use.	Granted 19/07/2022
5311/22	Block 7, Parkwest Business Campus, Parkwest, Dublin 12	The development will consist of the change of use of the ground, first and second floors from class 3 office use to class 8 for use as a health centre / clinic along with all associated works.	Granted 05-04-2023
SD24A/0125 W*	Unit 10, Clondalkin Business Centre, Crag Cres, Clondalkin Industrial Estate, Dublin 22, Co. Dublin	Gabor Construction Limited are applying for Permission for partial change of use as constructed under Reg. Ref. S99A/0146, from Warehouse to Office use (29sqm) to include for internal alterations and extension of current office floor areas on ground and first floor level.	Granted 04-07-2024 Commenced
SD24A/0106 *	Block 1, Units 10-13 Weatherwell Industrial Estate, Neilstown, Clondalkin Industrial estate, Dublin 22, Co.Dublin	The construction of new office space at first floor level including enclosing the existing access stairs (total area @ 87.915 sq./mts), all works proposed are ancillary to the use of the existing building and business.	Granted 12-09-2024

*These applications are in the administrative area of South Dublin County Council

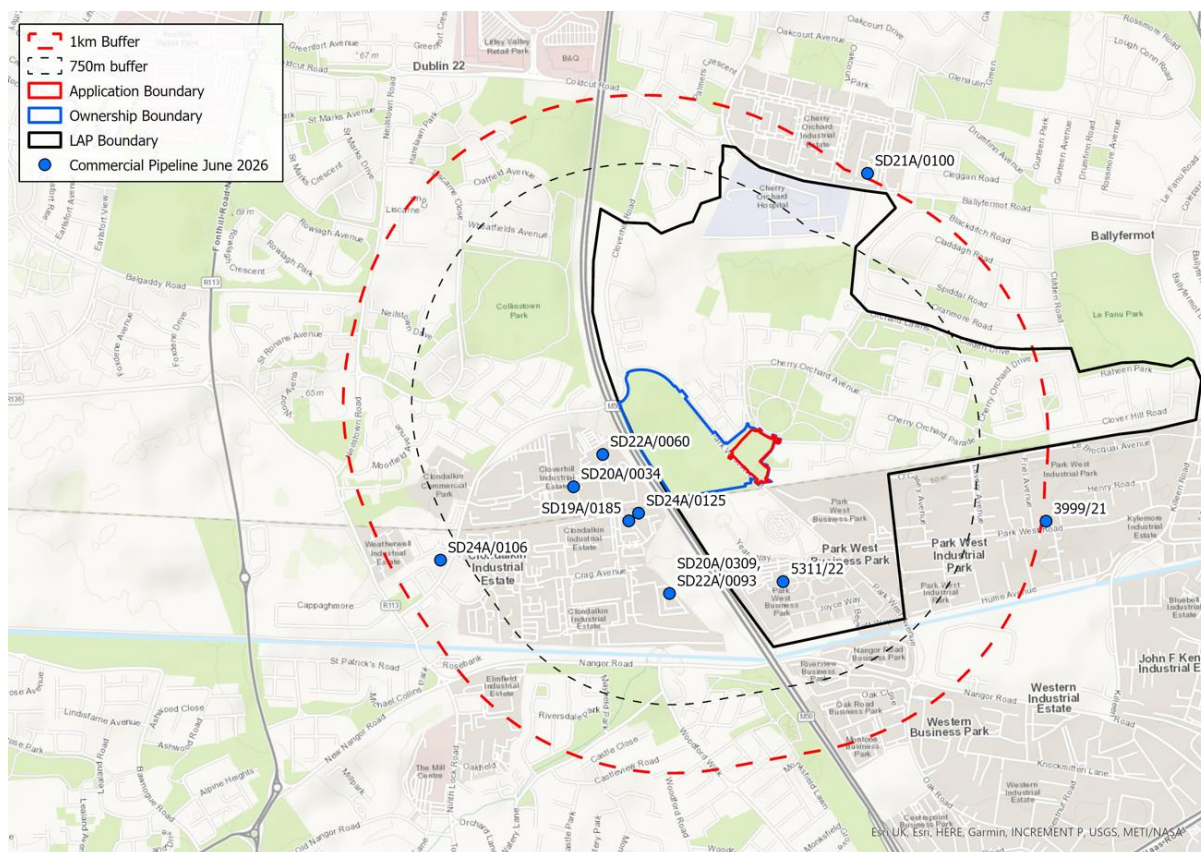


Figure 6-3 Extant Retail / Commercial Schemes Granted Planning Permission within and bordering the LAP (2019) Boundary

Since the completion of the Parent EIAR, the DART+ South West Project has been granted permission and will provide a sustainable, electrified service with increased capacity and frequency for services between Park West Cherry Orchard and Dublin City Centre.

ABP Reference	Development Description	Status	Date
316119	DART+ South West Electrified Heavy Railway Order - Hazelhatch & Celbridge Station to Heuston Station, and Hesuton Station to Glasnevin	Make Railway Order w cons	13/11/2024

The planned infrastructure improvements include:

- 20 km of electrification and re-signalling 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

6.2 Site 5: Barnville Site

A review of the planning history of the Subject Site confirmed that there are no extant or previous planning permissions of relevance and no notable features on the site except a large ESB pylon and associated overhead power lines are located in the southern corner of the site as discussed in detail in Section 2.2 of the report. The lands comprise a vacant greenfield site. However, as part of the DART+ South West rail infrastructure upgrade works authorised under Railway Order (ACP Ref. 316119), the provision of a substation and temporary construction compound is proposed on lands within Development Site 5 (as shown in Figure 2.6 and 2.10 for reference). A Notice to Treat dated 3 April 2026 was subsequently served, confirming Córas Iompair Éireann's intention to acquire the property interests required to facilitate these works.

As part of the rail upgrade works will involve the provision of a substation, temporary compound on lands within Development Site 5 as shown below. The Notice to treat dated 3rd April 2026 was then served confirming that CIE to acquire the property interests required to complete.

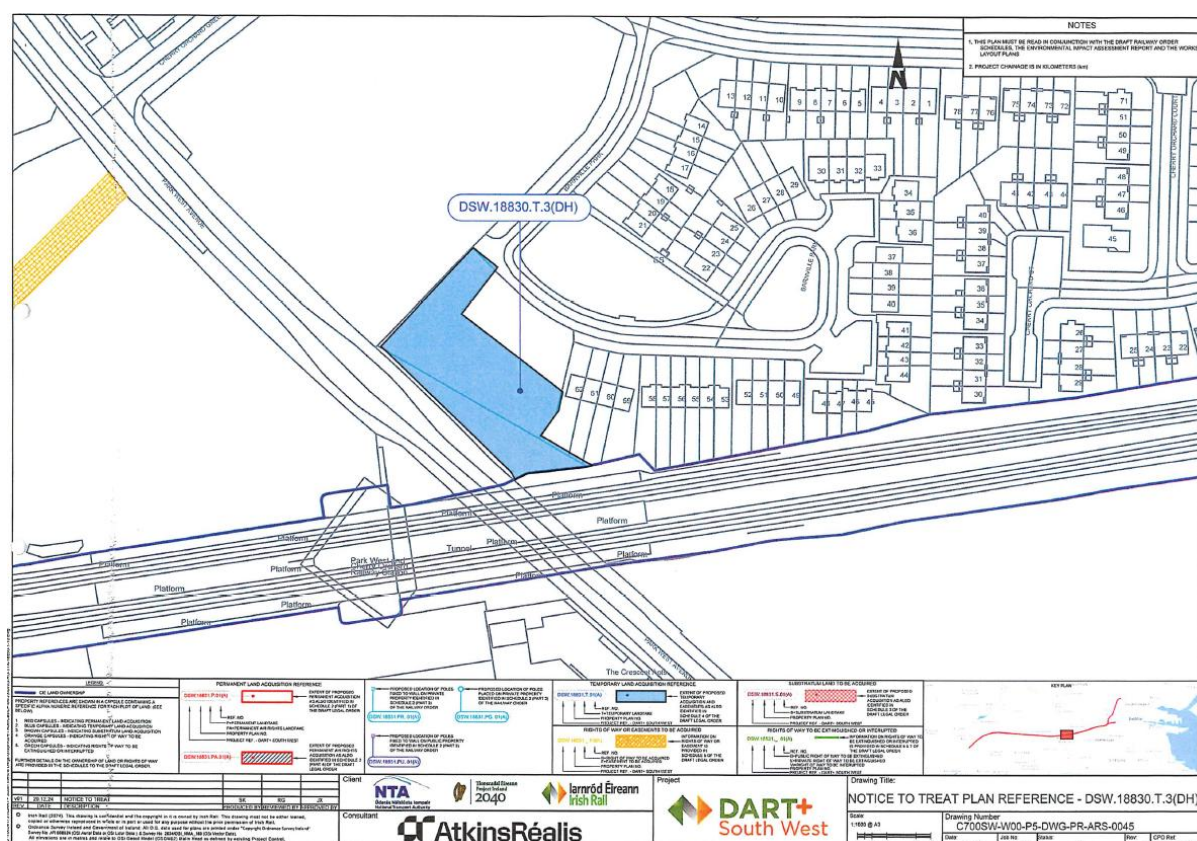


Figure 6-4 Dart + South West: NOTICE TO TREAT PLAN REFERENCE - DSW.18830.T.3(DH) Layout Plan showing location of temporary compound on southern portion of the site 5 (Source: Prepared by Atkins Realis – Ref: C700SW-W00-P5-DWG-PR-ARS-0045)

Iarnród Éireann (DART+ Programme) has provided consent to “The LDA” to include lands at Cherry Orchard Point Phase 3, Site 5 (Barnville Site) that are subject to a DART+ South West Railway Order Notice to Treat within the proposed Part X planning application for a 312-unit residential-led mixed-use development. This consent is conditional upon the DART+ South West infrastructure works, including directional drilling and ESB under-routing works, being completed prior to the commencement of the proposed development subject to consent.

Iarnród Éireann, in the enclosed correspondence, further confirms that:

“While proposals are currently being progressed with an adjacent Developer and the LDA to complete these under-routing works in advance of the main scheme, the requirement for the subject lands will only cease if such works are fully completed prior to the commencement of the DART+ South West scheme.”

The LDA has actively engaged with Iarnród Éireann and ensured that the overall scheme at Cherry Orchard Point scheme including Phase 3 which is subject of the planning application will have had full regard to the proposed rail works. The LDA shall continue to engage and co-operate with Iarnród Éireann/DART+ South West Team in relation to the delivery of the under-routing works.

Furthermore, the approved Parent EIAR considered the potential cumulative effects arising from the proposed development in combination with the rail upgrade project and identified, where necessary, appropriate mitigation measures to avoid, reduce or minimise potential environmental effects. The electrification of the rail corridor, together with the increased capacity and frequency of rail services, will deliver significant benefits for future residents by enhancing connectivity to the city centre and wider metropolitan area while supporting a cleaner, more sustainable mode of public transport.

For the purposes of environmental assessment, the proposed development has been assessed as a single construction and operational phase. The assessment has had regard to the potential interaction of the development with consented Phases of the scheme, DART+ South West infrastructure works, utility diversions and other committed developments in the area. Any sequencing or interface requirements associated with those projects do not alter the overall assessment approach and have been considered, where relevant, within the cumulative impact assessments contained in this EIAR Addendum.

In addition, the Subject Site has long been identified as a strategic growth location within the planning framework for the area. The lands were zoned for strategic development and regeneration under the Dublin City Development Plan 2016-2022 and were designated as a key development site within the Park West-Cherry Orchard Local Area Plan 2019 (as extended). This strategic objective is reinforced in the current Dublin City Development Plan 2022-2028, which continues to prioritise the comprehensive regeneration and redevelopment of the Park West-Cherry Orchard area. A central objective of the Local Area Plan is the integration of new development with the existing and emerging community to create a sustainable, inclusive and well-connected neighbourhood. The proposed development directly supports these objectives by facilitating the delivery of high-quality residential accommodation, associated amenities and supporting infrastructure within a coordinated regeneration framework.

7.0 Consultation

7.1 Pre- Planning Consultation

The overall Phase 3 pre planning consultation included:

- DCC Technical Depts & Planners 06/03/26 27/09/26, 26/03/26 plus individual consultant meetings.
- DCC Local Area Councillors 28/05/26 & 02/09/26 and 16/09/2026 General local area committee meeting
- DCC Parks – Cherry Orchard Green Project – 01/04/26
- Cherry Orchard Implementation Board – 20/01/25
- Public Event 08/06/26
- Local interest groups & stakeholders contacted via email for the launch of the public consultation

Sections below provides further information on the consultation process.

7.1.1 DCC Consultation

Throughout the design process extensive pre-planning engagement took place between The Land Development Agency and Dublin City Council across a range of departments and functions on 6 March 2026. Technical experts within the Design Team also consulted extensively with their counterparts in the Roads, Drainage, Parks, Public Lighting and Housing Departments to ensure that the proposed development was fully consistent with the required standards of the Local Authority on multiple fronts. This approach has enabled the applicant to put forward a development that will create a fully inclusive, integrated and sustainable community within the Cherry Orchard area.

7.1.2 Public Display/ Consultations

As part of the application for Phase 3, on behalf of Dublin City Council, the Land Development Agency undertook extensive engagement with the public, relevant stakeholders, community groups and Elected Members of Dublin City Council. This included in person consultation events to ensure that the community felt involved in the design and application process and that their views, formed and shaped by invaluable local experience and knowledge could guide the proposed scheme.

The non statutory public consultation was facilitated through public consultation and engagement Drop-in Clinic took place on 8 June 2026 at Cherry Orchard Community Centre, Cherry Orchard Grove, Dublin 10. Details on the proposed development were also made available through the publication of a website ([Cherry Orchard, Dublin 10 - Ida](#)) which contained public information document to provide the public with a more defined locational analysis of the application site in the context of Development Sites 4 and 5 of the LAP lands and also included strategic and historical context, design principles, information on how sustainability has been incorporated into the design of the scheme and the current status of the project. The publication of a detail public information document guided the public through the proposals and the applicant's wider vision for the lands and the Cherry Orchard area. The document deliberately avoided the use of overly technical language resulting in a document that was fully accessible and legible. The document encouraged active public participation and provided dedicated contact details for the public to get in touch with comments and suggestions on the proposed development.



A number of matters were raised by members of the public during the non-statutory consultation process for Phase 3 of the development, where local knowledge of historical issues that have impacted the area were raised. This information was assessed and ultimately utilised in shaping the final design and layout of the scheme together with the nature and extent of the mix of uses proposed as set out below.

Housing & Design:

- *The LAP identifies a lower unit yield than the 312 residential units currently proposed as part of the development scheme.*

Response: The Cherry Orchard lands are owned by Dublin City Council and are being brought forward in a development partnership with the LDA to provide both social and cost rental homes. Phase 3 will see the delivery of 312 no. comprising social and cost rental units. The Park West - Cherry Orchard Local Area Plan published November 2019 (extended to 2029) provides an estimated unit numbers of 150-200 units. The Dublin City Development Plan 2022–2028 supports higher-density development in appropriate urban locations to promote compact growth, efficient land use, urban regeneration, and sustainable transport. Development proposals should respond to site conditions and local context, protect residential amenity, and adopt a design-led approach that supports placemaking, community facilities, and social infrastructure to create sustainable and vibrant neighbourhoods.

Section 15.5.5 of DCDP states:

“Higher densities maintain the vitality and viability of local services and provide for the critical mass for successful functionality of public transport facilities”

The proposed scheme is fully aligned with the height and density objectives of the Dublin City Development Plan and the Compact Settlement Guidelines. The site's highly sustainable and strategic location, in close proximity to Park West & Cherry Orchard Railway Station, has strongly informed the design approach, supporting an appropriate level of residential development in a well-connected urban setting.

Amenity & Infrastructure:

- *Queries were raised regarding the proposed childcare facilities, including the quantum of childcare floorspace to be provided, the number of childcare places proposed, and the anticipated timeline for delivery and operation.*

Response: The overall Cherry Orchard Point development incorporates a purpose-built childcare facility within the consented Phase 1 development. The facility has been carefully planned and sized to accommodate the projected childcare demand arising from residents across Phases 1, 2 and 3. The early delivery of this facility will support the creation of a sustainable and inclusive neighbourhood, ensuring that essential social infrastructure is available to both existing and future residents and fostering broader community engagement within the area.

Transport & Traffic:

- *Barnville residents raised query regarding existing traffic congestion and parking pressures, particularly during peak periods and whether the proposed parking provision is sufficient, citing the potential for overspill parking in surrounding residential areas and that that future residents may rely on on-street parking, creating additional pressure on the local parking network.*
- *Questions were raised regarding rail service capacity, operating hours, and the delivery timeline for DART+.*

Response: The site benefits from excellent accessibility and is well served by the existing road network, rail services, and bus infrastructure. Planned investment in sustainable transport, including the approved DART+ South West and BusConnects programmes, will further enhance public transport accessibility within the area and support a continued shift towards more sustainable travel patterns, reducing reliance on private car use. The current LDA plans provide for the integration of DART+ and BusConnects into the development by means of safe, well-overlooked routes to the station and bus stops.

In this context, the proposed car parking provision has been carefully calibrated in accordance with the Dublin City Development Plan and the Compact Settlement Guidelines, reflecting the site's highly sustainable location and access to existing and planned public transport infrastructure through proposed Barnville link. The scheme is further supported by substantial bicycle and motorcycle parking provision, alongside dedicated car-sharing spaces, offering residents a range of sustainable mobility options. Collectively, these measures are intended to reduce car dependency, encourage active travel and public transport use, and minimise the potential for overspill parking within surrounding residential areas.

Community & Society:

- *There is a perception that the scale and pace of development may be excessive, and how the proposed scheme will be able facilitate integration of a substantial number of new residents into the existing community.*

Response: The proposed scheme has been carefully designed to promote integration and connectivity, incorporating multiple pedestrian access and egress points that establish strong links between Barnville Park, Cherry Orchard Park, Park West Avenue, the railway station, and the wider network of community facilities. These connections will enhance permeability, encourage active travel, and support the successful integration of future residents with existing and emerging communities within the area.

All elements of the development have been designed in accordance with the principles of inclusivity, universal design, safety, and passive surveillance, ensuring a high-quality living environment for residents and visitors alike. The LDA is committed to delivering a well-integrated and thoughtfully designed development that will provide significant benefits to the area, not only through the delivery of much-needed social, cost rental, and affordable homes, but also by enhancing the range of community facilities, services, and amenities available to existing and future residents. The LDA will continue to engage proactively with Dublin City Council, local stakeholders, and the wider community throughout the ongoing development of the Cherry Orchard Point scheme.

Commercial/Community Space

- *The commercial zoned lands and shopping centre were originally envisaged prior to the adoption of the LAP. Local residents have highlighted a need for a range of day-to-day services within the area, including a GP practice, medical centre, pharmacy, and general shops.*

Response: The commercial element included as part of the approved Phase 1 development involves the provision of a convenience retail supermarket (2,523sq.m GFA), and 7 no. independent and co located retail / commercial units (totalling 373sq.m GFA) located adjacent to the Park West Cherry Orchard rail station and is positioned to benefit from proximity to the train station and the planned BusConnects Spine Routes. The level of active engagement that was undertaken will foster a sense of community and create a feeling of public ownership of the overall development.

The Phase 3 scheme proposes 1441 sq.m of local retail and commercial floor space, consistent with the land use strategy and objectives for Site 5: Barnville as set out in the LAP. These units are strategically located to capitalise on the site's accessibility, benefitting from its proximity to the train station and the planned BusConnects Spine Routes. The proposed development aims respond to evolving local needs and contribute to the creation of a vibrant and sustainable neighbourhood centre.

7.1.3 Consultation with Prescribed Bodies

Pursuant to Section 175(4)(b) of the Planning and Development Act 2000, as amended, and Article 121 of the Planning and Development Regulations 2001, as amended), a total of 16 no. Prescribed Bodies have been notified to make a submission during the consultation period to An Coimisiún Pleanála as mentioned below:

- *Department of Housing, Local Government and Heritage*
- *Department of Tourism, Culture, Arts, Gaeltacht, Sport, and Media*
- *An Chomhairle Ealaíon (the Arts Council)*
- *Córas Iompair Éireann (CIE)*
- *Commission for Railway Regulation*
- *Fáilte Ireland*
- *The Heritage Council*
- *Inland Fisheries Ireland*
- *An Taisce —the National Trust for Ireland*
- *Uisce Éireann*
- *Health Service Executive (HSE)*
- *Irish Aviation Authority (IAA)*
- *National Transport Authority (NTA)*
- *Transport Infrastructure Ireland (TII)*

- *South Dublin County Council*
- *Waterways Ireland*

7.1.4 Other Consultations

A series of additional consultations and engagements with various public sector departments also took place including the ESB, Iarnród Éireann (Irish Rail), and Uisce Éireann. These consultations also contributed to putting forward the most appropriate development proposal for the application lands.

Consultee	Subject Matter	Correspondence Dates	Reference
ESB	ESB Networks has confirmed that the underground diversion of the 'Inchicore-Liffey Valley' 38kV mast line and the line crossing over the subject site is technically feasible. Discussions have taken place with The LDA in relation to the underground diversion of the line, which ESB Networks has advised is technically feasible, subject to the provision of an underground cable route.	11 August 2026	Letter enclosed.
Iarnród Éireann (DART+ Programme)	Iarnród Éireann confirmed its consent to the inclusion of lands at Site 5, Barnville Site, which are subject to a Notice to Treat under the DART+ South West Electrified Heavy Railway Order 2023, within the proposed Part X planning application. The consent is subject to the completion of the DART+ South West scheme works prior to the commencement of development and continued engagement with the DART+ South West Team in relation to the delivery of directional drilling works required to facilitate the under-routing of ESB infrastructure.	2 September 2026	Letter enclosed.
Uisce Éireann	Uisce Éireann has issued Confirmation of Feasibility on 5 August 2026 (Ref. CDS26004704) confirming that the proposed development is feasible in principle, with water connections available without infrastructure upgrades and wastewater connections feasible subject to the delivery of the planned	5 August 2026	Letter enclosed.

	network capacity enhancement works (completion expected early 2027).		
DCC	5% offsite CAC provision	22 September 2026	Letter enclosed.
DCC	Part V	3 September 2026	Letter enclosed.

7.2 Planning Consultation

7.2.1 Public Display/ Consultations

The complete planning application is displayed for public consultation on www.cherryorchardpointphase3partx.ie and will be live throughout the public observation period from 24th September 2026 to 6th November 2026 (not being less than 6 weeks).

In accordance with s175(4)a of the Planning and Development Act (as amended), a newspaper notice was published in Irish Daily Star on 24 September 2026 inviting the public to make a submission and observation to An Coimisiún Pleanála, within a period of not less than 6 weeks.

As illustrated on the Site Location Map prepared by VDA/CCK (Dwg No. 2539-PA-001), there are a total of 5 no. Site Notices displayed at publicly accessible locations around the site.

8.0 Planning Policy and Assessment

This Section sets out the key national (including relevant Section 28 Guidelines), regional, and local planning policy context applicable to the proposed development. The relevant policy documents against which the proposed development has been assessed include:

- Project Ireland 2040: National Planning Framework First Revision (April 2025)
- National Development Plan 2025
Delivering 'Homes, Building Communities: An action plan on Housing Supply and targeting Homelessness, 2025-2030
- Sustainable Residential Development and Compact Settlement Guidelines 2024
- Design Standards for Apartments, Guidelines for Planning Authorities (2025)
- The Planning System and Flood Risk Management, Guidelines for Planning Authorities (2009)
- Climate Action Plan 2025
- Regional Spatial and Economic Strategy for the Eastern and Midlands Region (2019)
- Dublin City Development Plan 2022-2028
- Park West Cherry Orchard Local Area Plan 2019

Where relevant, appropriate responses have been made to demonstrate compliance of the proposed scheme with the national, regional, and local policy requirements.

This section also highlights the relevant current development standards and guidelines applicable to the proposed development under the Dublin City Development Plan 2022-2028 and the Park West Cherry Orchard Local Area Plan 2019; and compliance of the scheme to the standards / requirements has also been appropriately demonstrated.

8.1 National Planning Policy

8.1.1 National Planning Framework: Ireland 2040

The National Planning Framework (NPF) is the Government's high-level strategic plan for shaping the future growth and development of the country out to the year 2040. The NPF was, in April 2025, formally revised and updated to take account of changes that have occurred since 2018 and to build on the existing framework. Since its original publication in 2018 there have been a number of significant and critical developments in relation to planning policy, guidance, and legislation, as well as governance and institutional change. Also, within this time, unprecedented, unforeseen events have occurred with ongoing consequences, such as the impacts of Covid-19 particularly in relation to trends in commuting patterns and the emergence of blended home-office working.

The Revised NPF reflects updated projections on population growth, which will increase to approximately 5.7 million by 2030 and to 6.1 million by 2040, based on demographic and econometric modelling undertaken by the Economic and Social Research Institute (ESRI). In order to meet projected population and to manage economic growth patterns, as well as increased household formation, an increase in annual housing output to approximately 50,000 homes per annum to 2040 is needed. NPO 3 states that in the Eastern and Midland Region there will be 'approximately 470,000 additional people between 2022 and 2040 (c. 690,000 additional people over 2016-2040) i.e. a population of almost 3 million'.

The NPF places a major policy emphasis on the renewal and development of existing settlements, as opposed to the continual expansion and sprawl of cities and towns. A shared set of goals for every

community across the country, expressed in the Framework as the National Strategic Outcomes, are set out. One of the key goals is to achieve 'compact growth' and this is reflected throughout the NPF and through its policies and objectives. Compact growth can be achieved by: - Targeting a greater proportion (40%) of future housing development to be within and close to the existing 'footprint' of built-up areas. - Making better use of under-utilised land and buildings, including 'infill', 'brownfield' and publicly owned sites and vacant and under-occupied buildings, with higher housing and jobs densities, better serviced by existing facilities and public transport. The National Planning Framework looks to move away from the 'business as usual' approach to the growth of our regions and ensure that, in accordance with Objective NPO 3a, that aims to "deliver at least 40% of all new homes nationally, within the built-up footprint of existing settlements."

Policy Objectives NPO 11 and NPO21 are of particular relevance to the proposed application outlining the importance of encouraging new developments within existing settlements and highlighting the need to ensure that residential developments are designed at an appropriate scale that can be successfully integrating into the receiving environment. The Revised NPF updated projection on the population of Ireland, which will increase to approximately 5.7 million by 2030 and to 6.1 million by 2040, is based on demographic and econometric modelling undertaken by the Economic and Social Research Institute (ESRI). In order to meet projected population and to manage the economic growth patterns as well as increased household formation, there is corresponding increase in annual housing output to approximately 50,000 homes per annum to 2040.

- *NPO 7: Deliver at least 40% of all new homes nationally, within the built-up footprint of existing settlements and ensure compact and sequential patterns of growth.*
- NPO 9: Deliver at least 30% of all new homes that are targeted in settlements other than the five Cities and their suburbs, within their existing built-up footprints and ensure compact and sequential patterns of growth
- NPO 10: Deliver Transport Orientated Development (TOD) at scale at suitable locations, served by high capacity public transport and located within or adjacent to the built up footprint of the five cities or a metropolitan town and ensure compact and sequential patterns of growth.
- NPO 11: Planned growth at a settlement level shall be determined at development plan-making stage and addressed within the objectives of the plan. The consideration of individual development proposals on zoned and serviced development land subject of consenting processes under the Planning and Development Act shall have regard to a broader set of considerations beyond the targets including, in particular, the receiving capacity of the environment.
- NPO 12: Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.
- NPO 21: The Government will support the LDA, in association with Local Authorities, to fulfill its statutory mandate to deliver a significant number of homes on State lands in major mixed tenure developments, with a particular focus on brownfield and infill urban sites in the five main cities and regional centres as a priority.
- NPO 43: Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.
- NPO 97: The Metropolitan Area Strategic Plans, shall include provision for large-scale Transport Orientated Development (TOD) opportunities and may target a proportion of planned growth in the

metropolitan areas towards the delivery of new sustainable communities at brownfield and greenfield locations in the principal city and suburbs areas and in the wider metropolitan areas focused on opportunities arising from existing and planned major public transport investment, along planned high capacity public transport corridors and in accordance with the principles of Transport Orientated Development.

- NPO 99: The Government will work to establish the necessary institutional and funding arrangements to support the development and accelerated delivery of Transport Orientated Development at suitable locations in conjunction with the ongoing programme of investment in the public transport network

The proposed Cherry Orchard Point Phase 3 development is strongly aligned with the objectives of the National Planning Framework (NPF) Ireland 2040, particularly those relating to compact growth, sustainable housing delivery, urban regeneration and Transport Orientated Development (TOD). The scheme will deliver a substantial quantum of much-needed housing on strategically located State-owned lands within the existing built-up footprint of Dublin, thereby supporting NPOs 7 and 43 by promoting compact and sequential growth in a sustainable urban location. The development represents the regeneration of underutilised lands within Cherry Orchard and forms part of the wider State-led housing delivery programme by the Land Development Agency (LDA), directly supporting NPO 21. Its location adjacent to Park West and Cherry Orchard Railway Station, together with access to established bus and active travel networks, aligns with the TOD principles promoted under NPOs 10, 97 and 99 by maximising the benefits of existing public transport infrastructure and encouraging sustainable travel patterns. Furthermore, the site comprises appropriately zoned and serviced lands identified for development within the statutory planning framework, consistent with NPO 11, while the proposal incorporates high-quality residential accommodation, public open spaces, childcare, local retail and commercial, landscaping and local services, thereby creating an attractive, inclusive and sustainable community in accordance with NPO 12. Overall, the proposed development contributes positively towards achieving the population growth, housing supply and sustainable development objectives of Project Ireland 2040 and the National Planning Framework

8.1.2 Project Ireland 2040: National Development Plan 2021-2030

The implementation of the revised NPF outlined above will continue to align with the National Development Plan and form as one single vision for Ireland under 'Project Ireland 2040'. The National Development Plan (NDP) sets out the investment priorities that will underpin the successful implementation of the NPF. This will guide national, regional, and local planning and investment decisions in Ireland over the next two decades to cater for an expected population increase of over 1 million people.

The National Development Plan 2021-2030 (or "NDP") was published in 2021 as an updated version of the previous National Development Plan 2018-2027. As part of Project Ireland 2040, the NDP set out the Government's over-arching investment strategy and budget for the period 2021-2030. The Document sets out funding to underpin key Government priorities, including housing and infrastructure. The NDP underpins the overarching message of the National Planning Framework ("NPF"). The revised version of the NDP was published in 2025 to enhance the delivery of "transformative, critical and growth-enhancing infrastructure".

Resolving the systemic factors underlying the current housing crisis is at the heart of the NDP and reflecting this, housing and sustainable urban development is a priority for the National Development Plan. In this regard, the revised NDP states that critical improvements to sectors of economic infrastructure, water, energy and transport, are being prioritised to support the core ambition of the revised NDP- delivery 300,000 additional homes by 2030.

Furthermore, the NDP states that “the continuation of existing patterns of development accentuates the serious risk of economic, social, and environmental unsustainability through, for examples, placing more distance between where people work and where people live, and increasing energy demand. The NPF highlights the urgent requirement for a major uplift of the delivery of housing within the existing built-up areas of cities and other urban areas. It has a particular focus on brownfield development, targeting derelict and vacant sites that may have been developed before but have fallen into disuse.”

There are a number of strategic outcomes identified within the NDP which support the proposed development at the subject site. Such outcomes include:

- *National Strategic Outcome 1: Compact Growth – “This outcome aims to secure the sustainable growth of more compact urban and rural settlements supported by jobs, houses, services, and amenities, rather than continued sprawl and unplanned, uneconomic growth. This requires streamlined and coordinated investment in urban, rural, and regional infrastructure by public authorities to realise the potential of infill development areas within our cities, towns, and villages. This will give scope for greater densities that are centrally located and, in many cases, publicly owned, as well as bringing life and economic activity back into our communities and existing settlements. Creating critical mass and scale in urban areas with enabling infrastructure, in particular increased investment in public and sustainable transport and supporting amenities, can act as crucial growth drivers. This can play a crucial role in creating more attractive places for people to live and work in, facilitating economic growth and employment creation by increasing Ireland’s attractiveness to foreign investment and strengthening opportunities for indigenous enterprise”.*

The updated National Development Plan signals the largest ever capital investment plan in the history of the State that will enable the heightened delivery of homes, and deliver critical infrastructure and strengthen water, energy, and transport systems. The review encompasses total public investment of €275.4 billion with key investment allocations including:

- €35.955 billion investment in housing between 2026-2030, and over €20 billion allocated to social and affordable housing
- €3.5 billion for energy projects with ESB Networks and Eirgrid to meet the growth to deliver the housing target of 300,000 new homes
- €12.2 billion for the water sector
- €24.3 billion for the transport sector

The revised NDP placed significant emphasis on the acceleration of the delivery of housing. To support this, the Housing Activation Office (HAO) has now been established, with an overall allocation of €1 billion. €205 million has been provided for 2026. The first call for the Housing Infrastructure Investment Fund was delivered on the 21st of January 2026, opening for applications for grants that are focused on the delivery of critical infrastructure projects between 2026-2028 that will activate the early delivery of housing. The revised NDP also provides for a substantial increase in social and affordable housing. Social Housing Programmes over the lifetime of the NDP seek to increase social housing delivery from the current average of 8,000 per year to 12,000 per year between 2025-2030.

Given the location of the subject site and its proximity to existing services such as public transport and amenities, as well as the number of houses being delivered through Phase 3 of the Cherry Orchard Point scheme, it is considered that the proposals align with the principles outlined in the National Development Plan.

8.1.3 Delivering Homes, Building Communities: An Action Plan on Housing Supply and targeting Homelessness, 2025-2030

The new Delivering Homes, Building Communities Framework was adopted in November 2025. The new framework covers the period 2025-2030 and represents the Government's current national housing strategy. It was designed to build on progress under 'Housing for All' which was in operation since 2021, and delivered 137,000 homes between 2021 and 2025. The new housing Plan, informed by the findings of the Housing Commission, aims to speed up the delivery of new homes through the construction of 300,000 homes, including 72,000 social homes and 90,000 affordable housing supports. The Plan includes regulatory reforms, tax incentives, and the largest ever investment in infrastructure in the state through the National Development Plan. The new Plan also includes measures to streamline planning, including the implementation of the Planning and Development Act 2024, aimed at reducing delays and facilitating the timely delivery of residential development.

Viability remains an issue in housing delivery, with major reforms to the rental sector and new planning standards for apartments (Section 8.2.4) introduced to tackle this issue. 'Delivering Homes, Building Communities' aims to build on recent progress to further accelerate the delivery of new homes and encompasses two pillars: Activating Supply and Supporting People. Each pillar is accompanied by four underlying priorities.

Pillar 1: This pillar focuses on activating the supply of 300,000 homes. This will be done through;

- Activating land supply by ensuring that a strong pipeline of zoned and serviced land is available. Measures to activate land include the use of Residential Zoned Land Tax, Compulsory Purchase Orders and the establishment of a Housing Activation Office to coordinate delivery.
- Creating conditions to attract the required investment
- Increasing skills and supporting the adoption of Modern Methods of Construction in the residential construction sector
- Working towards ending dereliction and vacancy

Pillar 2: This pillar details how Government will support people through a series of key actions that will;

- Focus on ending homelessness, deliver homes for older people and support social inclusion,
- Deliver an average of 12,000 new social homes every year over the lifetime of the Plan.
- Promote affordable homeownership, protect renters and make buying and renting homes more affordable.
- Invest in the built environment of towns, villages and cities across the country to enhance community well-being.

Delivery of the framework is coordinated across a number of key stakeholders including Local Authorities, the LDA, and AHBs, with implementation monitored at a national level to ensure alignment with housing output targets. To build the number of homes needed between 2025-2030, an estimated €20 billion in development finance will be required each year. In this context, the Government has committed in excess of €9 billion to housing delivery in 2026 through a combination of Exchequer funding, LDA investment and the Housing Finance Agency.

The objectives of 'Delivering Homes, Building Communities' strongly support the principle of residential development on appropriately zoned and serviced lands, particularly where such development contributes to housing supply targets and sustainable communities. The proposed development on Site 5 of the Cherry Orchard development seeks to deliver 312no.

residential comprising Social and Cost Rental Units, will contribute towards achieving the housing targets under the 'Delivering Homes, Building Communities' programme.

8.1.4 NPF Implementation: Housing Growth Requirements (2025)

The Section 28 Guidelines issued on 29 July 2025, have further outlined the new housing growth requirements guidelines for a consistent approach to be taken by planning authorities incorporating national and regionally based population and housing projections of the Revised NPF into statutory plans. The guidelines support a plan for delivering 55000 units per annum to 2034 and 41000 units per annum to 2040. The guidelines also recommend additional provision' of up to 50% over and above the housing growth requirement for each local authority i.e. 83000 per annum to 2034.

The new housing growth targets for Dublin City Council are stated below:

			2025 to 2034	2035 to 2040
	Existing Annual 2020 Housing Requirement (Housing Supply Target)	Adopted Development Plan - Annual Housing Requirement (Housing Supply Target)	New Annual New Housing Growth Requirement to 2034	New Annual New Housing Growth Requirement 2035 to 2040
Local Authority				
Dublin City Council	4,861	8,196	8,196	6,075

Having regard to the revised population and housing targets established under the relevant Ministerial Guidelines, the Development Plan must be updated to reflect these enhanced projections and facilitate the delivery of additional housing.

Additionally, the recent Planning and Development (Amendment) Act 2026 (An Act to amend the Planning and Development Act 2024, the Planning and Development (Amendment) Act 2025, and the Planning and Development Act 2000), provides for an extension to the validity period of existing Development Plans till mid 2030 (additional period as referred in the amendment bill), during the Regional Spatial and Economic Strategy (RSES) review process and subsequent commencement of the next Development Plan cycle. This extension also presents an opportunity for the Council to consider the inclusion of additional lands for zoning within the lifespan of the current Development Plan.

The proposed development is in alignment with the overall Government strategy to deliver much needed housing at key locations and meet the increasing growth targets.

8.1.5 Sustainable Residential Development and Compact Settlement Guidelines 2024

The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities 2024 was adopted on the 15th of January 2024 and sets out policy and guidance in relation to the planning and development of urban and rural settlements with a focus on sustainable residential development and the creation of compact settlements.

The Guidelines provide a summary overview of the emerging approach from a planning policy perspective in relation to residential density, housing standards and quality design and how these can be used to prioritise compact growth. The intention is that these Section 28 Guidelines, will provide a national policy framework that supports the delivery of more compact and diverse housing typologies, in light of the overall objective of increasing housing supply.

The Guidelines focus on existing settlements and on the interaction between density, housing standards and quality urban design to support sustainable and compact growth.

Settlement, Place and Density

Chapter 3 of the Guidelines sets out the policy approach in relation to growth priorities for each settlement tier in the national settlement hierarchy with a particular focus on residential densities. The Guidelines have acknowledged the NPF prioritisation for compact growth and reflect the variety of settlement contexts. As such, the proposed policy approach is to expand on the density ranges outlined in the 2009 Guidelines above to enable Planning Authorities to adopt a more assessment-based approach when determining an appropriate scale of development for a particular site.

With regard to densities in general, the guidelines provides recommended density ranges for Cities, Metropolitan Towns, Regional Growth Centres, Key Towns and Large Towns (5,000+ population), Small and Medium Sized Towns (1,500 to 5,000 population) and Rural Towns and Villages (<1,500 population).

For Dublin and Cork City, the designated area considered for density ranges include:

- City Centre comprising the city core and immediately surrounding neighbourhoods;
- City Urban Neighbourhoods includes: (i) the compact medium density residential neighbourhoods around the city centre that have evolved overtime to include a greater range of land uses, (ii) strategic and sustainable development locations, (iii) town centres designated in a statutory development plan, and (iv) lands around existing or planned high-capacity public transport nodes or interchanges (defined in Table 3.8) – all within the city and suburbs area;
- City Suburban/Urban Extension include suburban areas are the lower density car-orientated residential suburbs constructed at the edge of cities in the latter half of the 20th and early 21st century, while urban extension refers to the greenfield lands at the edge of the existing built up footprint that are zoned for residential or mixed-use (including residential) development.

The proposed development of Phase 3 on Site 5: Barnville site at Cherry Orchard Point scheme falls within the Metropolitan Area of Dublin City and is defined in Table 3.1 of the Compact Settlement Guidelines as ‘City - Urban Neighbourhoods’. These are highly accessible urban locations as per the guidelines. Table 3.8: Accessibility provides details on High Capacity Public Transport Node or Interchange as under:

- *Lands within 1,000 metres (1km) walking distance of an existing or planned high capacity urban public transport node or interchange, namely an interchange or node that includes DART, high frequency Commuter Rail, light rail or MetroLink services; or locations within 500 metres walking distance of an existing or planned BusConnects ‘Core Bus Corridor’12 stop.*
- *Highest densities should be applied at the node or interchange and decrease with distance.*
- *‘Planned public transport’ in these Guidelines refers to transport infrastructure and services identified in a Metropolitan Area Transport Strategy for the five cities and where a public authority (e.g. National Transport Authority, Transport Infrastructure Ireland or Irish Rail) has published the preferred route option and stop locations for the planned public transport.*

The Guidelines identify *City – Urban Neighbourhoods* as strategic and sustainable locations for development, as outlined in the Dublin City Development Plan 2022–2028. In this regard, Chapter 13 (p.22) sets out the Strategic Development and Regeneration Areas (SDRAs), which are intended to accommodate significant growth and regeneration. This is particularly relevant to the proposed development, as the subject site is located within SDRA 4, thereby supporting the strategic planning objectives for the area.

Table 3.1 of the Guidelines notes that it is a policy objective of these Guidelines that residential densities in the range 50 uph to 250 uph (net) shall generally be applied in urban neighbourhoods of Dublin and Cork., which relates to the application lands.

It is further submitted that the Dublin City Development 2022-2028 also sets out a density range for SDRAs between 100-250 uph. Given that the subject site falls within SDRA 4 as detailed in Chapter 13 of the Development Plan, the scheme is in compliance with the overall Settlement Strategy for SDRAs and hence, the core strategy for the Development Plan. Section 8.5.3 of this Report further set out the rationale for density and its subsequent compliance with the wider development objectives of both the Development Plan and the Local Area Plan for these lands.

Urban Design and Quality Placemaking

The Guidelines highlight the key role that Development Plans play in setting the strategy for the creation of sustainable and compact settlements across the plan area, as part of the core strategy. The Guidelines state that the role and function of settlements at all levels in the settlement hierarchy and the interactions, interdependencies, and connections between settlements. For larger settlements, the strategy should support the creation of strong and vibrant centres surrounded by an integrated network of well-designed mixed-use neighbourhoods.

The Guidelines promote a move away from segregated land use areas (residential, commercial and employment) that have reinforced unsustainable travel in favour of mixed-use neighbourhoods. Ensuring that there is a good mix and distribution of activities around a hierarchy of centres has many benefits in terms of reducing the need to travel and creating active and vibrant places. Section (ii) 'Mix and Distribution of Uses' of Chapter 4 of the Guidelines which highlights the key indicators of good urban design states:

c) In areas that are less central, the mix of uses should cater for local services and amenities focused on a hierarchy of local centres that support residential communities and with opportunities for suitable non-residential development throughout.

d) In all urban areas, planning authorities should actively promote and support opportunities for intensification. This could include initiatives that support the more intensive use of existing buildings (including adaption and extension) and under-used lands (including for example the repurposing of car parks at highly accessible urban locations that no longer require a high level of private car access).

(e) It will be important to align the integration of land uses and centres with public transport in order to maximise the benefits of public transport.

(f) The creation of sustainable communities also requires a diverse mix of housing and variety in residential densities across settlements. This will require a focus on the delivery of innovative housing types that can facilitate compact growth and provide greater housing choice that responds to the needs of single people, families, older people and people with disabilities, informed by a Housing Needs Demand Assessment (HNDA) where possible. Development plans may specify a mix for apartment and other housing developments, but this should be further to an evidence based Housing Needs and Demand Assessment.

Section 4.3 of the Guidelines specifies that *"In the case of a planning application, the site layout and design statement will need to show how the development proposal has evolved in response to the surrounding context and demonstrate how it is consistent with any statutory masterplan that has been prepared for the area. The design and placemaking process for the application should be detailed in the urban design statement submitted in support of a planning application".*

Policy and Objective 4.1 *“It is a policy and objective of these Guidelines that planning authorities implement the principles, approaches and standards set out in the Design Manual for Urban Roads and Streets, 2013 (including updates) in carrying out their functions under the Planning and Development Act 2000 (as amended) and as part of an integrated approach to quality urban design and placemaking.”*

The proposed development for Phase 3 comprises a balanced range of apartment types designed to cater for a variety of households and life stages, thereby contributing to the creation of an inclusive and sustainable residential community, as shown in Table 8-1. Accordingly, the proposed development is consistent with the requirements of the Guidelines.

Table 8-1 Proposed Residential Unit mix for COP3 Scheme

Unit Type	No. of Units Proposed	% Total Development
Studio	16	5.1%
1bed	146	46.8%
2bed(3p)	15	4.8%
2bed(4p)	124	39.7%
3bed(5p)	9	2.9%
4bed(7p)	2	0.6%
Total	312	100

The proposed development includes local retail and commercial units, promoting a mixed-use community. The scheme also incorporates a range of high-quality public, communal, and private open spaces to serve future residents, thereby enhancing the residential amenity and overall quality of life within the development. In addition, in accordance with the objectives of the Park-West Cherry Orchard Local Area Plan (LAP), the development will deliver the Barnville Link, another key element of the scheme that will provide direct connectivity to Park West and Cherry Orchard Railway Station.

Standards for Housing

Separation distances

Specific Planning Policy Requirement (SPPR) 1 of the Guidelines states that:

When considering a planning application for residential development, a separation distance of at least 16 metres between opposing windows serving habitable rooms at the rear or side of [...] duplex units and apartment units, above ground floor level shall be maintained. Separation distances below 16 metres may be considered acceptable in circumstances where there are no opposing windows serving habitable rooms and where suitable privacy measures have been designed into the scheme to prevent undue overlooking of habitable rooms and private amenity spaces.

There shall be no specified minimum separation distance at ground level or to the front of houses, duplex units and apartment units in statutory development plans and planning applications shall be determined on a case-by-case basis to prevent undue loss of privacy.”

The design and layout of the scheme have been carefully configured to ensure that where minimum separation distances between buildings have been provided, the design has been cognisant of ensuring no undue loss of privacy and will deliver an overall site layout that is legible and provides a high-quality environment for future residents. Refer to Architectural design statement and drawings prepared by VDA/CCK for more detail information.

Policy and Objective 5.1 - Public Open Space

Statutory development plans include an objective(s) relating to the provision of public open space in new residential developments (and in mixed-use developments that include a residential element). The requirement in the development plan shall be for public open space provision of not less than a minimum of 10% of net site area and not more than a minimum of 15% of net site area save in exceptional circumstances. Different minimum requirements (within the 10-15% range) may be set for different areas. The minimum requirement should be justified taking into account existing public open space provision in the area and broader nature conservation and environmental considerations.

The proposed Phase 3 development provides 1,691.9 sq.m of public open space, representing 10.88% of the net site area. In addition, the scheme incorporates the Barnville Strategic Link to the south of the site, which facilitates public access to the railway station. This route is complemented by a high-quality landscape design, enhancing both connectivity and the overall public amenity value of the development.

SPPR 3 - Car Parking

It is a specific planning policy requirement of these Guidelines that:

- (i) *In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be **1 no. space per dwelling**.*

In accordance with the Guidelines, the maximum car parking provision permissible for the proposed residential development is 312 spaces. The proposed scheme includes 142 dedicated parking spaces for residential units, consistent with the reduced parking standards advocated for developments in highly accessible urban locations. Having regard to the site's strategic location in close proximity to high-capacity public transport infrastructure, the proposed parking provision is considered appropriate and fully compliant with the relevant policy and guideline requirements.

Overall, the proposed development incorporates 156 car parking spaces, including 142 spaces allocated to residential use, 8 accessible spaces, 2 non-residential spaces, and 4 car-sharing spaces. The parking provision is further complemented by 2 loading bays and 8 motorcycle parking spaces, contributing to a comprehensive and well-balanced transport strategy for the scheme.

A total of 78 parking spaces (50% of the total provision) is indicated for EV charging and are proposed to be fitted with fully functional charging points in accordance with a demand-led rollout strategy as described below. The locations of the car parking spaces are shown on the Architectural and Engineering drawings prepared by VDA/CCK Architects & Urban Designers and Waterman Moylan Consulting Engineers respectively and are included with the planning application.

The proposed EV strategy will support a strategy of demand led 'go live' for spaces across the site. The Development Plan requires that 50% of these spaces are 'live' upon completion of the development. The recent LDA Cost Rental Tenant Survey 2026 (Appended below) identified an EV charging uptake of c. 6% across their sites and that in order to ensure appropriate capital and maintenance expenditure as part of the proposed development it is proposed to continue to liaise with Dublin City Council through compliance agreement, to determine if the following may be considered appropriate:

- Provide 20% EV charging on completion (32 spaces)

- Monitor the EV uptake from the commencement of occupation.
- Increase the EV charging provision to 30% (47 spaces) once the demand reaches 15%, to 40% (62 spaces) when the demand reaches 25% and finally to 50% (78 spaces) when the demand reaches 50%.

For further details, please refer to the Traffic and Transport Assessment prepared by Waterman Moylan Consulting Engineers for more information.

Please refer to Section 8.6, for details on the overall parking arrangements for the proposed scheme.

*“The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations **or accessible parking spaces**. The maximum car parking standards do include provision for visitor parking”.*

SPPR 4 - Cycle Parking and Storage

It is a specific planning policy requirement of the Guidelines that all new housing schemes include safe and secure cycle storage facilities to meet the needs of residents and visitors. The following requirements for cycle parking and storage are recommended:

- (i) *Quantity – in the case of residential units that do not have ground level open space or have smaller terraces, a general minimum standard of 1 cycle storage space per bedroom should be applied. Visitor cycle parking should also be provided. Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/ enlargement, etc. It will be important to make provision for a mix of bicycle parking types including larger/heavier cargo and electric bikes and for individual lockers.*
- (ii) *Design – cycle storage facilities should be provided in a dedicated facility of permanent construction, within the building footprint or, where not feasible, within an adjacent or adjoining purpose-built structure of permanent construction. Cycle parking areas shall be designed so that cyclists feel safe. It is best practice that either secure cycle cage/compound or preferably locker facilities are provided.*

When the above standards are applied to the proposed development, a cycle parking requirement of 475 no. spaces for the future residents of the scheme is generated. The Guidelines do not specify a quantum for Visitor Cycle Parking; however, 156 no. Visitor spaces have been provided.

For the purpose of this assessment, the Development Plan standards (Section 3.0 of Appendix 5) for visitor cycle parking and for non-residential cycle parking are applied to the proposed development in the absence of the Guidelines specifying a quantitative standard for same, a total cycle parking requirement of 27 no. spaces is generated.

The proposed development overall includes the provision of 658no. cycle parking spaces (481no. long stay and 177 no. short-stay spaces). The proposed development is therefore compliant with the abovementioned standards.

As mentioned in the Architectural Design Statement prepared by VDA/CCK Architects & Urban Designers, 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.

The Guidelines encourage development that promotes an integrated network of well-designed neighbourhoods where access to social infrastructure is important and will therefore reduce the need for travel.

8.1.6 Design Standards for Apartments, Guidelines for Planning Authorities (2025)

The Design Standards for Apartments, Guidelines for Planning Authorities were released in 2025 to replace the 'Sustainable Urban Housing: Design Standards for New Apartment Guidelines for Planning Authorities' 2023. The Guidelines set national planning policy and guidance in relation to the planning and development of apartment schemes to reflect current Government policy and economic, social and environmental considerations. The Guidelines provide a consistent set of national design standards for apartments and contain policies relating to;

- Apartment mix;
- Internal space standards for different types of apartments;
- Dual aspect ratios;
- Floor to ceiling heights;
- Apartments to stair/lift core ratios;
- Storage spaces; and
- Amenity spaces including balconies/patios

The purpose of the Guidelines is to provide a consistent set of national design standards and policies for apartments. The revised NPF (2025) set out the need for a plan to significantly increase housing supply every year between now and 2040 to meet the demand from the projected increase in Ireland's population. The projected need to plan for approximately 50,000 additional household per year to 2040, requires a substantial increase in housing output of all types, with the Guidelines emphasising a renewed focus on the delivery of apartments, particularly in central urban areas and in locations accessible to high quality public transport links. The need for additional apartment development is driven by a variety of other factors including: a long-term move towards smaller average housing size, an ageing and more diverse population, and a higher proportion of households in the rental sector. These Guidelines form a part of the variety of Government measures to encourage the development of apartments in meeting the overall objectives relating to housing supply.

Chapter 3 of the Guidelines contains design standards and Specific Planning Policy Requirements (SPPR) for apartments that include;

- Building Height and Layout;
- Housing Mix;
- Apartment Floor Areas;
- Dual Aspect Ratios;
- Floor to Ceiling Height;
- Lift and Stair Cores;
- Internal Storage;
- Private Amenity Space; and
- Security Considerations

Chapter 4 outlines the design standards and Specific Planning Policy Requirements (SPPR) for Communal facilities in Apartments that include;

- Access and Services;
- Waste Management;
- Communal Amenity Space;
- Children's Play;
- Bicycle Parking and Storage;
- Car Parking; and
- Communal, Community and Cultural Facilities

SPPR 1 – “(A) With the exception of social housing developments, social/affordable housing provided for under Part V the Act or schemes to provide housing for older persons where a specific mix of unit sizes may be required, such as in accordance with a Housing Need and Demand Assessment (HNDA), there shall be no restrictions within statutory plans in relation to the mix of unit sizes or types to be provided within apartment developments. There shall be no minimum or maximum requirements for apartments with a certain number of bedrooms.

(B) Where any such restriction or requirement is set out within a statutory plan, this Specific Planning Policy Requirement shall apply to any single apartment scheme and there shall be no restriction in relation to the mix of unit sizes or types and there shall be no minimum requirements for apartments with a certain number of bedrooms within the development, except in the circumstances set out above..”

SPPR 2 - The following minimum apartment floor areas shall apply and statutory plans shall not specify minimum floor areas that exceed the minimum floor areas set out below:

- *Studio apartment (1 person) 32sq.m*
- *1-bedroom apartment (2 persons) 45 sq.m*
- *2 bedroom apartment (3 persons) 63 sq.m*
- *2-bedroom apartment (4 persons) 73 sq.m*
- *3-bedroom apartment (4 persons) 76 sq. m*
- *3-bedroom apartment (5 persons) 90 sq.m*

SPPR 3 – In relation to the minimum number of dual aspect apartments that may be provided in any single apartment scheme, the following shall apply:

- (i) A minimum of 25% of units within a development shall be required to be dual aspect. Statutory plans shall not specify minimum requirements that exceed the requirements of this Specific Planning Policy Requirement.*
- (ii) For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise further discretion to consider dual aspect unit provision at a level lower than the 25% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects.*

SPPR 4– “Ground level apartment floor to ceiling heights shall be a minimum of 2.7m. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise discretion on a case-by-case basis, subject to overall design quality.”

SPPR 5 – “There shall be no requirement within statutory plans or within an individual scheme in respect of a minimum number of units per floor per core.”

SPPR 6 – “The provision of new Communal, Community and Cultural facilities within apartment schemes shall only be required in specific locations identified within the development plan and shall not be required on a blanket threshold-based approach in individual apartment schemes.”

Response: The Proposed Development is assessed against relevant National apartment standards in detail in Section 8.5 ‘Development Management Standards’, of this report with reference to the enclosed Housing Quality Assessment prepared by VDA/CCK Architects.

8.1.7 Amended Draft Planning Design Standards for Apartments National Planning Statement, 2026

The Government has published a Amended Draft Planning Design Standards for Apartments National Planning Statement, 2026. On a precautionary basis and in accordance with Article 6 of Directive 2001/42/EC (the Strategic Environmental Assessment (SEA) Directive) and the European Union (Land Use Planning – Strategic Environmental Assessment) Regulations 2025, the draft National Planning Statement is accompanied by a SEA Environmental Report and Non-Technical Summary. A public consultation is now being carried out under Section 26 of the Planning and Development Act 2024 and in accordance with Regulation 9 of the European Union (Land Use Planning – Strategic Environmental Assessment) Regulations 2025.

The Amended draft National Planning Statement sets out policy, measures and guidance in relation to the design of apartment developments to take account of current Government policy and economic, social and environmental considerations. The aim of the draft National Planning Statement is to set out national policy and standards for apartment development in relation to matters including:

- Apartment mix;
- Internal space standards for different types of apartments;
- Dual aspect ratios;
- Floor to ceiling heights;
- Apartments to stair/lift core ratios;
- Storage spaces; and
- Amenity spaces including balconies/patios.

The National Planning Statement is being prepared for the approval of the Government under Section 25 of the Planning and Development Act 2024, to replace the *Design Standards for Apartments, Guidelines for Planning Authorities*, issued in 2025, as Ministerial Guidelines under Section 28 of the Planning and Development Act 2000

The proposed scheme has been designed in accordance with current design standards and all applicable national and local planning policies in force at the time of submission. It achieves a balanced and integrated response to urban design, landscape, and planning policy objectives while supporting the Government’s commitment to the delivery of much-needed housing.

8.1.8 The Planning System and Flood Risk Management, Guidelines for Planning Authorities (2009)

The Planning System and Flood Risk Management Guidelines were issued by the Minister of the Environment, Heritage and Local Government under Section 28 of the Planning and Development Act 2000. These Guidelines introduce comprehensive mechanisms for the incorporation of flood risk

identification, assessment, and management into the planning process. Implementation of the Guidelines will be achieved through actions at the national, regional, local authority and site-specific levels. The role that floods risk should play at different levels of the planning system is summarised below:

Policy Documents / Instruments	Flood Risk Assessment Technique	Decision-making Tools	Key Chapters
National Spatial Strategy, National Planning Guidelines	Flood Risk Management Guidelines	n/a	1 2
Regional planning guidelines	Regional Flood Risk Appraisal, Catchment Flood Risk Management Plans	Sequential approach, Strategic Environmental Assessment	3 4
City / county development plan	Strategic Flood Risk Assessment, Catchment Flood Risk Management Plans	Sequential approach, dev. plan Justification Test, SEA	3 4
Local area plan	Strategic Flood Risk Assessment	Sequential approach, dev. plan Justification Test, SEA	3 4
Master plan, non-statutory plan, site brief	Site-specific Flood Risk Assessment	Sequential approach, dev. plan Justification Test, SEA / Env. Impact Assessment	3 5
Planning application	Site-specific Flood Risk Assessment	Sequential approach, dev. management Justification Test, EIA	3 5

Figure 8-1: Mechanisms for the incorporation of flood risk identification, assessment, and management

The key principles of a risk-based sequential approach to managing flood risk in the planning system are set out in this chapter. They are:

- Avoid development in areas at risk of flooding; If this is not possible, consider substituting a land use that is less vulnerable to flooding. Only when both avoidance and substitution cannot take place should consideration be given to mitigation and management of risks.
- Inappropriate types of development that would create unacceptable risks from flooding should not be planned for or permitted.
- Exceptions to the restriction of development due to potential flood risks are provided for through the use of a Justification Test, where the planning need and the sustainable management of flood risk to an acceptable level must be demonstrated.

The Flood Risk Assessment enclosed with this application has analysed the subject site for risks from tidal flooding from the Irish Sea, fluvial and pluvial flooding, ground water, and failures of mechanical systems. Where necessary, mitigation measures have been proposed within the report. The assessment, however, concludes that the residual risk of flooding from any source is “low”.

8.1.9 Design Manual for Urban Roads and Streets (DMURS) (2019)

Design Manual for Urban Roads and Streets (DMURS) was published by the Department of Transport, Tourism and Sport and the Department of Environment, Community and Local Government in 2013 and last updated in 2019. DMURS provides guidance relating to the design of urban roads and streets with the aim to put well designed streets at the heart of sustainable communities. DMURS will focus on shifting the emphasis of designers, as appropriate, from more conventional approaches that are concerned with the movement of traffic to more sustainable approaches concerned with multi-modal movement and streets as places.

Whilst the movement of traffic is still a key issue, DMURS notes that there are several others, including the 'sense of place', which are of core significance to the creation of safe and more integrated street designs. The guidance document notes that four interlinked characteristics influence the sense of place within a street, including:

- **Connectivity:** The creation of vibrant and active places requires pedestrian activity. This in turn requires walkable street networks that can be easily navigated and are well connected.
- **Enclosure:** A sense of enclosure spatially defines streets and creates a more intimate and supervised environment. A sense of enclosure is achieved by orientating buildings toward the street and placing them along its edge. The use of street trees can also enhance the feeling of enclosure.
- **Active Edge:** An active frontage enlivens the edge of the street creating a more interesting and engaging environment. An active frontage is achieved with frequent entrances and openings that ensure the street is overlooked and generate pedestrian activity as people come and go from buildings.
- **Pedestrian Activity/Facilities:** The sense of intimacy, interest and overlooking that is created by a street that is enclosed and lined with active frontages enhances a pedestrian's feeling of security and well-being. Good pedestrian facilities (such as wide footpaths and well-designed crossings) also make walking a more convenient and pleasurable experience that will further encourage pedestrian activity.

'DMURS Report and Statement of Design Consistency' has been prepared by Waterman Moylan Consulting Engineers submitted along with this Planning Application which sets out as detailed assessment of the scheme's alignment with the requirements of the DMURS Guidelines.

8.1.10 Climate Action Plan 2025

The Climate Action Plan 2025 is the third annual update to Ireland's Climate Action Plan under the Climate Action and Low Carbon Development (Amendment) Act 2021. The plan builds upon Climate Action 2024 by refining and updating the measures and actions required to deliver the carbon budgets and sectoral emissions ceilings and provides a roadmap to halve Ireland's emissions by 2030 and achieve net-zero by 2050.

The purpose of the plan is to lay out a roadmap of actions which will ultimately lead Ireland to meeting its national climate objective of pursuing and achieving, by no later than 2050, the transition to a climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy.

Climate mitigations and adaptation have been core considerations of the design of the proposed scheme overall. The development incorporates SuDS and provides a range of services and facilities that contribute to the energy efficiency, biodiversity, and green infrastructure services.

8.2 Regional Planning Policy

8.2.1 Regional Spatial and Economic Strategy for the Eastern and Midlands Region (2019)

The Regional Spatial and Economic Strategy for the Eastern and Midland Region (RSES) is a high-level strategic plan and investment framework that seeks to shape the development of the Eastern and Midland region up to 2031 and beyond, supporting the implementation of the NPF by providing a long-term strategic planning and economic framework for the development of the region.

The RSES translates the NPOs of the NPF to key Regional Policy Objectives (RPOs) to inform and guide the relevant local authorities with respect to the preparation of the City and County Development Plans, Local Area Plan, and other plans and in their assessment of planning applications. The vision for the RSES is,

“To create a sustainable and competitive Region that supports the health and wellbeing of our people and places, from urban to rural, with access to quality housing, travel and employment opportunities for all.”

Key RPOs are detailed below, and it is firmly considered that the proposed development is consistent with these objectives and their principles:

- **RPO 4.3:** Support the consolidation and re-intensification of infill/brownfield sites to provide high density and people intensive uses within the existing built-up area of Dublin city and suburbs and ensure that the development of future development areas is co-ordinated with the delivery of key water infrastructure and public transport projects.

Response: The proposed scheme is residential led comprising 312no. cost rental and social units together with 8no. Local retail and commercial units and is considered appropriate for the site. The site is strategically located adjacent to Park West Cherry Orchard Railway station and Planned investment in sustainable transport, including the approved DART+ South West and BusConnects programmes, will further enhance public transport accessibility within the area.

There are no buildings or features of note on the site with the lands currently vacant. However, the existing ESB pylon and associated electric infrastructure shall be relocated in alignment with Park West Cherry Orchard local Area Plan (LAP) and in consultation with relevant stakeholders as confirmed in the letter of confirmation submitted as part of the planning application. The proposed development complies with the site-specific objectives for these lands under the LAP, which has identified these lands for predominantly residential development along with some element of commercial and retail uses. As per the indicate site layout for Site 5, Building heights are to range from 4-10 Floors (with maximum 9 storeys) are in compliance with the local policy and having full regard to the neighbouring houses.

- **RPO 4.8:** Support the regeneration of underused town centre and brownfield / infill lands along with the delivery of existing zoned and serviced lands to facilitate significant population growth and achieve sustainable compact growth targets of 30% of all new homes to be built within the existing built-up urban area.

Response: As mentioned previously, the site is currently vacant greenfield site. The proposed development for Phase 3 for 312 no. units will comply with the zoning objective for Z14 to which the lands pertain to, as well as facilitate significant population growth.

- **RPO 5.3:** Future development in the Dublin Metropolitan area shall be planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes (walking and cycling) and public transport use and creating a safe attractive street environment for pedestrians and cyclists.

Response: To promote an active lifestyle, the proposed scheme incorporates enhanced pedestrian and cycle infrastructure throughout the development. The proposed Barnville Link will provide a direct connection to Park West & Cherry Orchard Railway Station, improving accessibility and creating a safe, attractive, and legible route for pedestrians.

- **RPO 5.4:** Future development of strategic residential development areas within the Dublin Metropolitan area shall provide for higher densities and qualitative standards as set out in the 'Sustainable Residential Development in Urban Areas', 'Sustainable Urban Housing; Design Standards for New Apartments' Guidelines, and 'Urban Development and Building Heights Guidelines for Planning Authorities'.

Response: The proposed site forms part of the Park West-Cherry Orchard Strategic Development Regeneration Area (SDRA) and subject to the provisions of the Park West Cherry Orchard Local Area Plan (2019). Specific guidance on densities for the site are set out in the LAP and are reflected in the development capacities for the area identified in the DCC CDP.

It is submitted that the proposed development involves construction of 312 no. residential apartments across 7 apartment blocks (Core A-G) ranging in height from 4 to 10 Floors which includes 4 to 9 storeys along with parking storey.

Having regard to the site's varying ground levels, the scheme systematically follows the guidance set out in the Site 5 Specific Site Brief. In this regard, the height strategy has been carefully designed to accord with the LAP requirement for a gradual transition in building heights, ensuring that no significant or abrupt increases in height occur within transitional areas.

- **RPO 5.5:** Future residential development supporting the right housing and tenure mix within the Dublin Metropolitan Area shall follow a clear sequential approach, with a primary focus on the consolidation of Dublin and suburbs, and the development of Key Metropolitan Towns, as set out in the Metropolitan Area Strategic Plan (MASP) and in line with the overall Settlement Strategy for the RSES. Identification of suitable residential development sites shall be supported by a quality site selection process that addresses environmental concerns.

Response: The proposed housing units are located within a designated SDRA that is governed by a Local Area Plan that promotes and prioritises the delivery of housing on the application lands.

- **RPO 9.3:** Support local authorities, approved housing bodies and other sectoral agencies in the provision of a greater diversity of housing type and tenure, including social and affordable housing and exploring new models of low-cost rental and affordable homeownership.

Response: The proposed development comprises a balanced range of apartment types designed to cater for a variety of households and life stages, thereby contributing to the creation of an inclusive and sustainable residential community, as shown in Table below.

Table 8-2 Proposed unit mix for Phase 3

Unit Type	No. of Units Proposed	% Total Development
Studio	16	5.1%
1bed	146	46.8%
2bed(3p)	15	4.8%
2bed(4p)	124	39.7%
3bed(5p)	9	2.9%
4bed(7p)	2	0.6%
Total	312	100

The scheme of 312 units is to be split in tenure as follows:

Social 68 units - 22%

Cost Rental 244 units - 78%

- **RPO 9.4:** Design standards for new apartment developments should encourage a wider demographic profile which actively includes families and an ageing population.

Response: The proposed development supports the objectives of RPO 9.4 by providing a high-quality and inclusive residential environment that caters for a broad demographic profile, including families, older persons, and residents with varying mobility needs. The scheme incorporates a significant number of Universal Design (UD) apartments, with a total of 53 UD units distributed across the development in Core A, B and G, ensuring accessibility and adaptability.

In addition, the development provides a diverse housing mix, including studio, one-bed, two-bed, three-bed and four-bed units, together with generous public open spaces and a centralised communal open space at podium level, high-quality pedestrian and cycling infrastructure, and direct connectivity to local services, public transport, and recreational amenities such as Barnville Park and Park West & Cherry Orchard Railway Station. This integrated approach promotes age-friendly living, supports family households, and contributes to the creation of an inclusive and sustainable community in accordance with RPO 9.4.

- **RPO 9.10:** In planning for the creation of healthy and attractive places, there is a need to provide alternatives to the car and to prioritise and promote cycling and walking in the design of streets and public spaces. Local authorities shall have regard to the Guiding Principles for 'Healthy Placemaking' and 'Integration of Land Use and Transport' as set out in the RSES and to national policy as set out in 'Sustainable Residential Development in Urban Areas' and the 'Design Manual for Urban Roads and Streets (DMURS)

Response: The proposed scheme creates a highly permeable and legible network of streets and spaces that optimises movement for sustainable modes of transport. Walking and cycling are prioritised within and around the site.

In addition, the MASP identifies a number of guiding principles for the sustainable development of the Dublin Metropolitan Area which includes *inter alia*:

- *'Compact Sustainable Growth – Promote consolidation of Dublin City and suburbs, refocus on the development of brownfield and infill lands to achieve a target of at least 50% of all new homes within or contiguous to the existing built-up area in Dublin and at least 30% in other settlements.*
- *Integrated transport and land use – Target growth along high quality public transport corridors and nodes linked to the delivery of key public transport projects including BusConnects, DART expansion and LUAS extension programmes and the Metro Link, along with better integration between networks.'*

The uplift in the local population generated by the proposed development will contribute to the compact development targets set out in the National Planning Framework. Furthermore, the RSES, through its Dublin MASO (as above) identifies strategic residential, employment and regeneration development opportunities on strategic development corridors, which are aligned with key public transport projects. Sites within or close to these corridors are best placed to accommodate the 113,000 residential units identified by the MASP to be fully built out in 2040.

The location of the subject site adjacent to the DART and approved DART + South West Corridor places it in prime position to accommodate the sequential development of residential sites, to cater for the population growth envisaged.

The growth strategy contained in the RSES also supports the continued sustainable growth of Dublin and its transition to a low carbon, climate resilient and environmentally sensitive region in accordance with the Dublin Metropolitan Area Strategic Plan (MASP). The RSES sets out specific population projections for Dublin City Council up to 2031, which predicts an increase of between 58,500 (low) and 70,500 (high) people by 2026 with further increase of between 84,000 (low) and 100,500 (high) people by the year 2031. **The appropriate siting and distribution of housing to respond to this level of growth is among the most critical functions of the local planning system over the lifetime of the Dublin City Development Plan 2022-2028.**

With the granted upgrades to the DART+ South-West corridor planned adjacent to the Development Sites, and the additional upgrades planned, the proposed development will have a positive, indirect and significant benefit in terms of addressing and overcoming some of the infrastructural constraints that future development in the area will benefit from.

8.3 Local Planning Policy

8.3.1 Dublin City Development Plan 2022-2028

This section presents a high-level overview of the relevant policies and objectives set out in the Development Plan relating to the subject site. The Development Plan provides the relevant zoning context and guidance.

8.3.1.1 Core Strategy:

Park West and Cherry Orchard is identified as one of a number of Strategic Development and Regeneration Areas (SDRA), which are considered a critical component to the core strategy. All SDRAs have been examined to determine capacity for future housing growth, taking into account sustainable densities and relevant SDZs and LAPs where relevant. The SDRA areas targeted for housing growth in the development plan are aligned to existing and planned public transport corridors and guided by national policy set out in the NPF and RSES. They provide for planned, integrated and sustainable growth over a number of development plan periods for Dublin City Council. Most of the land targeted for new housing in the city is located in SDRAs, which are for the most part, brownfield and regeneration

sites. The Plan notes that SDRAs will take longer periods of time to be fully delivered, with many running across two development plan cycles to reach completion.

The Park West and Cherry Orchard SDRA has been identified in the Core Strategy as having a “residential and open space” character, with the capacity for between 2,500 to 3,100 homes and a resident population of 6,200 people.

The proposed scheme, by providing 312 no. new cost rental, social residential apartments, and 2065 sq.m of local retail and commercial, will be essential in delivering upon the objectives for the Park West and Cherry Orchard SDRA and its role as part of the core strategy.

It is respectfully submitted that the proposed scheme is in compliance with the DCC CDP targets for Population and Housing, in that, the development will be delivering a total of c. 1,100 units (across 3 Phases), of which Phase 3, the subject of this application will be providing **c. 312 no.** units of various typologies. It is also noted that the scheme provides Cost Rental and Social and affordable housing, which is also in line with achieving the housing targets for Social Rent and Affordable Constraint housing, the demand for which has been identified at c. 10,200 and c. 7,800 units respectively, in the HND A Estimated Housing Need for the current Plan Period. Moreover, the LAP area for Park West Cherry Orchard is envisaged to deliver c. 3000 homes spread across 8 key sites with varying residential densities.

8.3.1.2 Housing

The development plan, particularly through Chapters 4 (Shape and Structure of the City) and 5 (Quality Housing and Sustainable Neighbourhoods), seeks to ensure the delivery of quality homes and sustainable communities as part of an overall strategy for compact growth. Specific policies are set out in in the Development Plan relating to the type, quality and design of new housing. Policies of particular relevance to the proposed development include:

- **SC8:** To support the development of the inner suburbs and outer city in accordance with the strategic development areas and corridors set out under the Dublin Metropolitan Area Strategic Plan and fully maximise opportunities for intensification of infill, brownfield and underutilised land where it aligns with existing and pipeline public transport services and enhanced walking and cycling infrastructure.
- **SC12:** To promote a variety of housing and apartment types and sizes, as well as tenure diversity and mix, which will create both a distinctive sense of place in particular areas and neighbourhoods, including coherent streets and open spaces and provide for communities to thrive.
- **QHSN10:** To promote residential development at sustainable densities throughout the city in accordance with the Core Strategy, particularly on vacant and/or underutilised sites, having regard to the need for high standards of urban design and architecture and to successfully integrate with the character of the surrounding area.
- **QHSN11:** To promote the realisation of the 15-minute city which provides for liveable, sustainable urban neighbourhoods and villages throughout the city that deliver healthy placemaking, high quality housing and well designed, intergenerational and accessible, safe and inclusive public spaces served by local services, amenities, sports facilities and sustainable modes of public and accessible transport where feasible.

The Dublin MASP seeks to promote compact sustainable growth and accelerated housing delivery by targeting future development along high-quality public transport corridors. The application lands are strategically located along the M50 and in close proximity to the Park West Cherry Orchard Rail Station. The subject site is presently in a greenfield condition representing a gross underutilisation of a wider landholding capable of delivering high-quality housing in tandem with community, retail, and recreational spaces. This deliberate approach to the design

and layout of the scheme will provide future residents with direct access to a multitude of facilities and amenities, reducing reliance on the private car and encouraging healthier more sustainable travels patterns in line with the principles of the 15-minute city concept. The provision of affordable housing will contribute to creating a continuum of housing options available to the wider community and improve housing affordability in the area. The high-quality design of the scheme and permeable layout will help create community cohesion and provide a distinct sense of place for future residents.

8.3.1.3 Climate Action

As acknowledged in the Dublin City Council Climate Action Plan (CCAP) (2024-2029), the effects of climate change are already impacting Dublin City at a significant rate and are very likely to increase in their frequency and intensity. The CCAP sets out actions to prepare the city and its residents for the impacts of climate change, including: flooding, sea level rise, extreme weather events and drought. The Council has been active in progressing policies and projects such as the Climate Action Plan for Dublin City Council which sets a target of 51% reduction in the Council's greenhouse gas emissions by 2030, while striving for carbon neutrality by 2050 as per Dublin City's participation in the EU Mission for 100 Climate Neutral and Smart Cities (Net Zero Cities).. The Development Plan set out policies under Chapter 3 that necessarily cross-references other sections of this plan which ensures the approach to climate action adopted in this development plan means that every chapter of the plan contributes to the overall effort to adapt to and mitigate the impacts of climate change.

Regarding built environment, the Development Plan encourages the use of energy efficiency in the built environment relates not only to the building code and individual buildings, but also to the design and layout of schemes by maximising benefits from natural ventilation and lighting and also by encouraging walking/cycling for residents/occupants and reduced reliance on fossil fuels. The following policies relating to climate action are considered to be of particular relevance to the proposed development:

- **CA8:** Climate Mitigation Actions in the Built Environment - To require low carbon development in the city which will seek to reduce carbon dioxide emissions and which will meet the highest feasible environmental standards during construction and occupation, see Section 15.7.1 when dealing with development proposals. New development should generally demonstrate/ provide for: a. building layout and design which maximises daylight, natural ventilation, active transport and public transport use; b. sustainable building/services/site design to maximise energy efficiency; c. sensitive energy efficiency improvements to existing buildings; d. energy efficiency, energy conservation, and the increased use of renewable energy in existing and new developments; e. on-site renewable energy infrastructure and renewable energy; f. minimising the generation of site and construction waste and maximising reuse or recycling; g. the use of construction materials that have low to zero embodied energy and CO2 emissions; and h. connection to (existing and planned) decentralised energy networks including the Dublin District Heating System where feasible.
- **CA9:** Climate Adaptation Actions in the Built Environment - Development proposals must demonstrate sustainable, climate adaptation, circular design principles for new buildings / services / site. The council will promote and support development which is resilient to climate change. This would include: a. measures such as green roofs and green walls to reduce internal overheating and the urban heat island effect; b. ensuring the efficient use of natural resources (including water) and making the most of natural systems both within and around buildings; c. minimising pollution by reducing surface water runoff through increasing permeable surfaces and use of Sustainable Drainage Systems (SuDS); d. reducing flood risk, damage to property from extreme events– residential, public and commercial; e. reducing risks from temperature extremes and extreme weather events to critical infrastructure such as roads, communication networks, the water/drainage network, and energy supply; f. promoting, developing and protecting biodiversity, novel urban ecosystems and green infrastructure.

Climate mitigations and adaption have been core considerations in the design the proposed scheme. The development incorporates SuDs, sustainable façade design, and provides services and facilities that contribute to the energy efficiency, biodiversity, and green infrastructure services. The proposed scheme will comply with the requirements set out in the Development Plan and contribute to the climate actions in Dublin City.

8.3.1.4 Sustainable Movement and Transport

Dublin City Council is committed to optimising the interconnection between land use and transport planning, aligning with the principles of the 15-minute city and proactively engaging with the relevant transport providers, agencies and external stakeholders to advance the delivery of key public transport infrastructure projects, providing improved walking and cycling infrastructure, and influencing travel behaviour, which together will assist modal shift and deliver an integrated and sustainable transport network.

Dublin City Council acknowledges the importance of transitioning to low carbon mobility solutions to mitigate against climate change and will continue to address this through an integrated set of policies and objectives.

- **SMT1: Modal Shift and Compact Growth** To continue to promote modal shift from private car use towards increased use of more sustainable forms of transport such as active mobility and public transport, and to work with the National Transport Authority (NTA), Transport Infrastructure Ireland (TII) and other transport agencies in progressing an integrated set of transport objectives to achieve compact growth.
- **SMT2: Decarbonising Transport** To support the decarbonising of motorised transport and facilitate the rollout of alternative low emission fuel infrastructure, prioritising electric vehicle (EV) infrastructure.

Dublin City Council also supports the development of mobility hubs, the aim of which is to encourage varied and sustainable types of transport in areas that are close to existing public transport links with high concentrations of employment, housing, shopping, amenities, and recreation.

- **SMT4: Integration of Public Transport Services and Development** To support and encourage intensification and mixed-use development along public transport corridors and to ensure the integration of high-quality permeability links and public realm in tandem with the delivery of public transport services, to create attractive, liveable and high-quality urban places.

The Development Plan emphasised on active travel and active public realm that encourages the sustainable mode of transport. Policies are stated to promote walking, cycling and other active travel mode with focus on infrastructure, design, and initiatives.

- **SMT16: Walking, Cycling and Active Travel** To prioritise the development of safe and connected walking and cycling facilities and prioritise a shift to active travel for people of all ages and abilities, in line with the city's mode share targets.

The proposed scheme benefits from public transport with regular train services accessible from the site and DART+ planned in the near future which will provide higher frequency public transport to the area. The design of the proposed scheme has incorporated active travel mode with pedestrian and cyclist friendly layout and infrastructure promoting sustainable transport mode. Abundant bicycle parking spaces are provided throughout the proposal with designated EV charging spaces. It is considered the proposal is in compliance with the policies and

standards listed in the Development Plan and provides a high-quality residential development at an appropriate density in an accessible location.

8.3.1.5 Strategic Development Regeneration Areas

A key element in the delivery of compact growth will be the sustainable development of the Strategic Development Regeneration Areas (SDRAs). It is considered that the SDRAs are capable of delivering significant quantities of homes and employment for the city.

The designated SDRAs align with the overarching goals of the NPF and RSES. They will be drivers of economic growth and investment in the city in line with National Policy Objective (NPO) 5 “*Develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment and prosperity*”. Their development is also important in the context of NPO 6, “*Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area*”. The vision of the plan is that the SDRAs will be developed over the plan period for significant residential and employment uses developed in tandem with high quality social and community infrastructure and amenities, served by excellent public transport.

The subject site of Cherry Orchard Point scheme as identified in LAP, forms part of the wider lands within SDRA 4 (Park West / Cherry Orchard), which covers a total area of 49ha with an estimated capacity of 2,500-3,100. Development of SDRA 4 could accommodate circa 8% of the identified housing need for Dublin within the period of the current development plan period.

Section 13.6 of the DCDP sets out a series of guiding principles for SDRA 4 which establish the key objectives for the area. These guidelines principles are based upon the objectives for the area as set out in the adopted Park West Cherry Orchard Local Area Plan (2019).

The key guiding principles set out below reflect the guiding principles of the LAP and are as follows:

Urban Structure

- *Develop the remaining sites in the area in a sustainable manner to create a vibrant sustainable new (neighbourhood) urban area that is fully integrated and connected with the existing community.*
- *Enhance accessibility and connectivity both within the Park West – Cherry Orchard area and to the surrounding areas to service the remaining development sites.*
- *Promote sustainable modes of transport by making them convenient and attractive (including walking and cycling) through the implementation of a well-connected, permeable, coherent street network with high levels of accessibility to an integrated public transport network with improved infrastructure to maximise its potential use. Ensure timely provision and investment in infrastructure including water and drainage provision, public transport, telecommunications network etc. to support new development opportunities.*
- *To develop Park West Cherry Orchard in an integrated, sustainable way that will ensure the local community benefits from investment, greater infrastructure and services.*

Land Use & Activity

- *Ensure the Local Area Plan delivers private, council and affordable housing, schools, sports and recreational facilities, retail facilities and employment opportunities in consultation with local community and youth services.*
- *Deliver new residential units in a mix of unit types and tenures to cater for people across all spectrums of their lifecycle, with higher densities sought in proximity to the railway station.*

- *Create a local neighbourhood focal point within Cherry Orchard neighbourhood enhancing existing services and amenities and providing new local retail provision.*
- *Create a new commercial destination in the vicinity of the train station, with mixed use and supermarket provision, together with landmark buildings and civic spaces.*
- *Enhance existing open space areas and develop a connected network of green spaces and green infrastructure to maximise their potential use by the existing and future generations.*
- *Support opportunities and initiatives which promote education and aim to address unemployment supporting economic activity through the provision of existing and future services and businesses in the area.*
- *Support and facilitate the provision of additional school places to serve the existing and emerging communities.*
- *Support and facilitate the development of a Community and Social Enterprise Hub.*
- *Support the provision of mixed employment uses in proximity to the M50 boundary.*
- *Consolidate and improve the existing sports and recreation facilities and promote the provision of new recreational facilities.*

Height

- *Provide building heights in keeping with the height guidance set out for each individual site of the Park West – Cherry Orchard Local Area Plan 2019.*
- *Allow for limited locally higher buildings in the vicinity of the Train Station, in keeping with the LAP objectives and site briefs.*

Design

- *Implement the urban form and design strategy set out in Section 4.6 of the Park West – Cherry Orchard Local Area Plan 2019.*
- *Improve the appearance and image of the area and create a content, caring and vibrant sustainable community which integrates the new community with the existing established community.*
- *Underground overhead ESB pylons wherever possible to enhance the urban form of this part of the city.*

Green Infrastructure

- *To protect and promote the natural and built heritage of the area and provide a network of well-maintained parks and civic spaces connected by tree lined streets taking the opportunity to incorporate best practice SuDS infrastructure as appropriate.*
- *Support the aims and objectives of the Water Framework Directive for the Camac River Catchment, particularly in relation to hydro morphology and improvements in water quality and the streams that drain the LAP lands.*
- *To provide for water attenuation capabilities within the redesign of Cherry Orchard Park.*

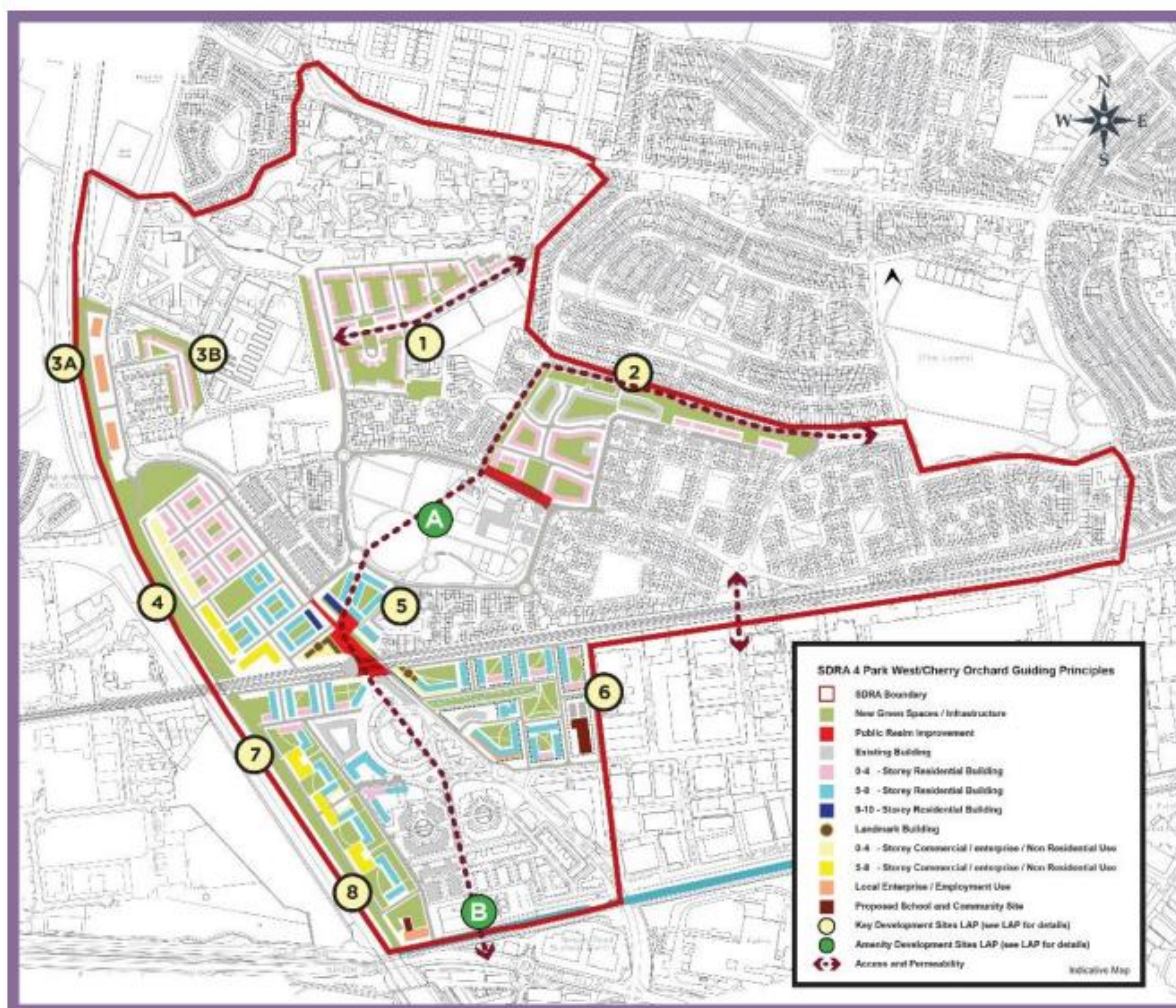


Figure 8-2: SDRA 4 Park West/Cherry Orchard (Dublin City Development Plan, 2022)

The proposed scheme will deliver a high quality, residential led scheme at a core part of SDRA 4 proximate to the train station.

Further detail on how the scheme supports the principles identified in relation to SDRA 4 under Section 13.6 of the DCDP, has been set out in Section 8.5 of this report.

8.3.2 Land Use Zoning

The land use zoning strategy set out in the DCDP ensures the integration of land-use planning with infrastructure delivery, which is essential to achieving sustainable development.

The overall zoning strategy is based on the following principles:

- To ensure that land-use zoning across the city spatially facilitates the aims of the core strategy and the objective to develop a compact, connected, low carbon, and climatically resilient city.
- To ensure that land is appropriately zoned in order to accommodate the expected growth needs of Dublin City within the timeframe of the plan and to ensure the protection of community and social infrastructure, and critical ecosystems services, through the application of appropriate land-use zoning designations in order to provide adequate facilities and amenities to meet the growing needs of the city.

- To provide for balanced and sustainable development by promoting, in particular, a mixed-use pattern of development with a move away from more traditional forms of single mono-use zoning.
- To ensure that the most efficient use is being made of the city's land in line with the principles of the 15-minute city, and that the redevelopment of under-utilised and brownfield land is promoted in order to consolidate and add vitality to existing centres.
- To promote the intensification of development adjacent and close to public transport nodes and corridors in order to minimise trip generation and distribution and to promote sustainable compact urban form.

To ensure that the city's zoned enterprise and employment lands are integrated with key supporting infrastructure to provide for more intensive forms of employment.

The subject site is zoned 'Z14 Strategic Development and Regeneration Area (SDRA)', specifically SDRA 4 – Park West / Cherry Orchard under the Dublin City Development Plan 2022 - 2028.

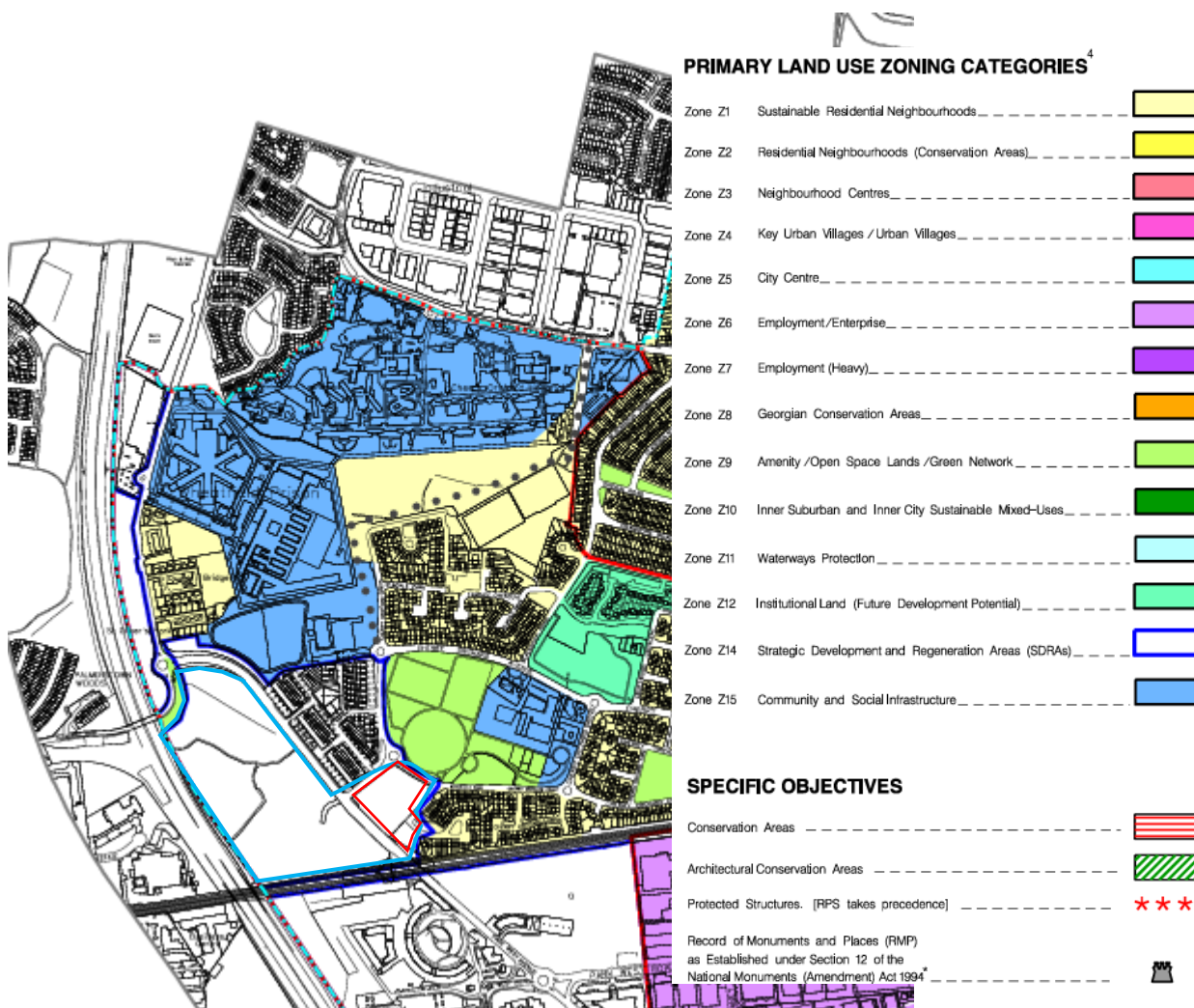


Figure 8-3 Zoning Map as per Dublin City Development Plan 2022-2028 (Ownership (blue line) and Application (red) Annotated)

The zoning objective for lands under Z14 zoning is,

To seek the social, economic, and physical development and / or regeneration of an area with mixed-use, of which residential would be the predominant use.

The Core Strategy of the Dublin City Development 2022-2028 identifies a number of Strategic Development and Regeneration Areas (SDRA) where most new housing delivery is designated to take place. *Section 7.3 of Appendix 1 (Housing Strategy)* states the quantum of development expected through regeneration and urban redevelopment in SDRAs, will be an important means of meeting social and affordable housing needs through Part V of the Planning and Development Act 2000, as amended.

The Park West Cherry Orchard Local Area Plan (2019), as highlighted under Section 8.3.3, is the local statutory policy document of relevance. Therefore, any application made will need to demonstrate compliance with the key items of both the Dublin City Development Plan 2022-2028 (SDRA 4) as well as the key Development Principles of the Local Area Plan (2019). Any conflict between the documents is resolved by the City Development Plan taking precedence.

The subject site forms part of the key Development Site 5 'Barnville', which is zoned for 'Mixed use'. The Key Development Site 5 is designated for medium to high-density development and the subsequent 'Proposed Uses' under the Local Area Plan 2019, is 'Predominantly Residential' with options for 'local retail and commercial uses'.

Chapter 14, Section 14.7.13 of the Development Plan sets out the Land Use Zoning Objective for SDRA (Z14) Lands, with a list of 'Permissible' and 'Open for Consideration' Uses. Permissible uses under this designation includes:

Assisted living/retirement home, beauty/ grooming services, bed and breakfast, buildings for the health, safety and welfare of the public, Build To Rent residential, café/ tearoom, childcare facility, community facility, conference centre, craft centre/ craft shop, cultural/recreational building and uses, delicatessen, education, embassy office, embassy residential, enterprise centre, financial institution, guesthouse, halting site, home-based economic activity, hotel, industry (light), live-work units, media-associated uses, medical and related consultants, mobility hub, office, off-licence, off-licence (part), open space, park and ride facility, place of public worship, primary health care centre, public house, public service installation, residential, restaurant, science and technology-based industry, shop (local), shop (neighbourhood), sports facility and recreational uses, student accommodation, take-away, training centre, veterinary surgery.

The proposed development involves a residential-led mixed use scheme with local retail and commercial units, as well as sufficient landscaped public and communal space, and associated site and development works, all of which are permissible under the Z14 zoning objective ascribed to the subject site. The proposed scheme would, hence, be acceptable in principle and is in accordance with the proper planning and sustainable development of the area.

8.3.3 Cherry Orchard Local Area Plan 2019

Dublin City Council adopted the Park West Cherry Orchard Local Area Plan 2019 (LAP) in October 2019. The vision of the Plan is to make Park West Cherry Orchard an attractive and identifiable place with a vibrant and active community. To provide a good mix of residential typologies that will cater for all people and residents will benefit from the provision amenities including local shops, schools, parks and community and recreational facilities. The LAP establishes statutory planning framework to allow future development to be managed in a co-ordinated and sustainable manner, providing for the needs of existing and future communities.

The LAP has since been extended until November 2029 as the current LAP remains consistent with the Core Strategy of the Dublin City Development Plan 2022-2028, and with development still to take place on several of the key sites, it is clear that there are objectives of the LAP that remain to be secured.

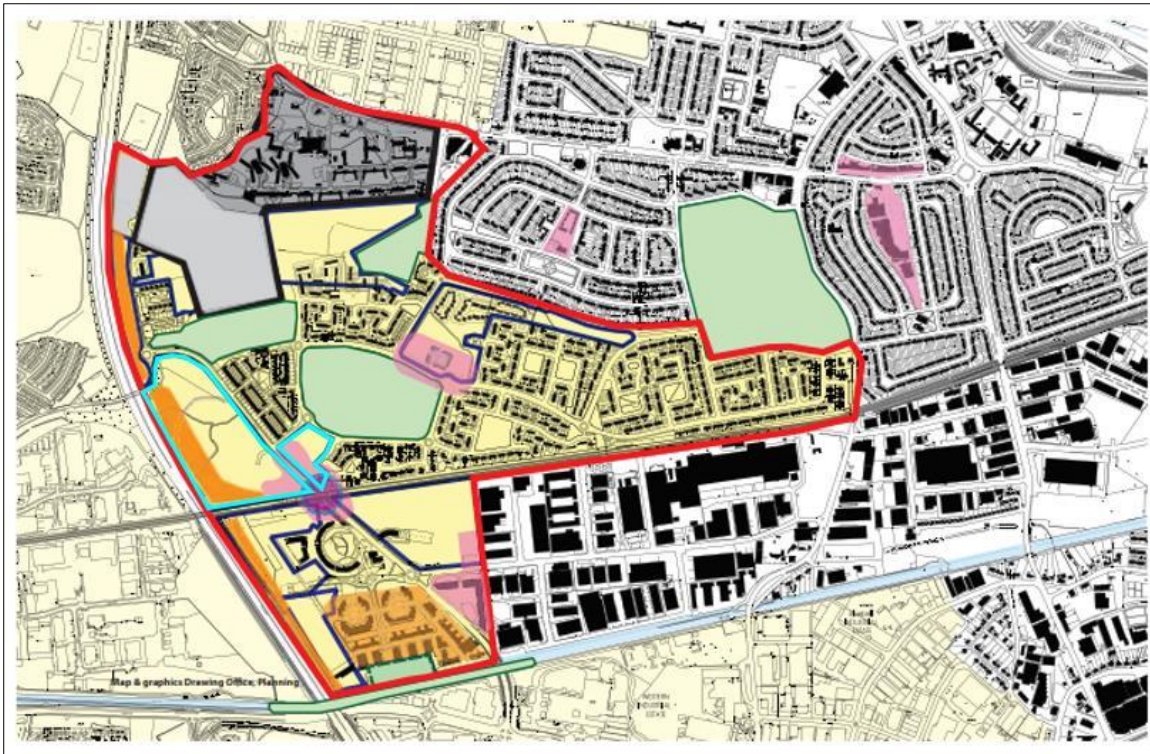


Figure 8-4 Proposed Land Use Strategy with proposed development sites 4 & 5 in blue.

Section 4.6.4 of the LAP identifies the subject site as being strategically located to support medium- to high-density residential and commercial development, thereby optimising the substantial investment in existing and planned public transport infrastructure, including rail services, BusConnects, and the approved DART upgrades.

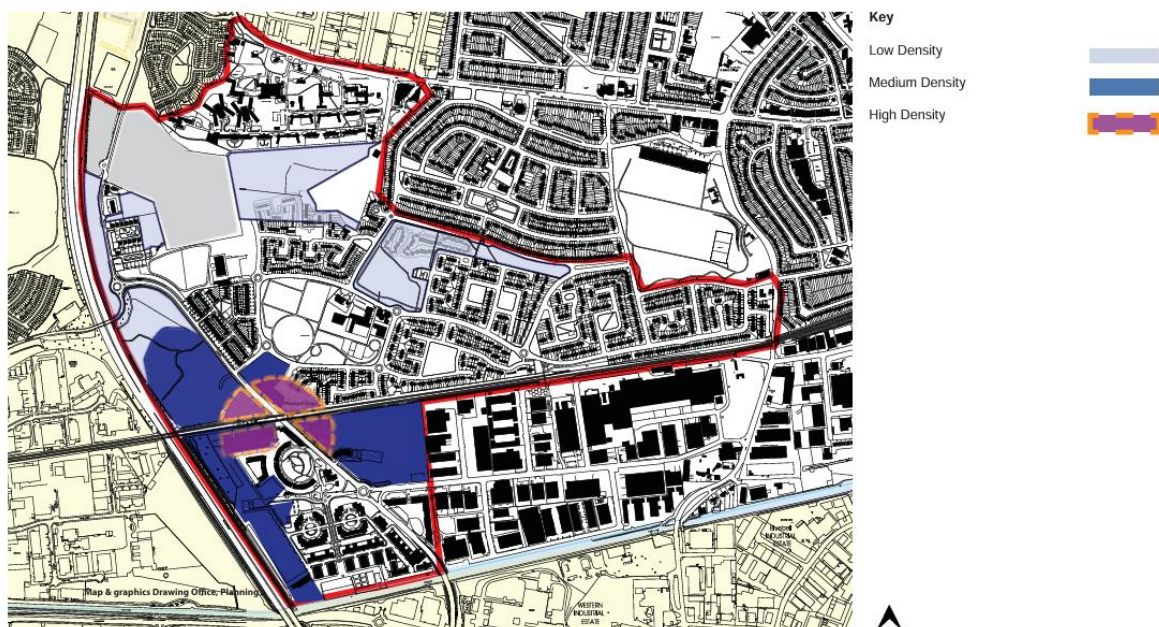


Figure 8-5 Proposed Density Strategy (Source: Park West Cherry Orchard LAP, 2019)

The proposed development establishes an appropriate gradation in building height and residential density across the site, transitioning from the north-western boundary adjacent to the consented Phase 1 development towards the railway station to the south. This approach ensures a sensitive response to

the surrounding urban context and facilitates the successful integration of the scheme within its receiving environment.

The LAP sets out individual site briefs for each of the 8 key development sites, which set out the vision, aspirations, and development objectives for each. The site being considered as part of this planning application forms part of the Development Site 5 (Barnville Site).

Objectives for Key Development Site 5: Barnville Site

The Site Brief for Site 5 sets out the following overarching development objectives:

- *Density: 100 – 125 UPH*
- *Heights: Ranging from 4-6 storeys up to 7-8 storeys*
- *Estimate capacity: 150 -200 no. units subject to detailed design*
- *Supporting Infrastructure Requirements: Site to provide pedestrian access through site towards Train Station. Opportunity for civic space / civic plaza (subject to detailed design)*

The site brief sets out the following specific development objectives which are of relevance:

- *This site shall provide for predominantly residential development along with some element of commercial and retail uses to serve local needs, along with potential for flexible live work units.*
- *Development of this site will be required to address the height variance between Park West Avenue and the subject site. Ground floor retail and/or commercial units shall be encouraged, accessible from the street level at Park West Avenue.*
- *The open nature of this site surrounded by roads requires a careful and considered approach responding to the site context. The site layout and design shall respond in a positive manner avoiding blank elevations, and integrating with the surrounding residential development. The provision of a suitable scaled building overlooking Cherry Orchard Park with passive supervision of this space will be sought.*
- *The site shall ideally facilitate local pedestrian desire lines to and from the rail station and 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.*

The assessment of the proposed development against the relevant policy objectives and development management standards as set out in the LAP is provided in Section 8.4 below.

8.4 Development Management Standards

Development Standards set out the criteria to be considered in the development management process so that development proposals can be assessed both in terms of how they contribute to the achievement of the core strategy and related policies and objectives.

Sections 8.4.1 and 8.4.2 below demonstrates how the proposed development is compliant with the relevant development management standards contained within the Development Plan and Local Area Plan respectively.

8.4.1 Neighbourhood Development

The importance of sustainable neighbourhood development and healthy placemaking is set out in Policy QHSN12 of the Development Plan.

QHSN12: *To encourage neighbourhood development which protects and enhances the quality of our built environment and supports public health and community wellbeing. Promote developments which:*

- *build on local character as expressed in historic activities, buildings, materials, housing types or local landscape in order to harmonise with and further develop the unique character of these places*
- *integrate active recreation and physical activity facilities including community centres and halls as part of the 15-minute city;*
- *encourage sustainable and low carbon transport modes through the promotion of alternative modes and 'walkable communities' whereby a range of facilities and services will be accessible within short walking or cycling distance;*
- *promote and implement low traffic neighbourhoods to ensure a high-quality built environment and encourage active travel in delivering the 15-minute city model.*
- *promote sustainable design through energy efficiency, use of renewable energy and sustainable building materials and improved energy performance.*
- *promote the development of healthy, liveable and attractive places through public realm and environmental improvement projects;*
- *cater for all age groups and all levels of ability / mobility and ensuring that universal design is incorporated to maximise social inclusion;*
- *provide the necessary inclusive community facilities and design features to promote independence for older people and to maximise quality of life;*
- *have regard to the Guiding Principles for 'Healthy Placemaking' and 'Integration of Land Use and Transport' as set out in the Regional Spatial and Economic Strategy and national policy as set out in 'Sustainable Residential Development in Urban Areas' and the 'Design Manual for Urban Roads and Streets (DMURS)';*
- *are designed to promote safety and security and avoid anti-social behaviour.*

Chapter 5 of the CDP outlines the Social, Affordable Purchase and Cost Rental Housing strategy and policy objectives. Section 5.5.6 highlights that; "The statutory context for the provision of social and affordable housing has changed under the Affordable Housing Act 2021. Dublin City Council will seek to facilitate the maximum allowable provision under the Planning Act (as amended) for affordable and social housing provision as part of future planning permissions, reflecting the high levels of demand within the city".

The proposed development includes the provision of 312no. apartments comprising 244no. cost rental and 68no. social housing units which will be a welcome addition to the existing and planned housing stock in the area and will positively contribute to addressing unaffordable housing price trends.

8.4.2 Proposed Land-use strategy

The Park West – Cherry Orchard Local Area Plan (LAP) 2019 sets out the development strategy for Site 5, as outlined below:

Site 5: Barnville Site

- Predominantly residential, some mixed-use: Residential: 80% Enterprise / Commercial: max. 20%

The Site Brief for Site 5 further sets out the following development objectives:

- Mixed Use – Predominantly residential with options for local retail and commercial uses (c. 80/20 split)

- The Park West – Cherry Orchard Local Area Plan (LAP) 2019 provides land-use strategy for Site 5, as outlined below:

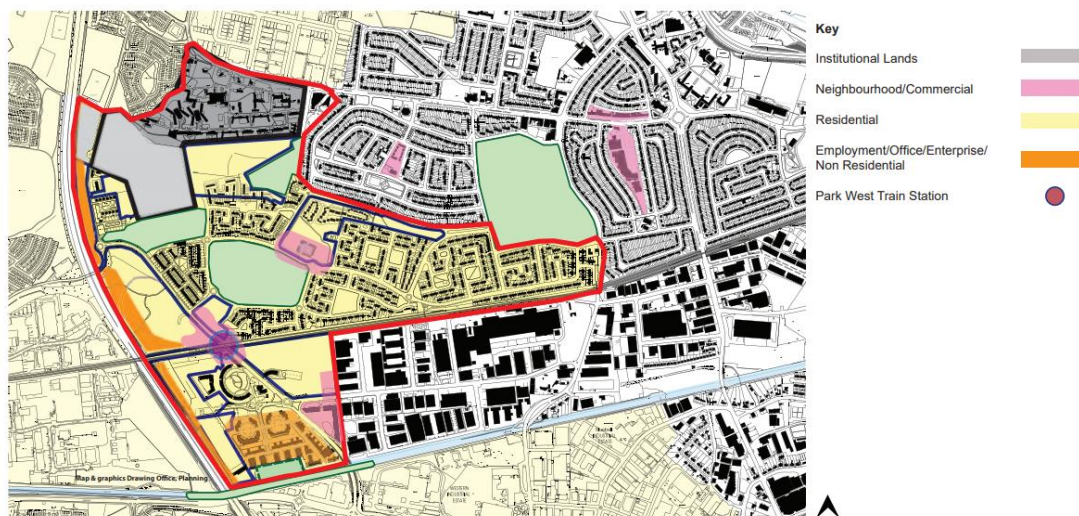


Figure 8-6 Proposed land-use strategy as Park West – Cherry Orchard Local Area Plan (LAP) 2019

Based on the proposed land-use strategy for Site 5, the LAP lists down following uses:

- Residential
- Neighbourhood/Commercial

The proposed Phase 3 development provides a residential-led mixed-use scheme, comprising approximately 94.5% residential and 5.5% non-residential uses excluding sundry and ancillary components of the scheme. As envisaged under the overall Cherry Orchard Point Masterplan, which comprises four development phases, the delivery of all phases, including Phases 1 and 2 (already permitted), Phase 3 on Site 5 (the subject of this application), and the proposed enterprise uses along the M50 corridor, will facilitate the overall land use mix of 80/20 split (approximately), to align with the Proposed land-use strategy as Park West – Cherry Orchard Local Area Plan (LAP) 2019 (As extended).

It should also be noted that the LAP allows a degree of flexibility for Site 5, which is primarily designated for residential development with up to 20% mixed-use development. In this context, the proposed local retail and commercial uses are intended to serve the day-to-day needs of future residents and the wider community, while supporting the creation of a sustainable and vibrant neighbourhood.

Additionally, all non-residential uses, comprising 8 no. local retail and commercial units, are strategically located along Park West Avenue in accordance with the LAP land use strategy. This arrangement supports the creation of a vibrant neighbourhood commercial, activating the street frontage and providing convenient, accessible services and amenities for residents, employees, and visitors at street level. The proposed land use strategy is therefore considered in alignment with the strategy identified in the LAP.

8.4.3 Heights, Density and Capacity

The proposed site forms part of the Park West-Cherry Orchard Strategic Development Regeneration Area (SDRA) and subject to the provisions of the LAP. Specific guidance on densities for the site is set out in the LAP and are reflected in the development capacities for the area identified in the DCC CDP. Appropriate heights for the site have also been set out in the LAP, which provides a framework for a cohesive urban structure. The proposed development aligns with the objectives of the LAP, whilst the

design approach responds appropriately to the height and form of development in creating a high-quality streetscape. Further detail has been provided in Section 8.5.16 below.

The following site brief provisions for Site 5, as set out in the LAP, relate to building height and residential density:

- *Heights: Ranging from 4-6 storeys up to 7-8 storeys*
- *Density: 100 – 125 UPH*
- *Estimate capacity: 150 -200 no. units subject to detailed design*

Heights

The proposed development comprises 312 no. residential apartment units across 7 apartment blocks (Core A-G) ranging in height from 4 to 10 Floors which includes 4 to 9 storeys along with parking storey. Having regard to the site's varying topography and level changes, the scheme has been carefully designed in accordance with the height strategy set out in the LAP. The proposed height strategy follows the transition principles established for the site and reflects the built-form hierarchy illustrated within the LAP indicative layout. This approach facilitates an appropriate integration with the surrounding urban context, provides a coherent transition in scale across the development, and avoids abrupt changes in building height or massing. Figure 8.7 below illustrates the comparative assessment of the height strategy as set out in the LAP Indicative Site Layout for the Site 5 and the height strategy for the proposed scheme.

The overall proposed scheme carefully responds to the level difference between Park West Avenue and Barnville Park. Due to the site's gradient, the Core C presents as 9 storeys from Park West Avenue, thereby ensuring that the proposed development remains consistent with the prevailing height context envisaged under the LAP.

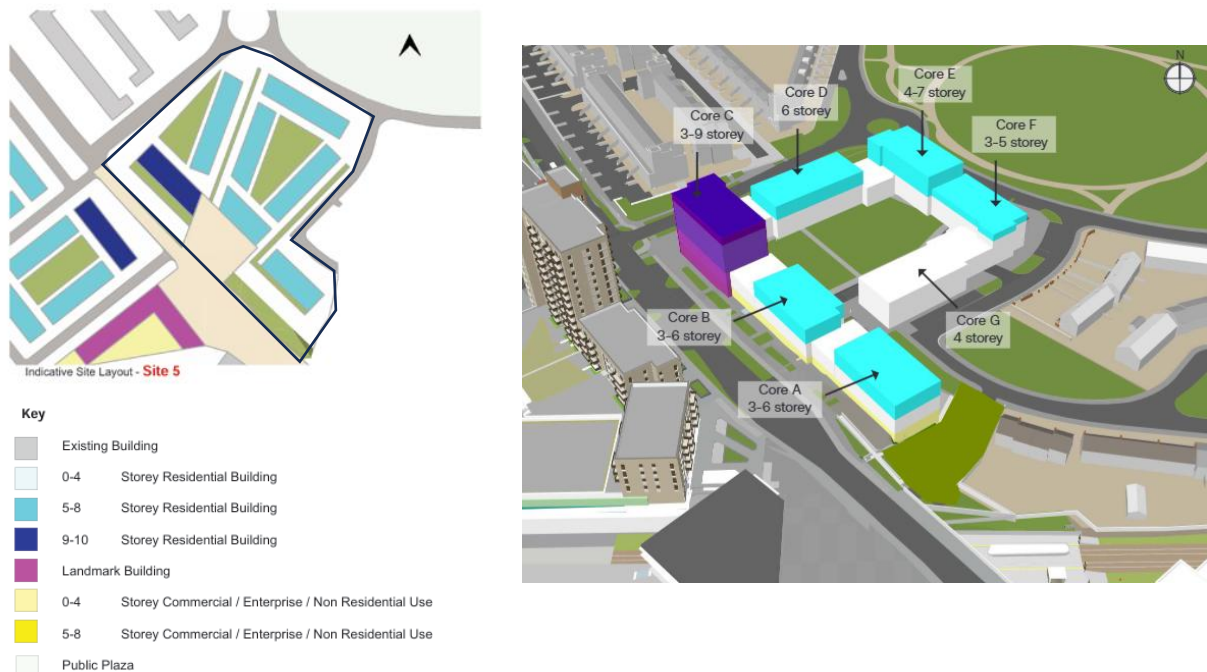


Figure 8-7 Height Strategy for Site 5 in the LAP (left) and for the Proposed Scheme (right).

Chapter 13 of the Dublin City Development Plan (DCC CDP) sets out the key guiding principles for SDRA 4: Park West/Cherry Orchard in relation to height strategy. These principles reflect and reinforce the strategic objectives of the Cherry Orchard Local Area Plan (LAP) and are outlined below:

- *Provide building heights in keeping with the height guidance set out for each individual site of the Park West – Cherry Orchard Local Area Plan 2019.*
- *Allow for limited locally higher buildings in the vicinity of the Train Station, in keeping with the LAP objectives and site briefs.*

From a Dublin context, Section 3.1 of Appendix 3 of the Dublin City Development Plan (DCC CDP), which sets out the Building Height Strategy, states the following:

- *Locally Higher Buildings: These are buildings that are significantly higher than their surroundings and are typically up to 50 metres in height. Higher buildings can act as Local or District landmarks.*

Core C forms the highest element of the scheme, reaching an overall height of c. 32m, comprises 3 to 9 storeys over a parking storey, responding appropriately to site topography and level changes. Core C is strategically positioned at the junction of Cedar Brook Way and Park West Avenue. Active frontage is provided through retail and commercial uses at ground-floor level within the south-western portion of the site, adjacent to the railway station and principal public transport infrastructure. Overall, the proposed building heights are consistent with the prevailing height framework envisaged by the LAP and the Dublin City Development Plan building height strategy, as set out in Section 3.1 of Appendix 3.

The LAP's illustrative site layout and brief for Site 5 envisages a scale of development that is not fully reflected in the numerical guidance, with a disparity between the height specified in the Site 5 brief as mentioned above and the indicative site layout and massing model shown in Figure 8-7. The proposed scheme resolves this disparity through a comprehensive design-led approach that realises the LAP's placemaking, urban design and regeneration objectives, whilst responding to the strategic direction of current national, regional and local planning policy in support of compact growth and sustainable development.

Therefore, the proposed height strategy should be considered in the context of significant changes in the national and local planning policy environment since the adoption of the LAP in 2019 (as extended). The revised National Planning Framework, Compact Settlement Guidelines and the Dublin City Development Plan all place greater emphasis on optimising residential development within highly accessible urban locations, particularly those within walking distance of rail infrastructure and strategic transport investment. The application site represents one of the most sustainable development locations within the Cherry Orchard area and is therefore capable of accommodating an enhanced scale of development consistent with these objectives. Having regard to the strategic context of SDRA 4, the site's immediate proximity to Park West & Cherry Orchard Railway Station, the objectives of the Park West Cherry Orchard LAP 2019, and the guidance contained within Appendix 3 of the Dublin City Development Plan 2022-2028, the proposed building heights of 4 to 10 Floors are considered appropriate and justified.

The scheme delivers a clear hierarchy of built form, concentrates height at the most sustainable part of the site, provides a sensitive transition to existing residential areas, and supports the creation of a compact, transit-oriented and well-integrated urban neighbourhood consistent with both local and national planning policy.

Density

The proposed density (Net density) of 200 UPH is acknowledged to exceed the indicative density range of 100-125 UPH stated for Site 5 in the Park West Cherry Orchard Local Area Plan (LAP). However, the subject site forms part of the overall development scheme at Cherry Orchard Point, reference should

also be made to the approved Phase 1 application has a net density of 145 uph and approved Phase 2 application which has a density of 40uph. Collectively, the consented phases together with proposed scheme will deliver an overall density of approximately 118 uph (net density) and are consistent with both the Cherry Orchard Local Area Plan and the Sustainable and Compact Settlements Guidelines for Planning Authorities.

Therefore, it is submitted that the proposed density for the scheme, both in isolation, and in tandem with other phases aligns with the residential densities provided for in the Compact Settlement Guidelines.

The section below sets out, in detail, the rationale for the proposed scheme and demonstrates how it complies with the relevant local policy requirements, as well as the provisions of the Sustainable and Compact Settlements Guidelines for Planning Authorities.

Regarding density, Figure 8-5 illustrates the indicative density levels across the LAP area as follows:

- Higher density areas (in excess of 100 units/ha) located within the immediate vicinity of the train station.
- Medium density areas (50-100 units/ha) are located within a c. 500 metre catchment of the train station.
- Lower density areas (up to 50 units/ha) are located further from the train station. Here lower densities are reflective of the need to integrate with adjoining low-density housing developments, and/or the desire to provide for “kick-start” housing

The LAP notes the following in terms of density for the LAP area, specifically portion of lands within the 400-500m catchment of the Dublin-Kildare commuter line and station:

“In consideration of the existing and planned public transport infrastructure in the area, this location is considered appropriate for medium to high density residential and commercial development to maximise this investment in public infrastructure. Building at higher densities makes more efficient use of land and energy resources, creating a consolidated urban form which fosters the development of a compact neighbourhood, and creates a critical mass of population to contribute to the viability of economic, social, amenity and transport infrastructure.” (p. 51)

Appendix 3 of the DCC CDP notes that “as a general rule, the following density ranges will be supported in the city” – under that the Net Density Ranges for SDRA is set at 100-250 units per hectare. Therefore, it is respectfully submitted that the proposed scheme is well within the limit set for SDRA lands by the DCC CDP.

The DCC CDP under the section on ‘Strategic Approach to Density’ (Appendix 3, p. 215-216) note that public transport accessibility and capacity will also determine the appropriate density permissible. A varied typology of units will be encouraged to ensure a diverse choice of housing options in terms of tenure, unit size and design in order to ensure demographic balance in residential communities. All proposals for higher densities must demonstrate how the proposal contributes to healthy place making, liveability and the identity of an area, as well as the provision of community facilities and/or social infrastructure to facilitate the creation of sustainable neighbourhoods.

Table 8-3 below identifies the relevant density ranges for the Subject Site as provided by the following three policy documents (as discussed in Section 8.1.5 and 8.4.3 of the Planning report:

- Park West Cherry Orchard Local Area Plan 2019 (LAP)
- Dublin City Development Plan 2022-2028 (DCC CDP)
- Sustainable Residential Development and Compact Settlement Guidelines 2024 (SRDCSGs)

Table 8-3 Density Range Comparison

Current Proposal	LAP	DCC CDP	SRDCSGs
200 UPH (Net density)	50-100 UPH (Medium) In excess of 100 UPH)	100-250 UPH	50-250 UPH

The compact guidelines identify an appropriate net residential density range of 50 UPH to 250 UPH for the Subject Site, defined as a ‘City - Urban Neighbourhood’ site due to its highly accessible urban location. Furthermore, Appendix 3 of the Dublin City Development Plan 2022-2028 identifies a density range of 100-250 UPH for Strategic Development and Regeneration Areas (SDRAs). As the subject site is located within SDRA 4 (Park West-Cherry Orchard), the proposed density is fully consistent with the density parameters established by the Development Plan. Having regard to the location of the site adjacent Park West and Cherry Orchard Railway Station, with its exceptional accessibility by existing and planned public transportation, the final scheme as proposed is aligned to the Sustainable Residential Development and Compact Settlements Guidelines (2024), the Dublin City Development Plan 2022-2028 and, when contextualised within the wider Cherry Orchard Point, the LAP. It is submitted that the proposed density represents an appropriate and sustainable pattern submitted of development.

Moreover, the development layout strategy of the scheme follows established and best practice principles of good quality urban design centred on creating a sustainable and well-connected community within the Cherry Orchard area. The design and layout of the scheme coupled with the incorporation of a variety in height, form and materials will create a distinctive character and sense of place and identity for future residents. The transition of increased height and medium to high density to the south west corner of the site, adjacent the train station, illustrates how the scheme is respectful of the prevailing and established character of the area but also delivers upon the vision of the Park West Cherry Orchard LAP and Dublin City Development Plan.

This approach to the design and layout of the development will result in the creation of a vibrant new urban area that is fully integrated and connected with the existing community.

Policy QHSN10 of the Development Plan sets out the requirements in relation to urban density:

“To promote residential development at sustainable densities throughout the city in accordance with the Core Strategy, particularly on vacant and/or underutilised sites, having regard to the need for high standards of urban design and architecture and to successfully integrate with the character of the surrounding area.”

It is noted that the strategic approach is that the highest densities should be located at the most accessible and sustainable locations. Sustainable densities in accordance with the standards set out in the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities 2024 will be supported. An urban design and quality led approach to creating sustainable development will be promoted.

The proposed Phase 3 development on Site 5 (Barnville) at Cherry Orchard Point is located within a highly sustainable and strategically important urban neighbourhood, consistent with the objectives of the *Sustainable Residential Development and Compact Settlements Guidelines* and the Dublin City Development Plan 2022-2028. The site benefits from exceptional public transport accessibility, being situated in close proximity to Park West & Cherry Orchard Railway Station, which provides direct connectivity to Dublin City Centre and the wider metropolitan area. Furthermore, planned and ongoing investment in the DART+ southwest corridor extension and wider rail network upgrades will further

enhance the capacity, frequency and reliability of public transport services serving the area, reinforcing the suitability of the site for higher-density residential development.

As part of SDRA 4, the application lands are identified as a key regeneration and growth area where compact development and efficient use of serviced urban land are actively encouraged. The proposed density is consistent with both the national guidance for City-Urban Neighbourhoods and the density parameters established for SDRAs within the Development Plan. Accordingly, the proposed development represents an appropriate and sustainable form of growth in a highly accessible location, supporting national, regional and local planning policy objectives relating to compact urban development, transit-oriented development, and the ongoing regeneration of the Cherry Orchard area.

It may also be noted that the proposed scheme makes a significant contribution to public accessibility, as the southern portion of the site accommodates part of the Barnville Link, which provides a strategic pedestrian connection through the site to the railway station. This important piece of infrastructure is provided for public use in addition to the proposed public and communal open spaces. Accordingly, the residential density has been calculated based on the net site area of c. 1.55 hectares. With 312 residential units proposed, this equates to a net density of approximately 200 units per hectare (uph).

Capacity

Detailed design has resulted in an optimised capacity for the site. The Proposal under Phase 3, which is the subject of this planning application will deliver 312 units on part of the Site 5. This is resulting in a higher quantum of housing than that projected in the LAP. However, it is submitted that given its SDRA designation and locational context next to a Bus and Rail corridor with future upgrades envisaged for both, the proposal would be considered appropriate, can easily integrate within the existing infrastructure, and support future growth while ensuring that suitable physical, social, and community infrastructure is provided in tandem with the residential development.

8.4.4 Residential Unit Type and Mix

The LAP's vision is to achieve 'a good mix of residential typologies for people across all spectrums of their lifecycle and benefit from access to local shops, schools, parks and community and recreational facilities...'. Although the LAP has broader objectives on achieving varying typologies to accommodate families of all sizes and catering to people of all ages, there is no quantitative standard set out in the LAP that is required to be achieved. It does however acknowledge that densities and typologies can be reflective of the location and vary accordingly.

The DCC CDP, however, sets out the required standards to be achieved in terms of unit mix, size and layout, and require that all planning applications for apartment development should reference the specific planning policy requirements (SPPR) introduced under the Sustainable Urban Housing: Design Standards for New Apartments 2020 or any other future amendments thereof.

As per Design Standards for Apartments, Guidelines for Planning Authorities (2025):

SPPR 1 – "(A) With the exception of social housing developments, social/affordable housing provided for under Part V the Act or schemes to provide housing for older persons where a specific mix of unit sizes may be required, such as in accordance with a Housing Need and Demand Assessment (HNDA), there shall be no restrictions within statutory plans in relation to the mix of unit sizes or types to be provided within apartment developments. There shall be no minimum or maximum requirements for apartments with a certain number of bedrooms.

(B) Where any such restriction or requirement is set out within a statutory plan, this Specific Planning Policy Requirement shall apply to any single apartment scheme and there shall be no restriction in relation to the mix of unit sizes or types and there shall be no minimum requirements for apartments with a certain number of bedrooms within the development, except in the circumstances set out above..”

The DCC HNDA doesn't provides limits on the unit mix requirement, and recognises following:

Council Part 8 or Part 10 residential schemes may propose a different mix having regard to the specific needs of the Housing & Community Services Department.

Standards may be relaxed for other social housing needs and/or where there is a verified need for a particular form of housing, for example for older people, subject to the adjudication of the Housing & Community Services Department.

The proposed development comprises a balanced range of apartment types designed to cater for a variety of households and life stages, thereby contributing to the creation of an inclusive and sustainable residential community, as shown in Table 8.4 below. Accordingly, the proposed development is consistent with the requirements of SPPR 1 of the Guidelines.

Table 8-4 Proposed unit mix for Phase 3.

Unit Type	No. of Units Proposed	% Total Development
Studio	16	5.1%
1bed	146	46.8%
2bed(3p)	15	4.8%
2bed(4p)	124	39.7%
3bed(5p)	9	2.9%
4bed(7p)	2	0.6%
Total	312	100

8.4.5 Local Retail and Commercial

The local retail and commercial provision of 1441 sq.m, is intended to be limited in scale and focused on serving local day-to-day needs, consistent with the objectives of the LAP.

Additionally, the Dublin City Council land use definition for local retail is described thus:

Shop: Local A local shop relates to a small convenience store, newsagent or other tertiary services such as butcher and vegetable shop, hairdresser and other similar basic retail services.

In addition to the local retail provision, a range of complementary non-retail services, such as a cafés, restaurant, services and facilities and related uses may also be permissible within the commercial floorspace, subject to market demand and end-user requirements.

Cherry Orchard Point Phase 1 (Consented)

The consented Phase 1 delivers approximately 2,897 sq.m GFA of Commercial/retail floorspace, comprising a single convenience-led supermarket of 2,523 sq.m GFA and seven small-scale retail and commercial units totalling approximately 373 sq.m GFA.

Accordingly, the Retail Impact Statement (RIS) was submitted for the consented Phase 1 scheme at Cherry Orchard, was aimed to address the suitability of the Phase 1 retail provision in facilitating subsequent Phases 2 and 3.

The consented scheme includes commercial/ retail provision which is positioned adjacent to the Park West Cherry Orchard rail station and along Park West Avenue, establishing an accessible neighbourhood centre anchored by high-quality public transport and pedestrian connections. Based on the initial phasing strategy, RIS provided inputs on the adequacy of this retail provision based on cumulative population arising from Phases 1, 2 and 3 of the overall development. Section 5.8 of the RIS explicitly considers the combined population of approximately 3,125 persons across all three phases and quantifies the retail expenditure generated by this cumulative population in the design year (2029).

Table 5-6 of the RIS (as submitted in approved Phase 1), demonstrates that this population would generate in the order of €21.3 million in annual retail expenditure, equivalent to approximately 79% of the total forecast turnover of the proposed retail floorspace.

This cumulative assessment demonstrated that the retail provision to be delivered at Phase 1 stage is appropriately scaled to serve both existing and future residents and is largely self-sustaining as subsequent phases are delivered. The quantitative analysis further confirms that there is sufficient expenditure capacity within the defined catchment to support the Phase 1 retail provision without giving rise to significant adverse trade diversion impacts on established higher-order centres within the retail hierarchy.

The overall strategy for non-residential provision as part of the Phase was considered acceptable by ABP. The inspector report (ACP Ref: 318607-23) provided following assessment:

8.9.5. Having regard to the foregoing, I am satisfied that the proposed development would not be unduly affected by a lack of social infrastructure, and it would improve this situation by virtue of the provision of open spaces, and commercial/retail and community, arts, and cultural spaces. The proposed development is consistent with the LAP site brief which dictates the nature, form, and type of development at this particular location.

However, in relation to commercial unit provision, the Inspector's Report (ABP-318607-23) considered the following in response to concerns regarding vacancy: 8.8.11. In relation to the issues raised by third parties, I consider the issues raised can be addressed as follows:

• Vacancy of commercial units – While some existing retail and commercial units in the area may be vacant, it would be poor planning practice not to provide for additional facilities in this application. It is adjacent to a public transport node with expectations of a substantial increase in the local population in the coming years. In addition, the site brief specifically requires commercial development next to the train station.

Cherry Orchard Point Phase 3 (subject)

Phase 3 proposes 1441 sq.m of Local retail and commercial floorspace in form of 8no. units, that are located along Park West Avenue and accessible from street level. The current Retail/commercial proposal for Cherry Orchard Point Phase 3 seeks to promote the following:

- A scaled-down, complementary role, rather than duplication of the Phase 1 provision;
- Alignment with the retail hierarchy, avoiding over-provision or competition with the Phase 1 Retail/Commercial provision as per the LAP Neighbourhood/Commercial land use strategy for Site 4 and 5; and

- A passive surveillance and placemaking function along Park West Avenue.
- Cumulative compliance approach towards the LAP Site Brief 80/max. 20 split for Phase 3.

The proposed Retail/Commercial provision should be framed in the context of the overall objectives of Cherry Orchard Point (COP), having regard to the quantum and nature of development envisaged at masterplan stage and the permissions secured under COP1 and COP2, thereby enabling a clear assessment of any residual “delta” in provision arising under COP3 and whether the cumulative outcome continues to reflect the originally envisaged retail and commercial strategy set out in the COP1 masterplan and Retail Impact Statement.

The proposed strategy represents a consistent evolution of the original vision for COP and, informed by a current 2026 profile review of the local area, which does not give rise to any material change in the receiving environment or policy context, while also acknowledging the ACP Inspector's comments on Phase 1, regarding the provision of additional facilities in proximity to the public transport node (including the train station).

Accordingly, the proposed development incorporates an appropriate level of flexibility in respect of these units for planning purposes. As such, they are described as **‘Local Retail and Commercial’** uses, with the final occupier and specific end use to be determined and agreed at a later stage. The said approach was considered appropriate by An Coimisiún Pleanála in its decision to grant the Phase 1 at Cherry Orchard Point (ABP-318607-23) and applied following condition:

Condition 7:

"Full details of the specific use of the retail/commercial units shall be submitted to and agreed in writing with the local authority prior to occupation of the units.

Reason: In the interests of clarity and the proper planning and sustainable development of the area."

8.4.6 Green Infrastructure, Green/Blue roofs, SuDs strategy

All new developments in the city are encouraged to incorporate an ecosystem services approach as a key instrument in achieving sustainable climate change action in accordance with Policy GI5 and GI6.

GI5: "To integrate urban greening features including nature-based solutions into the existing public realm where feasible and into the design of public realm projects for civic spaces and streets. The installation of living green walls will be encouraged to the fullest possible extent throughout the city of Dublin and tree pits with mixed planting will be preferred for the greening of streets in recognition of the co-benefits they offer for SuDs, biodiversity, amenity value and traffic calming".

GI6: "To integrate Green Infrastructure and an ecosystem services approach into new developments / new growth areas in the city that contributes to the city's green infrastructure network by its extension and enhancement and that provides for the environmental resilience of new development".

Dublin City Council will require all new development projects over 100 sq. metres to provide green roofs to assist in climate action and urban drainage in accordance with Policy SI23.

SI23: "To require all new developments with roof areas in excess of 100 sq. metres to provide for a green blue roof designed in accordance with the requirements of Dublin City Council's Green & Blue Roof Guide (2021) which is summarised in Appendix 11."

The DCDP requires that all new developments utilise SuDS measures in accordance with Policy SI22 of the development plan. The SuDS measures shall be set out clearly in an assessment of the drainage details prepared by a qualified Engineer.

SI22: “To require the use of Sustainable Drainage Systems (SuDS) in all new developments, where appropriate, as set out in the Greater Dublin Strategic Drainage Study (Vol 2: New Development)/ Greater Dublin Regional Code of Practice for Drainage Works and having regard to the guidance set out in Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas, Water Sensitive Urban Design Best Practice Interim Guidance Document (DHLGH, 2021). Sustainable Drainage Systems (SuDS) should incorporate nature-based solutions and be designed in accordance with the Dublin City Council Sustainable Drainage Design & Evaluation Guide (2021) which is summarised in Appendix 12. SuDS should protect and enhance water quality through treatment at source while enhancing biodiversity and amenity”.

The proposed scheme includes a comprehensive suite of green infrastructure measures comprising public and communal open spaces, biodiverse landscaping, extensive tree planting, blue-green roof systems, permeable paving, bio-retention rain gardens, bio-retention tree pits and an above-ground detention basin integrated within the landscape design. These measures form part of a SuDS treatment train approach that manages rainfall close to source, improves water quality, promotes urban greening and enhances biodiversity while contributing to surface water attenuation and climate resilience.

As outlined within the Engineering Assessment Report, the proposed development incorporates approximately 3,595 sq.m of blue-green roofs, 1,065 sq.m of blue roof systems, 3,000 sq.m of podium-level blue roof drainage systems, permeable paving, rain gardens, tree pits and detention basin storage as part of an integrated nature-based drainage strategy. The SuDS network has been designed to attenuate and treat surface water runoff whilst providing habitat creation, urban cooling benefits and visual amenity enhancements. A total attenuation storage capacity of approximately 1,700m³ is provided through these nature-based measures, exceeding the required storage volume and ensuring long-term resilience to future climate conditions.

The proposal also contributes to the wider Green Infrastructure network through the provision of high-quality public and communal open spaces, improved pedestrian and cycle connectivity, strategic links between Barnville Park, Cherry Orchard Green and the wider Cherry Orchard Point masterplan area, and significant soft landscaping integrated throughout the site. The extensive tree planting and landscaped areas support biodiversity, carbon sequestration, air quality improvement and urban cooling while creating attractive and accessible spaces for residents and visitors.

In accordance with Policy GI5, the development incorporates urban greening features and nature-based solutions throughout the public realm, including tree planting, biodiverse planting, rain gardens, blue-green roofs and SuDS infrastructure that provide multiple co-benefits for biodiversity, water management, amenity and climate adaptation. Furthermore, in accordance with Policy GI6, the development integrates Green Infrastructure into the overall layout and design of the scheme, extending and enhancing the local green infrastructure network whilst strengthening the environmental resilience of the site through sustainable surface water management and ecosystem-based design principles.

Accordingly, the proposed development demonstrates full compliance with Policies GI5, GI6 and SI22, by incorporating a robust ecosystem services approach that delivers interconnected green infrastructure, nature-based drainage solutions, biodiversity enhancement, climate resilience and high-

quality public realm improvements, thereby contributing positively to the sustainability objectives of the Dublin City Development Plan.

The proposed development incorporates a Storm Water Management Plan which aligns with the requirements of SI11. Further detail is set out in Chapter 12 of the EIAR submitted along with this application.

8.4.7 Public Open Space and Recreation

Section 15.6.12 of the DCDP, in relation to Public Open Spaces states, Public open space should be of high-quality landscaped design to provide for an amenity value. Public open space should utilise a combination of hard and soft landscaping to cater for a wide range of needs such as children's play, passive recreation and sporting facilities. Where adjacent to canals or rivers, proposals must take into account the functions of a riparian corridor and possible flood plain.

In that regard, Section 15.8.6 of the DCDP sets out the quantitative requirement for provision of Public Open Spaces. In that regard, this section states that public open space requirement for residential developments shall be 10% of the overall site area.

Section 15.8.6 also requires that all residential developments provide for public open space with regard had to the guidance set out under Section 15.6.12 of the DCDP regarding landscaping requirements. This has been reiterated below.

Dublin City Council will seek the following in the delivery of public open space:

- The design and layout of the open space should complement the layout of the surrounding built environment and complement the site layout.
- Open space should be overlooked and designed to ensure passive surveillance is achieved. • The space should be visible from and accessible to the maximum number of users. • Inaccessible or narrow unusable spaces will not be accepted.
- The level of daylight and sunlight received within the space shall be in accordance with the BRE Guidelines or any other supplementary guidance document.
- Any new public open space on the site should be contiguous to existing open space or natural feature (i.e. river corridors and canal bank) to encourage visual continuity and optimise value of ecological networks.
- Protect and incorporate existing trees that are worthy of retention into the design of new open spaces.
- Retain and incorporate other existing natural features into the design to reinforce local identity, landscape character, and amenity.
- Landscaping works should be integrated with overall surface water management and SuDS strategy such that landscaping plans may include associated biodiversity areas or wetlands which can reduce / better manage surface water run-off.
- Landscaping schemes should provide a hierarchy of different types of planting throughout the development in order to give visual variety. Permeable surfaces will be encouraged.
- Materials must be appropriate, durable and of a good quality. The texture and colour of materials must be sympathetic to the locality and be an integral part of the design.
- Street furniture should be sited such that it does not provide an obstacle for people with disabilities and should be designed so that it is fully accessible where feasible.
- Age friendly measures should be incorporated into the design.
- Permeability and accessibility for all users, particularly disabled persons should be provided.
- Cycle and pedestrian friendly routes should be accommodated.

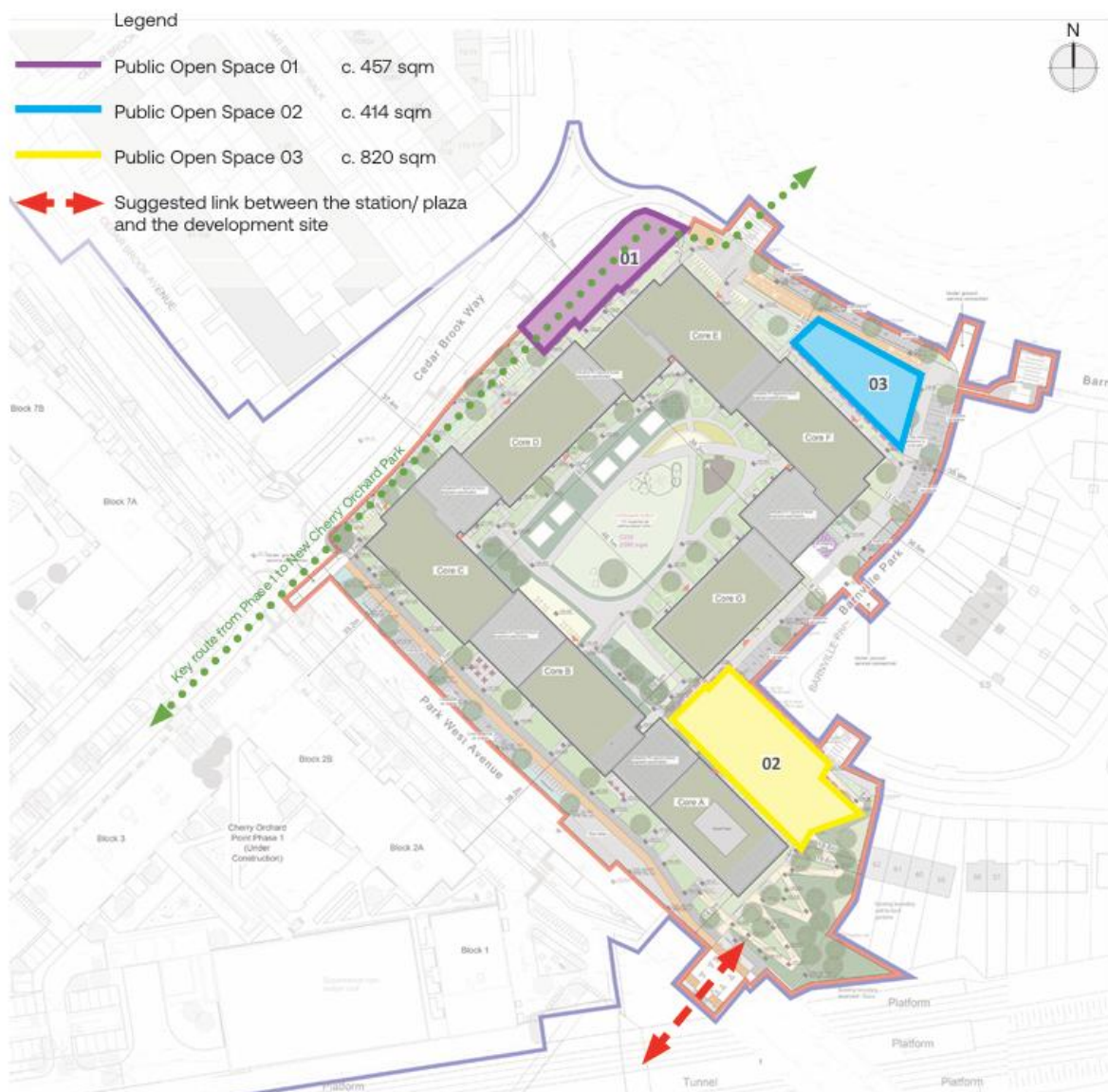


Figure 8-8 Public open space strategy for Phase 3. (Source: VDA / CCK Architectural Design Statement)

The proposed development includes the provision of high-quality landscaped public open space of 1691.9 sqm, this represents 10.88% of the net site area of Phase 3 lands. The public open space has been arranged in terms of a clear hierarchy with each area having its own distinct character and purpose. Further detail is provided in the Architectural Design Statement and Landscape report as part of this application.

8.4.8 Private/Communal Amenity Space

Private amenity space is provided in the form of ground level patios, first floor terraces at podium level and balconies for upper floors. Provided areas meet or exceed the minimum requirements. The floor area for each unit is noted on the Housing Quality Assessment that accompanies this application.

The communal amenity space of c. 2390 sq.m, is proposed in the courtyard in the form of a secure, shared garden at podium level. 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.

The proposed development provides a high-quality range of private and communal open spaces designed to support residential amenity, community interaction, health and wellbeing, and biodiversity. A central amenity lawn is provided as part of the landscaped podium as part of the Communal amenity space for amenity and play area for children, 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 fruits bearing shrubs and trees, and includes a mix of native and non-native plants.

The overall open space strategy promotes a healthy neighbourhood by integrating recreation, play, gardening opportunities, biodiversity enhancement and opportunities for social engagement, thereby creating an attractive and sustainable living environment for future residents.

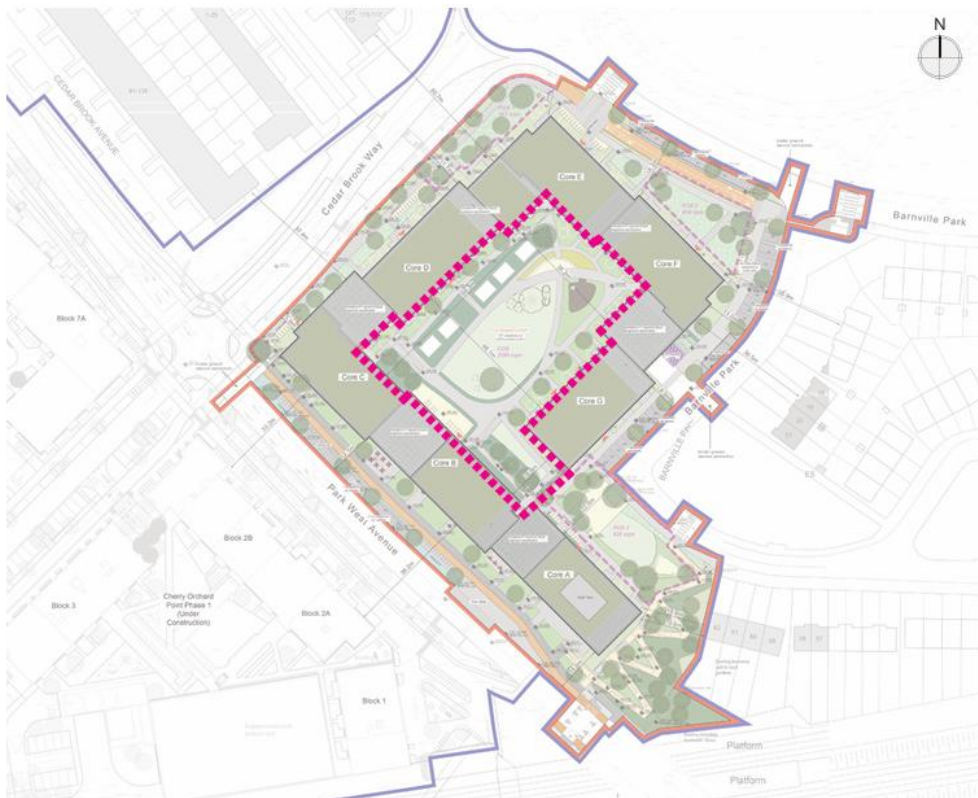


Figure 4.2 - Proposed Communal Amenity Space diagram (NTS)

Legend

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

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

Figure 8-9 Public open space strategy for Phase 3. (Source: VDA / CCK Architectural Design Statement)

8.4.9 Play and Amenity Areas

The Development Plan requires the provision of appropriate playground facilities suitable for toddlers and children up to the age of 6 and play areas for older children and young teenagers in larger residential schemes.

A dedicated children's play area c.93 sq.m is integrated within the central communal open space, providing a safe and accessible recreational facility for residents. The play space is designed to support a range of age groups and forms part of a broader amenity offering that encourages active play, social interaction, and healthy outdoor activity within a secure, landscaped courtyard environment.

Further details are provided in the Landscape Design Report prepared by Mitchell + Associates and submitted as part of the planning application documentation.

8.4.10 Community and Social Audit

Section 15.8.2 of the DCDP sets out the requirement for Community and Social Audit: Community facilities, such as local parks and playgrounds, community centres, local hubs, schools, childcare are an integral component of a successful neighbourhood. Applications for large residential developments or mixed-use developments should include provision for community type uses. All residential applications comprising of 50 or more units shall include a community and social audit to assess the provision of community facilities and infrastructure within the vicinity of the site and identify whether there is a need to provide additional facilities to cater for the proposed development. Each of the subsections below shall be assessed as part of the community and social audit. A community and social audit should address the following:

- *Identify the existing community and social provision in the surrounding area covering a 750m radius.*
- *Assess the overall need in terms of necessity, deficiency, and opportunities to share/ enhance existing facilities based on current and proposed population projections.*
- *Justify the inclusion or exclusion of a community facility as part of the proposed development having regard to the findings of the audit.*

An updated Community, Social and Cultural Infrastructure Audit has been prepared which includes refinements to the information already made part of the earlier consented phases already submitted as part of this planning application addressing the requirements of the DCDP. The need for additional uses in the wider Cherry Orchard Point development will be assessed and provided for in planning applications for subsequent phases.

8.4.11 Dual Aspect

Section 15.9.3 of the DCDP relates to the provision of Dual aspect units that will significantly enhance the residential amenity obtained in a unit providing for better daylight and sunlight penetration and cross ventilation.

The DCDP states that:

"In prime city centre locations, adjoining or adjacent to high quality, high frequency public transport, 33% dual aspect may be accepted in locations where there are specific site constraints such as tight urban infill sites up to 0.25ha or where there is a need to maintain a strong street frontage."

The Development Plan further provides that future amendments may establish updated requirements for apartment development. In this regard, the updated apartment design standards introduced in 2025, sets out the latest Specific Planning Policy Requirements (SPPRs) for apartment developments in relation to provision of "Dual Aspect" through SPPR 3 as stated below and should be considered and addressed in the preparation and assessment of planning applications for such schemes.

SPPR 3 – In relation to the minimum number of dual aspect apartments that may be provided in any single apartment scheme, the following shall apply:

- (i) *A minimum of 25% of units within a development shall be required to be dual aspect. Statutory plans shall not specify minimum requirements that exceed the requirements of this Specific Planning Policy Requirement.*
- (ii) *(ii) For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise further discretion to consider dual aspect unit provision at a level lower than the 25% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects.*

The proposed development has been designed to comply with SPPR 3 of the Sustainable Urban Housing: Design Standards for New Apartments (2025), which requires a minimum of 25% of apartments within a scheme to be dual aspect. The development provides 78 dual aspect apartments out of a total of 312 units, equating to 25% of the overall apartment stock, thereby meeting the applicable standard.

8.4.12 Daylight and Sunlight

The DCC CDP under Section 15.9.16.1 on Daylight and Sunlight note the following:

“Good daylight and sunlight contribute to making a building energy-efficient; it reduces the need for electric lighting, while winter solar gain can reduce heating requirements. Daylight animates an interior and makes it attractive and interesting, as well as providing light to work or read by.

A daylight and sunlight assessment should be provided to assess the impact of the proposed development on the surrounding properties and amenity areas outside the site boundary and assess the daylight and sunlight received within each individual unit and communal areas of a proposed scheme.”

Appendix 16 of the DCC CDP sets out the Guidance / Standards for daylight and sunlight assessments. Section 3.0 of Appendix 16 lists out four key documents that relate to the assessment for of daylight and sunlight applicable - BR 209 (2011) – Site Layout Planning for Daylight and Sunlight, A Guide to Good Practice (Second Edition); BS 8206-2:2008 – Lighting for Buildings, Part 2: Code of Practice for Daylighting; BS EN 17037:2018 – Daylight in Building; IS EN 17037:2018 – Daylight in Buildings.

In addition, the national policy on the assessment of daylight and sunlight is set out in both the Apartment and Building Heights Guidelines, both of which refer to BR 209 and BS 8206-2. For clarity, the DCC CDP also states that appropriate and reasonable regard should be taken of government policies, including the Urban Development and Building Height Guidelines for Planning Authorities (2018) and the Planning Design Standards for New Apartments (2025). Section 5.3.7 of the SRDCSGs outlines requirements for the provision of acceptable levels of daylight in new residential developments and adjoining properties.

The site layout, urban blocks, receiving environment and individual apartments have been designed with regard to the principles and guidance of the recently published BR 209 2022 Site Layout Planning for Daylight and Sunlight: a Guide to Good Practice (3rd edition 2022). The design team has worked in response to the context to ensure the proposed development performs with regards to achieving the best possible daylight and sunlight quality.

The submitted Daylight and Sunlight Assessment as prepared by Digital Dimensions, concludes that the proposed development meets the recommendations for sunlight in the BRE guidelines BR209:2022 and that all habitable rooms within the proposed development achieve the minimum target daylight levels set out in BS EN 17037:2018+A1:2021, as referred to in the BRE guidelines BR209:2022 and no

compensatory measures are required. Having regard to the assessment findings and the urban context of the site, the proposed development is considered to provide an acceptable standard of residential amenity in terms of daylight and sunlight assessment, and the proposed development maintains with good separation from existing and proposed buildings.

8.4.13 Separation Distances

Section 15.9.17 of the DCDP states that *“Traditionally a minimum distance of 22m is required between opposing first floor windows. In taller blocks, a greater separation distance may be prescribed having regard to the layout, size, and design. In certain instances, depending on orientation and location in built-up areas, reduced separation distances may be acceptable.”*

Separation distances between buildings will be assessed on a case-by-case basis. In all instances where the minimum separation distances are not met, each development will be assessed on a case by-case basis having regard to the specific site constraints and the ability to comply with other standards set out within this chapter in terms of residential quality and amenity.”

Section 5 of the Sustainable and Compact Settlement Guidelines outlines a requirement for a minimum separation of 22 metres. However, the standard does not take into account the modern methods of design and construction and the evolution of computer-based design programmes in relation to sunlight, daylight and privacy.

“Through the careful massing and positioning of blocks, positioning of windows and the integration of open space at multiple levels it is possible to achieve a high standard of residential amenity and good placemaking with separation distances of less than 22 metres. Separation distances should, therefore, be determined based on considerations of privacy and amenity, informed by the layout, design and site characteristics of the specific proposed development”.

“SPPR 1 - Separation Distances

It is a specific planning policy requirement of these Guidelines that statutory development plans shall not include an objective in respect of minimum separation distances that exceed 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex units or apartment units above ground floor level. When considering a planning application for residential development, a separation distance of at least 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex units and apartment units, above ground floor level shall be maintained. Separation distances below 16 metres may be considered acceptable in circumstances where there are no opposing windows serving habitable rooms and where suitable privacy measures have been designed into the scheme to prevent undue overlooking of habitable rooms and private amenity spaces. There shall be no specified minimum separation distance at ground level or to the front of houses, duplex units and apartment units in statutory development plans and planning applications shall be determined on a case-by-case basis prevent undue loss of privacy. In all cases, the obligation will be on the project proposer to demonstrate to the satisfaction of the planning authority or An Coimisiún Pleanála that residents will enjoy a high standard of amenity and that the proposed development will not have a significant negative impact on the amenity of occupiers of existing residential properties. This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR.”

The proposed development has been designed in accordance with the above standards and meets the requirement. The proposed development throughout incorporates generous setbacks providing greater

separation distances between existing and the proposed developments and effectively respects the scale of neighbouring residential developments and ensures privacy of the residents.

The proposed development has been designed to ensure an appropriate relationship with surrounding residential development, achieving generous face-to-face separation distances of approximately 36-41m to the approved Phase 1 development, 38m to the existing Cedarbrook Apartments, and 37m to the existing dwellings at Barnville Park. These setbacks, together with the stepping of building heights, careful apartment and balcony layout, and compliance with the accompanying Daylight and Sunlight Assessment, ensure that residential amenity, privacy, outlook, and access to daylight and sunlight are appropriately protected within the context of the proposed development and subject site location.

A minimum separation distance of 16m between directly opposing upper-floor primary habitable room windows is achieved throughout the development. Limited and localised deviations arise only where additional or secondary windows are introduced to enhance passive surveillance with following additional measures:

- Frosted glazing provided for windows overlooking the roof area between lower sections between the buildings
- Secondary windows are also off-set from the opposing window.

For further information, refer to the Architectural Design Statement and drawings prepared by VDA/CCK and submitted as part of this application.

8.4.14 Sustainable Movement and Transport

Section 15.16 of the DCDP states that “Sustainable and efficient movement of people and goods is crucial for the success and vitality of the city. The Plan seeks to promote ease of movement within and around the city as well as playing a key role in safeguarding the environment and adapting to the impacts of climate change. This policy approach promotes the integration of land use and transportation, improved public transport and active travel infrastructure, an increased shift towards sustainable modes of travel and an increased focus on public realm and healthy place-making. This Plan also looks to the future of mobility in the city including the increasing role of shared mobility schemes, micro mobility options, electric vehicles and the application of technology in the mobility sector.”

Further detail on development standards are set out in Appendix 5 (Transport and Mobility: Technical Requirements) of the DCDP in relation to:

- Access and Design Standards

The proposed development has been designed to provide safe, efficient and inclusive access for all users in accordance with the principles of DMURS and Appendix 5 of the Dublin City Development Plan. Vehicular access to the development is provided via a new priority junction from Barnville Park, while multiple pedestrian and cycle connections ensure permeability throughout the site and integration with adjoining phases of the Cherry Orchard Point development. Upgraded footpaths and cycle tracks are provided along the Park West Avenue and Barnville Park frontages, together with the strategic Barnville Link connection which enhances connectivity between the development, Park West and Cherry Orchard Railway Station, new Cherry Orchard Park and surrounding residential areas. The proposed street network prioritises active travel and accessibility in line with the Development Plan objectives.

- *Traffic and Transport Assessments*

A comprehensive Traffic and Transport Assessment (TTA) has been prepared in accordance with Section 2.2 of Appendix 5 of the Dublin City Development Plan, the TII Traffic and Transport Assessment Guidelines and relevant industry standards. The assessment considered existing traffic conditions, public transport accessibility, future committed developments, traffic generation, junction capacity and cumulative impacts. The Traffic and Transport Assessment (TTA) concludes that the proposed development will not give rise to significant transportation impacts during either the construction or operational stages. During construction, development-related traffic is predicted to increase traffic flows on Park West Avenue by 3%, which is below the 10% threshold set out in the TII Traffic and Transport Assessment Guidelines and therefore does not require further transportation assessment. During operation, six of the eight assessed junctions are forecast to operate within capacity in the Opening Year (2027), Design Year (2032) and Future Year (2042). While Junction 4 is predicted to operate above capacity during peak periods, this arises from the application of DMURS-compliant design standards which prioritise pedestrian and cyclist movements over vehicular traffic. Junction 7 is identified as an existing constraint on the road network and is predicted to experience capacity issues with or without the proposed development, consistent with the findings of the Park-West Cherry Orchard LAP, which provides for future capacity enhancements, key new connections and enhanced public transport.

- *Mobility Management and Travel Planning*

The application is accompanied by a Mobility Management and Travel Plan prepared in accordance with Section 2.3 of Appendix 5. The MMTP promotes modal shift towards walking, cycling and public transport through a range of measures including high-quality cycle parking, proximity to rail and bus services, car-sharing facilities, EV charging infrastructure and enhanced pedestrian connections. The site benefits from immediate access to the high-frequency G-Spine bus corridor and is within walking distance of Park West & Cherry Orchard Railway Station, thereby supporting sustainable travel behaviour and reducing dependency on private car use.

- *Service Delivery and Access Strategy*

Appropriate arrangements have been incorporated into the design to facilitate servicing, deliveries, waste collection and emergency vehicle access. 2no. dedicated loading bays in total with one on Park West Avenue and other on Barnville Park to serve the residential and commercial elements of the scheme. Vehicle tracking assessments demonstrate that refuse collection vehicles and fire tenders can safely access, manoeuvre within and exit the development. The servicing strategy ensures that operational requirements can be accommodated without adversely affecting public roads, pedestrian movement or cycle facilities.

- *Design and Construction Standards and Processes for Roads and Footpaths*

All roads, footpaths, cycle facilities and associated infrastructure have been designed in accordance with DMURS, Dublin City Council requirements and the standards set out in Appendix 5. The proposed streetscape incorporates enhanced pedestrian and cycling infrastructure, universal accessibility principles and high-quality public realm improvements. During construction, dedicated access routes and management measures will be implemented to minimise impacts on the surrounding transport network and maintain pedestrian and cyclist safety.

- *Cycle and Car Parking Standards and Management*

The development fully complies with the cycle parking requirements of Appendix 5 by providing 658 cycle parking spaces, exceeding the minimum requirement of 656 spaces. Cycle parking is distributed between secure long-stay resident parking and short-stay visitor parking, with convenient access

throughout the development. A total of 156 car parking spaces are proposed, equating to a ratio of approximately 0.48 spaces per residential unit, significantly below the maximum standards permitted under the Development Plan and national policy. The reduced parking provision is justified by the site's highly accessible location, proximity to rail and bus services, extensive active travel infrastructure and provision of four dedicated car-sharing spaces. A Car Parking Management Plan will govern the allocation and ongoing management of parking spaces, while 50% of indicative spaces for the purposes of EV which will be activated on demand basis.

The proposed development demonstrates substantial compliance with the Transport and Mobility Technical Requirements of Appendix 5 and provides appropriate infrastructure and mitigation measures to support sustainable travel patterns within the Park West Cherry Orchard area.

8.4.15 Plot Ratio and Site Coverage

Subsection 3.2 of Appendix 3 in the DCDP relates to plot ratio and site coverage standards. The DCDP states that plot ratio is a tool to help control the bulk and mass of buildings and will apply to both new buildings, and extensions of existing buildings. It expresses the amount of floorspace (proportionately) to the site area and is determined by dividing the gross floor area of the building(s) by the site area. The DCDP clarifies that plot ratios on their own cannot determine built form and needs to be utilised in conjunction with other development control measures.

Appendix 3 further outlines that the plot ratio should be considered in conjunction with other development control measures, including:

- Site coverage: of which we are compliant with c. 52%
- Building heights: which are in a range of 4 to 9 storeys and therefore are appropriate for the subject site.
- Public and private open space: of which we are providing high-quality landscaped public open space at 1691.9 sqm, and private open space is provided for each residential unit.
- The parking provision: of which we are providing a total of 156no. Car parking spaces, as well as 653 no. Cycle parking spaces which are in alignment with the requirements as set out in the Development Plan and appropriate for proposed scheme.

Indicative plot ratio standards are provided in the DCDP, with Regeneration Areas having an Indicative plot ratio of 1.5-3.0. The proposed scheme, under Phase 3, has a plot ratio of 1.65. As outlined earlier in this Report, a holistic approach has been taken in the design and layout of all Phases of development to ensure the successful delivery of a fully integrated and interconnected scheme across the DCC lands.

As noted above, plot ratio is only one of a number of metrics used to determine the suitability of a proposed development and doesn't have regard to locational context, prevailing development patterns etc. Additionally, the proposed development is on lands that are covered by the Cherry Orchard and Park West LAP which has an indicative layout for development which the development is in compliance with.

The DCDP states that site coverage is the percentage of the site covered by building structure, excluding the public roads and footpaths, being particularly relevant in urban locations where open space and car parking standards may be relaxed. Similar to the above, indicative site coverage standards are provided for each area of the city, with Regeneration Areas having an indicative site coverage standard of 50-60%. The proposed scheme has a site coverage of 52 %.

8.4.16 Childcare facility

The approved development for Phase 1 includes the provision of a childcare facility located on the ground floor of Block 5 with the associated outdoor play area positioned along the eastern elevation adjoining the Neighbourhood Park. The approved creche has an area of 672sq.m and is capable of accommodating approximately 135 children of varying age groups. The scale of the approved creche has been informed by a socio-economic profile of the area and population projections arising from the scheme as detailed in the Schools and Childcare Demand Assessment (as part of the Community, Social and Cultural Infrastructure Audit) prepared by KPMG Planning enclosed as part of this application. The creche has been scaled with additional headroom to accommodate Phase 3 of the overall development of Site 5, the subject of this planning application.

8.4.17 Other Development Objectives

The LAP site brief sets out the following specific development objectives for Site 5: Barnville site:

- *This site shall provide for predominantly residential development along with some element of commercial and retail uses to serve local needs, along with potential for flexible live work units.*

The proposed development fully accords with the LAP objective for a predominantly residential-led mixed-use scheme. The proposal comprises:

- 312 no. residential apartments comprising 244 cost rental units and 68 social units.
- 8 no. local retail and commercial units providing approximately 1,441 sq.m GFA of non-residential floorspace.
- Residential floorspace of c. 24,556 sq.m GFA compared to 1,441 sq.m GFA of retail/commercial floorspace, demonstrating that residential use is the clear dominant land use.

The retail and commercial units are intended to accommodate services meeting day-to-day local needs, as per the feedback received during the public consultation stage and subsequently is consistent with the LAP's vision for a mixed-use neighbourhood. The proposal therefore delivers a residential-led development while providing the level of supporting commercial activity envisaged for Site 5.

- *Development of this site will be required to address the height variance between Park West Avenue and the subject site. Ground floor retail and/or commercial units shall be encouraged, accessible from the street level at Park West Avenue.*

The proposed scheme responds directly to the site's changing topography between Park West Avenue, the railway station lands and the surrounding residential neighbourhoods.

The development adopts a graduated height strategy ranging from 4 to 9 storeys, with:

- Higher elements located towards the south-west of the site in proximity to the railway station and Park West Avenue;
- Lower-scale elements transitioning towards Barnville residential areas and public open spaces;
- A stepped built form that addresses level differences and provides an appropriate urban edge.

Importantly, all 8 local retail and commercial units are concentrated within Cores A, B and C along Park West Avenue, creating:

- Active street frontages;
- Natural surveillance of the public realm;
- Enhanced animation of the street environment; and
- Direct accessibility from street level, as specifically sought by the LAP.

This approach contributes to the creation of a vibrant urban frontage while reinforcing Park West Avenue as the principal commercial corridor within the development.

- *The open nature of this site surrounded by roads requires a careful and considered approach responding to the site context. The site layout and design shall respond in a positive manner avoiding blank elevations, and integrating with the surrounding residential development. The provision of a suitable scaled building overlooking Cherry Orchard Park with passive supervision of this space will be sought.*

The proposed development has been carefully designed in response to the site's prominent and highly visible location, bounded by Park West Avenue, Cedar Brook Way, Barnville Park and the railway corridor. The layout, built form and landscape strategy have been informed by the site's context and seek to establish a strong and legible urban structure that integrates with the surrounding area.

The scheme responds positively to its setting by:

- Orientating buildings towards surrounding streets, public spaces and pedestrian routes;
- Providing active residential and commercial frontages throughout the development;
- Minimising inactive and blank elevations through the incorporation of ground-floor entrances, commercial units, overlooking apartments and high-quality landscaped interfaces;
- Establishing a strong perimeter block arrangement that defines clear urban edges and reinforces the streetscape; and
- Facilitating direct physical and visual integration with the adjoining Barnville and Cherry Orchard communities.

The landscape strategy incorporates a hierarchy of public, communal and semi-private open spaces, complemented by building elevations that provide continuous passive overlooking of key pedestrian routes, streets and amenity areas. In particular, the development has been designed to overlook:

- The proposed Barnville Link;
- Open spaces adjoining Cherry Orchard Park; and
- Pedestrian and cycle connections connecting Barnville Park, New Cherry Orchard Park and Park West Avenue.

Collectively, these design measures ensure a high level of passive surveillance throughout the scheme, enhancing safety, security and the overall quality and usability of public spaces, in accordance with the urban design and placemaking objectives of the Cherry Orchard Local Area Plan.

- *The site shall ideally facilitate local pedestrian desire lines to and from the rail station and to and from Cherry Orchard Park and the surrounding residential areas.*

A central design objective of the scheme has been the enhancement of connectivity and permeability.

The development incorporates:

- A strategic Barnville Pedestrian Link connecting Barnville Park directly with Park West Avenue and Park West-Cherry Orchard Railway Station;
- Four additional pedestrian access points;
- New pedestrian and cycle routes through the site;
- Connections to new Cherry Orchard Park and the wider Cherry Orchard Point lands;
- Integration with the movement network established under Phases 1 and 2.

The Barnville Link specifically addresses the LAP requirement to facilitate local pedestrian desire lines by providing:

- Direct access to the railway station;
- Improved links between established residential areas and new development;
- Enhanced east-west and north-south permeability;

- Accessible ramp and stair infrastructure responding to site level changes.

The proposal therefore substantially improves connectivity between Park West, Barnville, new Cherry Orchard Park and the rail station, delivering a key piece of sustainable transport infrastructure envisaged by the LAP.

- *Investigate the potential for the removal/relocation of the existing electricity pylon at Barnville Park.*

The design team has actively engaged with ESB for the removal/relocation of the existing electricity pylon at Barnville Park as discussed in detail in Section 2.2 of the report and letter of confirmation as provided by ESB is also enclosed as part of the planning documentation. The wider strategy for the area involves the undergrounding and relocation of the electricity infrastructure. The report notes that the undergrounding of 11 existing pylons within the wider Park West area is already being progressed as part of the permitted Greenseed (Site 6) development under Compliance Condition 4 of ACP Ref. 312290.

Accordingly, the proposal has investigated the issue and has been designed on the basis that the existing overhead infrastructure will be relocated underground through the wider strategic infrastructure programme already underway in the area. This directly supports the LAP objective and will significantly improve the urban environment and development potential of Site 5.

8.5 Mobility and Connectivity

8.5.1 Cycle and Car Parking Standards and Management

The proposed development has been designed in a manner which prioritises sustainable modes of travel.

Bicycle Parking

The DCDP notes that cycling provides a flexible, efficient, and attractive transport option for urban living in accordance with sustainable development principles and the promotion of the 15-minute city. In that regard the Development Plan requires that all new developments fully integrate cycle facilities into the design and operation of the schemes, in accordance with Table 1 of Appendix 5 within the DCDP. The table on 'Bicycle Parking Standards for Various Land-uses' requires that for 'Residential Apartment' under all zones one parking space per apartment be provided for Long Term / residents and 1 parking space per two apartments be provided for Short-Term / visitors.

Table 8-5 Bicycle Parking requirements

Land-use	Zone	Development Standard (Min)	Requirement	Proposed Parking Spaces
Residential Apartment	All Zones	Long Term: 1 per bedroom Short Term: 1 per two apartments	631	631
Retail	All Zones	Long Term: 1 per 5 staff Short Term: 1 per 100 sq.m GFA	25	27
Total			656	658

A total of 658 no. bicycle parking spaces, accommodated through a mixture of secure designated cycle stores and stacked bicycle racks / Sheffield stands are also proposed as part of the development. 631no. of these spaces are designated for residential use including the provision of 475no. Long term and 156no. short stay / visitor spaces. While 27 no. spaces are provided for the Local Retail and Commercial units of the development, including the provision of 6no. Long term and 21no. short stay / visitor spaces.

It is noted that the total bicycle parking spaces provided would be consistent with the requirements of the DCDP and the locations of the spaces are shown on the architectural and engineering drawings included with this planning application.

Motorcycle Parking

The DCDP requires that new development shall include provision for motorcycle parking in designated, signposted areas at a rate of 5% of the number of car parking spaces provided. When applied to the proposed scheme, a motorcycle parking requirement of 8 no. spaces is generated which has been incorporated into the scheme. The Mobility Management & Travel Plan submitted with this application, also sets out further detail on the strategy for access and parking spaces within the proposed scheme. It also sufficiently demonstrates the proposal's consistency with all relevant policies and objectives with regards to transport and access of the DCDP.

Car Parking

The standards for car parking requirements for new developments are set out under Appendix 5 'Transport and Mobility – Technical Requirements' of the Development Plan. The DCDP seeks to ensure that an appropriate level of parking is provided to serve all new developments and hence Dublin City Council area is divided into three areas for the purpose of parking control:

- Parking Zone 1 is generally within the Canal Cordon and within North Circular Road in recognition of active travel infrastructure and opportunities and where major public transport corridors intersect;
- Parking Zone 2 occurs alongside key public transport corridors and;
- The remainder of the City falls under Parking Zone 3.

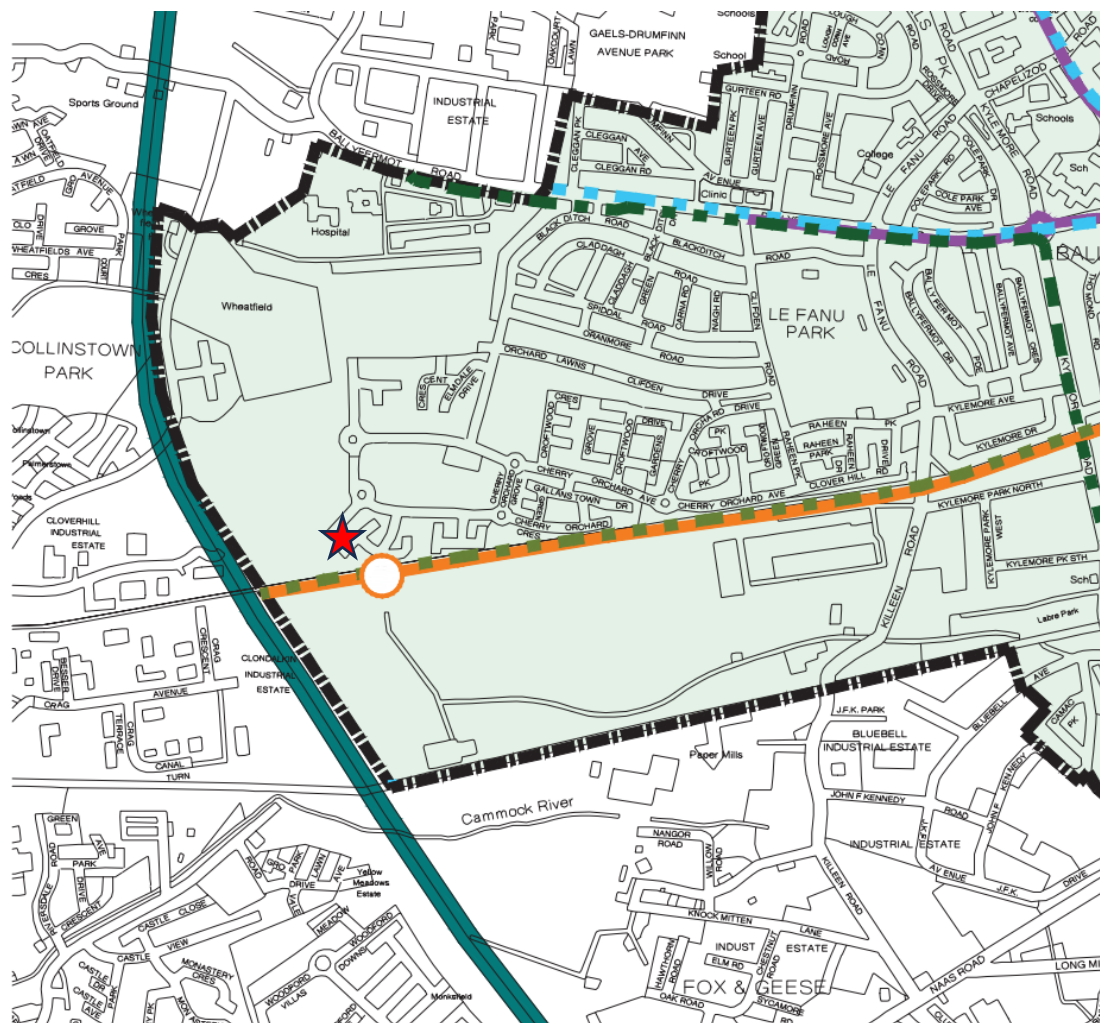


Figure 8-10 Parking Zones set out under Map J of the Dublin City Development Plan 2022-2028. (Subject site in red)

The Development Plan's Maximum Parking Standards for residential dwellings in areas falling within this Zone 2 is designated at 1 per dwelling. The Development Plan also sets out Maximum Parking Standards for other land-uses (which is further detailed under Table 2 of Appendix 5 of the Development Plan).

When these Maximum Parking Standards are applied to the proposed scheme a parking requirement of 312 no. spaces for residential and 6 no. spaces for non-residential uses is generated. The proposed development will include provision of 156 no. car parking at undercroft and surface level throughout the development, which includes 142no. spaces will be dedicated for residential use, 2no. non-residential car parking spaces, 8no. designated accessible spaces for both public and residents and 4no. car sharing spaces. The overall car parking includes 78 no. indicative spaces for EV, representing 50% of the total parking spaces and shall follow. 8no. motorcycle spaces (5%) are also provided in the undercroft area to serve the development. 2no. loading bays are also provided to serve the proposed development.

The below Table 8.6 illustrates the total maximum parking standard for the scheme given its zone and uses as against the total parking spaces proposed within the scheme.

Table 8-6 Car Parking - Standard and Proposed Spaces

Land-use	Development Standard for Zone 2	Total Units Proposed	Maximum Requirement	Proposed Parking Spaces
Apartments	1 per dwelling	312	312	142
Retail: Other and Main Street	1 per 275 sq.m GFA	1441	6	2
Total			318	144

Additionally, 8no. designated accessible spaces has been proposed for both public and residents. The provision of 4 no. car-sharing spaces will encourage more sustainable travel patterns and support reduced car dependency among future residents.

The proposed EV strategy will support a strategy of demand led 'go live' for spaces across the site. The Development Plan requires that 50% of these spaces are 'live' upon completion of the development. In this regard, it is noted that LDA have previously advised that the EV take up is on average c. 6% across their sites, and that in order to ensure appropriate capital and maintenance expenditure as part of the proposed development it is proposed to continue to liaise with Dublin City Council through compliance agreement, to determine if the following may be considered appropriate:

- Provide 20% EV charging as part of the proposed development day 1
- Monitor the EV uptake as part of the proposed development
- Increase the EV charging proposal to 30% once the demand reaches 15% on site (and to 40% when the demand reaches 25% and so on)

Please refer to the engineering reports prepared by Waterman Moylan Consulting Engineers for more information.

It is considered that the Phase 3 proposal is consistent with wider local and national planning policy that seeks to promote more sustainable transport modes and a reduction in the reliance on the private car. The proposed scheme is proximate to the Park West and Cherry Orchard train station and the G SPINE BusConnects Corridor and a number of cycle routes under the Greater Dublin Cycle Network. Moreover, the delivery of the scheme in tandem with the delivery of the DART+ southwest corridor extension will further enhance connectivity and access to and from the area to the rest of the city and beyond.

The Traffic and Transport Assessment submitted as part of this planning application sets out the rationale for the quantum of car parking proposed, the level of access to various facilities and services; and subsequently demonstrates that the subject scheme would be in compliance with both.

SPPR 3 of the Compact Settlement Guidelines states that the maximum rate of car parking provision for residential development in accessible locations is 1.5 spaces per dwelling, but notes that such locations are suitable for a reduction in parking. The proposed car parking strategy for the development is therefore compliant with the requirements of the Guidelines.

8.5.2 Mobility Management Measures

The initial consented phases of the Cherry Orchard Point scheme accompanied Mobility Management and Travel Plan (MMTP) and now MMTP has been prepared Waterman Moylan Consulting Engineers

for Cherry Orchard Point Phase 3 notwithstanding the fact that the development is being undertaken in phases.

The Mobility Management & Transport Plan provides Mobility Management Measures' which are a mixture of policies and incentives designed to support the proposed level of car parking and promote the use of sustainable modes at Cherry Orchard Point.

The measures are designed to be implemented over a period of time ensuring that policies and incentives are implemented together.

The mobility management measures associated with the Plan are grouped under the following:

Marketing and Communications. • Cycling. • Public Transport. • Shared Transport. • Car Sharing Club. • Personalised Travel Plans.

The Plan also sets out the delivery and servicing strategy. The Car Parking Management Plan will ensure the proposed scheme, together with the consented phases of Cherry Orchard Point, provides a coordinated and efficient approach to parking, servicing, and access management.

8.5.3 Impact on Transportation

The Traffic and Transport Assessment also provides an assessment of the impact of the proposed scheme on transportation.

The Traffic and Transport Assessment (TTA) concludes that the proposed development will not give rise to significant transportation impacts during either the construction or operational stages. During construction, development-related traffic is predicted to increase traffic flows on Park West Avenue by 3%, which is below the 10% threshold set out in the TII Traffic and Transport Assessment Guidelines and therefore does not require further transportation assessment.

During operation, six of the eight assessed junctions are forecast to operate within capacity in the Opening Year (2027), Design Year (2032) and Future Year (2042). While Junction 4 is predicted to operate above capacity during peak periods, this arises from the application of DMURS-compliant design standards which prioritise pedestrian and cyclist movements over vehicular traffic. Junction 7 is identified as an existing constraint on the road network and is predicted to experience capacity issues with or without the proposed development, consistent with the findings of the Park-West Cherry Orchard LAP, which provides for future capacity enhancements, key new connections and enhanced public transport.

In addition, Site 5 incorporates the Barnville Link providing a direct connections between the proposed development and Park West and Cherry Orchard Railway Station, together with associated active travel infrastructure that will enhance accessibility, support the proposed parking strategy, and encourage a modal shift towards walking, cycling and public transport. Accordingly, having regard to the performance of the assessed road network, planned transport improvements within the wider area, the provision of active travel infrastructure and the available public transport capacity, the assessment concludes that no significant impact on roads, traffic or public transport services will arise from the operational stage of the proposed development.

The Traffic and Transport Assessment (TTA) concludes that the proposed parking provision of 150 residential spaces for 312 apartments (0.48 spaces per unit) is appropriate for the development, having regard to the site's highly accessible location, excellent public transport connections, strong walking

and cycling infrastructure, nearby services and employment opportunities, and the inclusion of mobility management measures and car-sharing facilities. The TTA considers that these factors will help reduce car ownership and car-based travel demand, thereby supporting a reduced level of parking provision as encouraged by compact settlement guidelines.

In relation to parking demand, the TTA concludes that the proposed residential parking capacity would be sufficient to accommodate the anticipated number of residents travelling by car for work or education. While it acknowledges that car ownership could, in some circumstances, exceed the available parking supply and result in some overspill parking, the report finds that the potential for such impacts is mitigated through the implementation of a Parking Management Plan, controlled resident permit allocation, accessible parking controls, car-sharing provision, and Mobility Management and Travel Plan measures. Accordingly, the TTA concludes that the proposed parking strategy is appropriate and would not give rise to significant adverse transport or parking impacts on the surrounding area.

8.6 Drainage and Water Services

The Engineering Assessment Report submitted with the application and prepared by Waterman Moylan details the proposals for water services to and from the development. Further information can also be found in Surface Water Management Plan and in the EIAR Material Assets: Utilities chapter.

Summary of following to be included from above reports:

8.6.1 Water Supply

The subject Site 5 currently contains no internal water supply infrastructure. Existing water supply infrastructure supply located within the surrounding road network, includes a 450mm diameter ductile iron watermain within Park West Avenue and a 110mm diameter MOPVC watermain within Barnville Park.

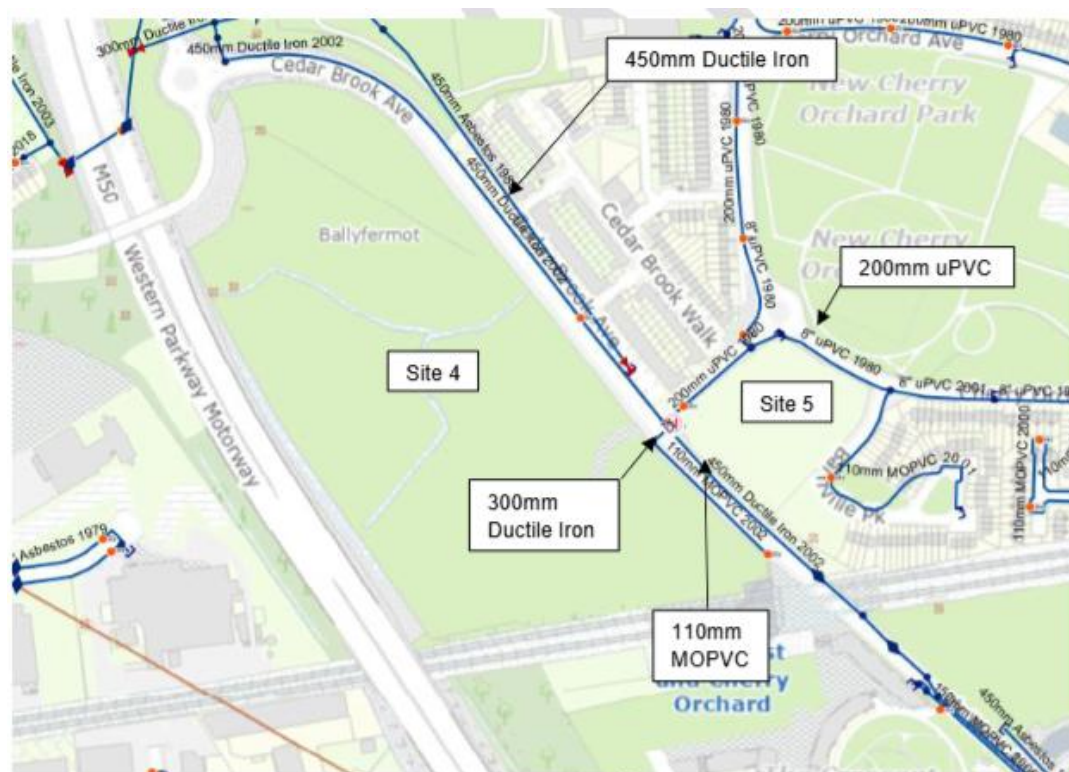


Figure 8-11 Existing Water Supply Infrastructure (Uisce Éireann) (Source: Waterman Moylan)

The proposed development will be served by a new looped internal watermain network comprising a 100mm diameter looped watermain connected to the public network at two locations:

- Connection to the existing 450mm diameter watermain within Park West Avenue;
- Connection to the existing 110mm diameter watermain within Barnville Park;
- Installation of water meters in accordance with Uisce Éireann requirements; and
- Provision of a looped network arrangement to ensure resilience and continuity of supply.

A Confirmation of Feasibility (CoF Ref. CDS26001527) issued by Uisce Éireann on 05 August 2026 confirms that the water demand associated with the proposed development can be accommodated without the need for upgrades to the public water supply network.

The utility assessment identifies a design population of approximately 746 persons for Phase 3, generating an average water demand of approximately 126,360 litres/day (1.463 l/s) and a peak demand of approximately 9.14 l/s. These demands can be accommodated within the available network capacity.

8.6.2 Foul Water

The site currently contains no internal foul drainage infrastructure. The wider Cherry Orchard Masterplan lands are being serviced through strategic foul drainage infrastructure delivered as part of the approved Phase 1 development. A 300mm diameter foul outfall sewer has been constructed within Cedar Brook Way connecting to the existing public wastewater network.



discharge to the existing 225mm public foul sewer located within Barnville Park, with no pumping station required.

The preliminary foul water network design for the proposed Phase 3 development can be seen in Waterman Moylan Drawing No. COP-WMC-PH3-00-DR-P-0200 – Proposed Drainage General Layout Arrangement, to be submitted as part of this application.

The foul drainage strategy has been developed in consultation with Uisce Éireann and accords with the Uisce Éireann Code of Practice for Wastewater Infrastructure. Uisce Éireann in correspondence with LDA on 8 June 2026 also confirmed that wastewater generated by the development can be accommodated, subject to the completion of planned wastewater upgrades within the Cherry Orchard/Ballyfermot area. These works include the upsizing of approximately 106m of public sewer from 225mm to 1050mm diameter and are currently scheduled for completion in advance of occupation of the proposed Phase 3 development.



Figure 8-13 Uisce Éireann Upgrade works map

Uisce Éireann has issued Confirmation of Feasibility on 5 August 2026 (Ref. CDS26004704) confirming that the proposed development is feasible in principle, with water connections available without infrastructure upgrades and wastewater connections feasible subject to the delivery of the planned network capacity enhancement works (*completion expected early 2027*)

8.6.3 Surface Water

The site currently contains no formal surface water drainage infrastructure and generally drains through infiltration and overland flow during heavy rainfall events. The lands are located within the catchment of the Blackditch Stream, which ultimately drains to the River Camac and River Liffey.

The proposed development adopts a Sustainable Urban Drainage System (SuDS) approach in accordance with:

- Greater Dublin Strategic Drainage Study (GDSDS);
- Dublin City Council SuDS Design and Evaluation Guide;
- CIRIA SuDS Manual; and
- Water Framework Directive objectives.

The drainage strategy is based on source control, site control and regional control measures to replicate natural drainage processes and minimise runoff from the site. Key SuDS elements include:

- Blue-green roofs;
- Rain gardens;
- Bio-retention tree pits;
- Permeable paving beneath parking areas;
- Below-ground stone attenuation storage;
- Detention basin;
- Flow control devices; and
- Class 1 petrol interceptors.

The site is divided into four surface water catchments. Catchment 1 discharges to the existing 225mm surface water network within Park West Avenue, while Catchments 2, 3 and 4 connect to the existing 300mm surface water network within Barnville Park. Surface water runoff from all catchments will be attenuated on-site and restricted to a maximum discharge rate of 2.0 l/s/ha, in accordance with Dublin City Council requirements.

Attenuation storage will be provided for the 1-in-100-year storm event including a 30% climate change allowance. Importantly, the restricted discharge rate is below the existing greenfield runoff rate from the site, resulting in a reduction in downstream runoff volumes and contributing positively to flood risk management objectives.

The EIAR concludes that the proposed surface water strategy will improve runoff quality, reduce flood risk, protect downstream receiving waters and ensure compliance with Water Framework Directive objectives. No significant adverse impacts on surface water or groundwater resources are anticipated following implementation of the proposed mitigation measures.

8.7 Flood Risk Assessment

A site-specific Flood Risk Assessment prepared by Waterman Moylan Consulting Engineers, accompanies this application. This Flood Risk Assessment has been carried out in accordance with the DEHLG/OPW Guidelines on the Planning Process and Flood Risk Management published in November 2009. This assessment identifies the risk of flooding at the site from various sources and sets out possible mitigation measures against the potential risks of flooding. Sources of possible flooding include coastal, fluvial, pluvial (direct heavy rain), groundwater, and human/mechanical errors.

The subject site has been analysed for risks from tidal flooding from the Irish Sea, fluvial and pluvial flooding, ground water, and failures of mechanical systems. Table 10-1 from the Flood Risk Assessment Report has been reproduced in Table 8.6 below. The Table presents the various residual flood risks involved.

Table 8-7 Summary of the Flood Risks from the Various Components

Source	Pathway	Receptor	Likelihood	Consequence	Risk	Mitigation Measure	Residual Risk
Coastal	Irish Sea (River Liffey)	Proposed development	Extremely low	None	Negligible	None	Negligible
Fluvial	Blackditch Stream & River Camac	Proposed development	Low	Low	Extremely Low	None	Extremely Low
Pluvial	Private & Public Drainage Network	Proposed development, downstream properties, and roads	Ranges from high to low	Moderate	Low	Appropriate SuDS, attenuation design, setting of floor levels, and overland flood routing incorporated into design	Low
Ground Water	Ground	Underground services, areas around units	High	Moderate	Low	None required however appropriate SuDS, attenuation design, setting of floor levels, and overland flood routing incorporated into design	Low
Human/Mechanical Error	Drainage network	Proposed development	High	Moderate	High	Setting of floor levels, overland flood routing, regular inspection of SW network	Low

As indicated in the above table, the Report also concludes that the various sources of flooding have been reviewed, and the risk of flooding from each source has been assessed. Where necessary, mitigation measures have been proposed. As a result of the proposed mitigation measures, the residual risk of flooding from any source is low. [emphasis added]

8.8 Archaeology and Architectural Conservation

Please refer to the Chapter 9 of the Parent EIAR for details on the Archaeological, Architectural and Cultural Heritage assessment was prepared by Archer Heritage Planning Ltd.

This archaeological impact assessment undertaken at Cherry Orchard, Dublin 10, Phase 3 (ITM 707990, 732892, Figure 9.1 of EIAR Chapter) comprises a desktop study, a geophysical survey licence No 22R0221 and licensed test-excavations undertaken under licence 22E0522 and an excavation and monitoring, both under License 25E0914. The test excavation was carried out between 11th and 13th of July 2022. The following factors were identified:

- The subject site is moderate in scale at 1.72 Hectares
- There are no artefacts listed in the Topographical Files as found within or in close proximity to the subject site.
- There are no RMP's within the site. Burial Ground (DU017-083) is located c. 200m SE of Site 4.

- A series of townland boundaries and a parish boundary were recorded on cartographic sources.
- No potential archaeological features were recorded within the subject site during analysis of aerial photographs. The site was observed as having previously been disturbed by construction activity.
- No previous archaeological excavation works were undertaken on subject site.
- There are no Protected Structures within either subject area and the site does not lie within an ACA.
- No potential archaeological features were recorded during the site walkover survey of Site 5/Phase 3. It appears to be disused and overgrown; it was heavily disturbed during previous construction activity in the area making it unsuitable for further assessments.
- Licensed geophysical survey (22R0221) of Site 4 (Phases 1 and 2) did not discover any potential archaeological features.
- Licensed Test Excavation (22E0522) of Site 4 (Phases 1 and 2) uncovered three features of archaeological significance were identified in Trench 12. They comprised the ploughed out remains of a fulacht fia.
- No test excavation could take place in Site 5 (subject site) due to unsuitable ground conditions.

The features in Trench 12 (Site 4) were excavated between 9th and 17th of October 2025 under licence 25E0914. The archaeological features comprised one burnt spread, two pits and two postholes.

Full archaeological excavation of the features recorded during testing was undertaken between 9th and 17th of October 2025 under licence 25E0914 issued to Maeve McCormick by the Department of Housing, Local Government and Heritage (DHLGH) in consultation with the National Museum of Ireland (NMI). Excavation comprised one 20m x 20m cutting (aligned N/S) which encompassed archaeological features discovered during test excavation and provide a suitable excavation buffer zone to allow for the possible discovery of additional associated features. In total, there were 4 archaeological features (F3, F4, F6 & F7) recorded. The archaeological features comprised one burnt spread (F3), one pit (F4) and two postholes (F6 & F7). One fragment of Alder taken from the fill (F10) of posthole F7 (25E0914:10:S1) returned a Late Bronze Age radiocarbon date of 999-835calBC (UBA-59736, 2774±26 BP). The feature was deemed to be a Late Bronze Age Fulacht Fia.

Archaeological Monitoring of groundworks in Site 4 took place intermittently between September 2025 and March 2026 also under Licence No 25E0914. Nothing of archaeological significance was recorded in the course of the works.

The Chapter in terms of the impact on Archaeological, Architectural and Cultural Heritage had the following conclusions:

Archaeology: Future development would involve ground disturbances over the entirety of the subject area. Test excavations at Site 4 revealed the remains of a Fulacht Fia within Trenches 11 and 12, this site has now been archaeologically resolved under License 25E0914. The potential impact is based on Guidelines for the Information to be contained in Environmental Impact Assessment Reports (EPA 2022). It is concluded that, in the absence of the mitigation measures described below, significant impacts on the potential buried archaeological remains at the subject site would be **Profound, Negative, Permanent and Direct**.

Mitigation measures shall be undertaken as directed by the DHLGH in compliance with national policy guidelines and statutory provisions for the protection of archaeology and cultural heritage. At construction stage, all ground disturbance works across the development site will be monitored by a suitably qualified archaeologist. There is no operational phase mitigation anticipated. Issues of

archaeological and cultural heritage interest will have been resolved prior to or during the construction phase.

Architecture: There are no Protected Structures within the Subject Area and no protected structures within 2km radius of the site. Consequently, the effect of future development on architecture would be None.

Cultural Heritage: No townland boundaries or parish boundary have been identified within the subject site following analysis of cartographic sources and place name evidence. The residual effects are the final predicted or intended effects which occur after the proposed mitigation measures have been implemented. It is not anticipated that there will be any residual impacts with the appropriate mitigation measures in place during the construction phase. No significant residual impacts are predicted in light of the mitigation measures identified above

8.9 Waste Management

AWN Consulting has undertaken an assessment of the environmental impact of the waste arising from the construction and operational stages of the development, as detailed in the Material Assets: Waste Management chapter of the Environmental Report: Addendum to Approved Phase 1 Parent EIAR accompanying this application.

A site-specific Resource and Waste Management Plan (RWMP) and Operational Waste Management Plan (OWMP) have been prepared to ensure that waste generated during the construction and operational phases of the proposed Cherry Orchard Point Phase 3 development is managed in accordance with the Waste Management Act 1996 (as amended), the National Waste Management Plan for a Circular Economy 2024-2030, the Circular Economy and Miscellaneous Provisions Act 2022, and Dublin City Council Waste Bye-Laws.

The implementation of the mitigation measures outlined in the Environmental Report: Addendum to Approved Phase 1 Parent EIAR and adherence to the RWMP and OWMP will ensure that targeted rates of reuse, recovery and recycling are achieved at the site of the Proposed Development during the construction and operational phases. Implementation of these mitigation measures will maximise recycling and recovery, minimise landfill disposal, support circular economy objectives and result in a short-term imperceptible and neutral residual impact during construction and a long-term imperceptible and neutral residual impact during operation.

8.10 Solar PV

The proposed development also includes the provision of c. 1,300 sq.m of roof-mounted solar photovoltaic (PV) panels. The indicative layout of the solar PV panels is illustrated on the Roof Plan in Figure 5.16. This provision has been incorporated in accordance with the requirements of Section 15.18.8 (Development Standards) of the Dublin City Development Plan 2022–2028 and to comply with Building Regulations Part L 2022 Dwellings. Please refer to Climate Action Energy statement prepared by Waterman Moylan for further information.

The Dublin City Development Plan requires that large-scale solar panel proposals, or developments located in the vicinity of Dublin Airport, be accompanied by a Glint and Glare Assessment where relevant. However, as illustrated in Figure 8.14, the subject site is located outside the identified Solar

Safeguarding Zones. Accordingly, it is considered that a Glint and Glare Assessment is not required in support of this application.

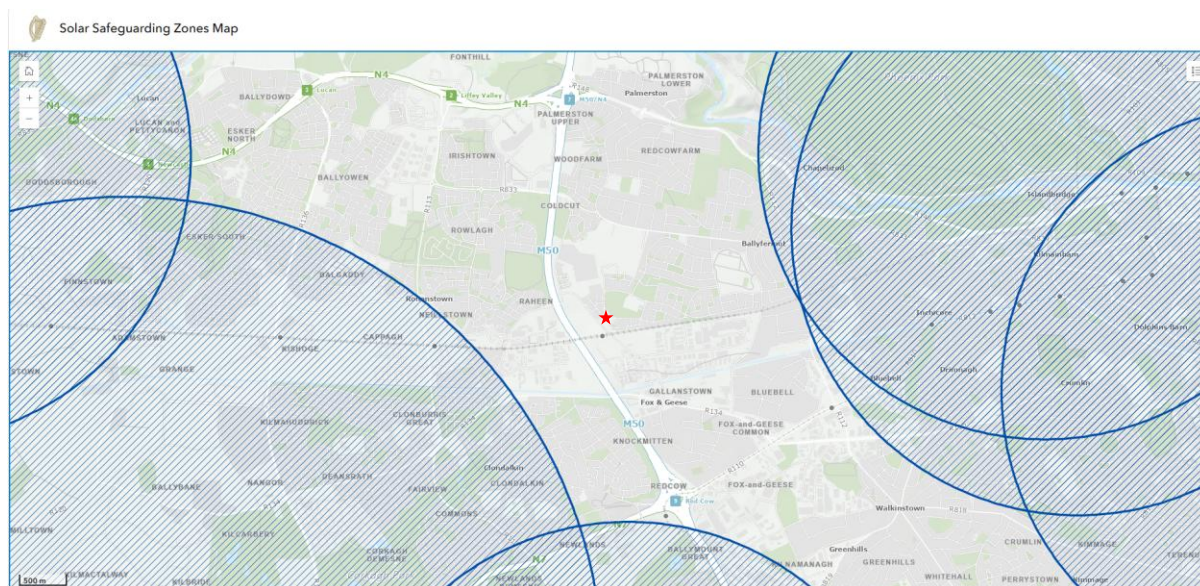


Figure 8-14 Solar Safeguarding Zone Map Showing the Location of the Subject Site (Red Star)

Additionally, for reference Glint and Glare study was prepared by Forge Solar for the consented Phase 1 of Cherry Orchard Point scheme and concluded that:

“This Solar PV Array Aviation Specific Glint and Glare Analysis has sought to determine whether any aviation receptors, for;

- *runway approach paths and the ATC Tower at Weston Airport*
- *runway approach paths and the ATC Tower at Casement Aerodrome*
- *helicopter approach paths at Tallaght Hospital Helipad*

have the potential to experience hazardous glint and glare from the installation of solar PV panels at Cherry Orchard Point. The analysis has concluded that it is reasonable to determine that there is no potentially hazardous glint and glare effects to aviation receptors caused by the proposed development of solar PV arrays at Cherry Orchard Point.”

Therefore, the proposed solar photovoltaic (PV) panels are not expected to give rise to any significant glint or glare effects. Appropriate design, specification and installation measures will be implemented to ensure compliance with all relevant safety requirements and to avoid adverse impacts.

8.11 Landscape and Visual Impact Assessment

Detailed Landscape and Visual Impact Assessment (LVIA) of the proposed scheme has been included in the Environmental Report: Addendum to Approved Phase 1 Parent EIAR which has been submitted with the application. This LVIA has been prepared by Mitchell + Associates with reference primarily to the ‘Guidelines for Landscape and Visual Impact Assessment’, prepared by the Landscape Institute and the Institute of Environmental Assessment, 3rd Edition 2013 (GLVIA) and with reference to the ‘Guidelines on the information to be contained in Environmental Impact Assessment Reports’ - Environmental Protection Agency (EPA), May 2022. This Assessment was updated having regard to the finalised Phase 3 layout and is included in the enclosed Environmental Impact Assessment Report which should be read in conjunction with the approved EIAR.

In summary conclusion the LVIA concluded that:

*“The landscape effects resulting from a **low** landscape sensitivity, and a **high** magnitude of change, is **moderate**. Qualitatively the landscape effect is **neutral** to **positive**. There will be no significant effects.”*

8.12 Construction Phase

The Preliminary Construction Environmental Management Plan (PCEMP) has been prepared by Waterman Moylan Consulting Engineers which outlines the environmental management measures proposed for the construction of Phase 3 of the Cherry Orchard Point development at Sites 4 and 5, Park West Avenue, Dublin 10. It identifies both standard and project-specific mitigation measures to protect the environment during construction, drawing on the wider EIAR Addendum to the Parent EIAR and design team reports where relevant.

The PCEMP establishes the framework for environmental management during construction; however, the appointed Contractor will be required to prepare and implement a detailed Construction Environmental Management Plan (CEMP) prior to commencement of works. The CEMP will incorporate all mitigation measures, environmental requirements, and relevant planning conditions, and will be maintained as a live document throughout the construction phase to ensure compliance and environmental protection.

With the implementation of practical design measures, the requirement for fill material during the course of construction of the development has been reduced as far as practically possible. In order to optimise the impact of the generation of excavated material the following principles have been considered during the detail design and construction phase:

- Surplus subsoil excavated from the site will be reviewed for possible reuse as engineering fill.
- Surplus unsuitable sub-soils generated by excavations on site will be reviewed for reuse as landscaping or non-engineering fills on site.
- Careful separation of builder's rubble packaging and contaminated waste from re-usable material will result in the minimisation of the disposal of material to landfill.

The environmental impacts and impacts on population and human health of the construction stage of the development proposal are described in detail as part of Chapter 15 of the Environmental Report accompanying this application. Further methods to reduce and eliminate environmental risks at construction phase, post site preparation phase, are discussed in the following chapters of the abovementioned report.

8.13 Taking in Charge

The proposed development has been designed in such a manner as to allow Dublin City Council to easily manage these public areas. For full details on taking in charge areas, please refer to the Taking In-Charge Plan Phase 3 prepared by VDA / CCK which clearly indicates the locations and extent of these areas. The option for Taking in Charge has been developed and illustrated in Figure 8.15 below.

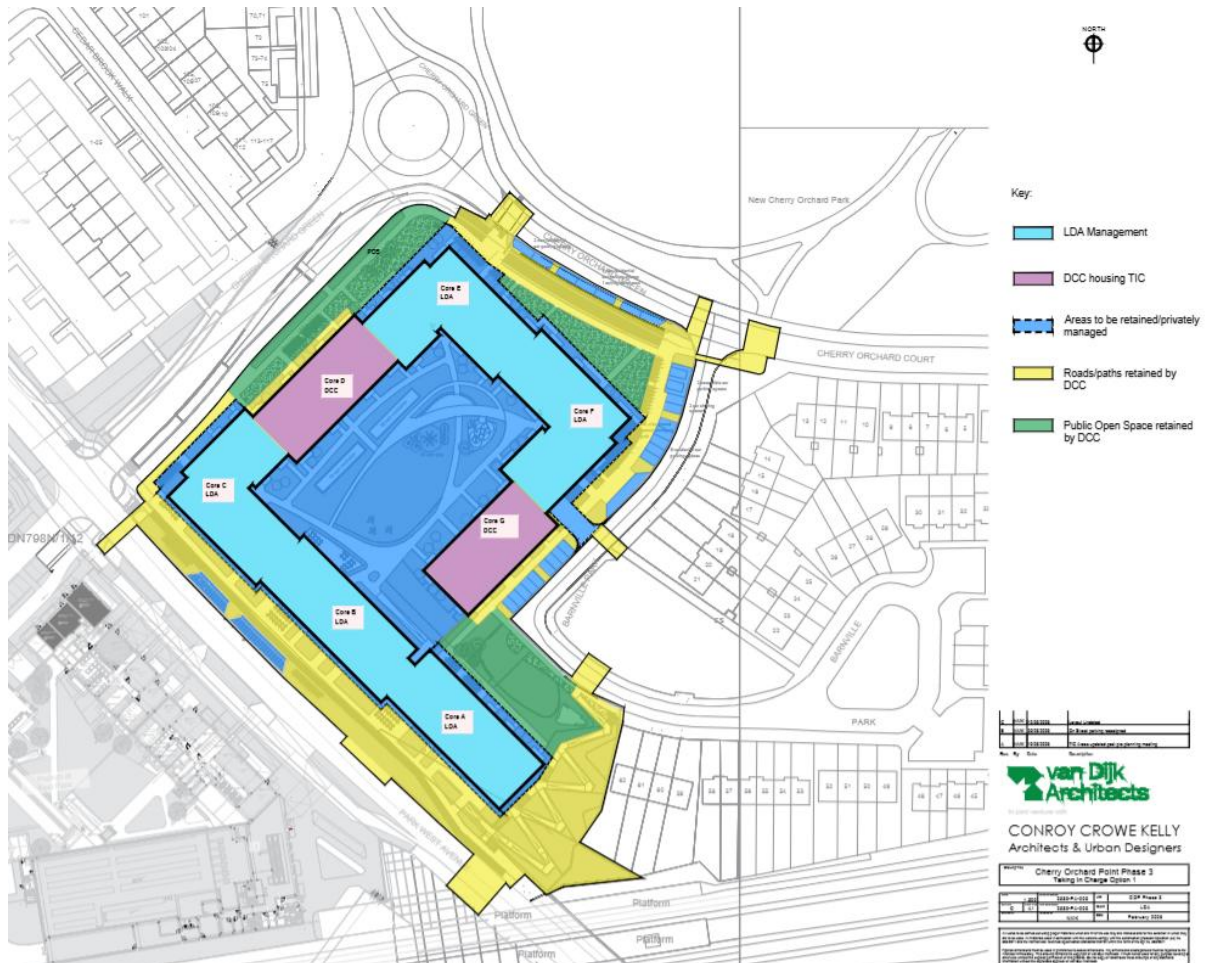


Figure 8-15 Taking-In-Charge Plan Phase 3. (Source: VDA/CCK)

It is important to note that the above taken in charge drawing is indicative and is currently under discussion by LDA with DCC. The final taking in charge will be finalised after agreement with the Planning Authority post planning through the compliance process.

8.14 Part V

The Affordable Housing Act, 2021, amends section 94 of the Planning and Development Act 2000, to increase Part V contributions from 10% to 20%. Transition arrangements allow 10% Part V contributions, where the lands were purchased between 01st September 2015 and 31st July 2021, to all permissions granted until 31st July 2026. Lands purchased prior to 01st September 2015 and permissions granted after 31st July 2026 would be required to contribute 20% as Part V.

The scheme of 312 units is to be split in tenure as follows:

Social 68 units - 22%

Cost Rental 244 units - 78%

The scheme proposes a total of 22% of the overall number of 312 residential apartments within the subject planning application is proposed to be provided as Part V social housing. This fully meets the requirements of Part V of the Planning & Development Act 2000, as amended. Letter of confirmation as received from DCC is also enclosed with planning documentation.

9.0 Statement of Effects on Environment and European Sites

The following section has been updated based on the current draft report and will be reviewed and confirmed upon receipt of the final consultant reports.

9.1 Environmental Impact Assessment

Although the subject application for Phase 3 involves the construction of 312no. residential apartments comprising 244no. cost rental and 68 no. social / affordable units, 8no. local retail and commercial units. It is therefore considered a sub-threshold development that would not, in isolation, trigger the requirement to provide an Environmental Impact Assessment, a holistic approach to the broader redevelopment of the DCC lands has been adopted. As outlined in the approved Phase 1 (ACP Ref: 318607-23) application, a conservative approach to EIA was adopted that considered all proposed phases of development cumulatively in the 'Parent EIAR' submitted under the Phase 1 application with future applications drawing from that body of work which included subject site (Key development Site 5: Barnville Site). An Environmental Impact Report is being prepared as part of this application that updates the various environmental assessments, where relevant, and sets out proposed mitigation measures contained within the subject site. The Environmental Impact Assessment Report for the subject site, is to be read as an Addendum to, and in conjunction with, the Parent EIAR. The said approach was considered acceptable by ACP in approving Phase 2 development of Cherry Orchard Point scheme. The EIAR submitted under the Phase 1 application incorporates the following chapters:

Table 9-1 List of EIAR Chapters

Chapter 1	Introduction
Chapter 2	Background to the Scheme
Chapter 3	Planning Policy Context
Chapter 4	Alternatives Considered
Chapter 5	Air Quality
Chapter 6	Climate
Chapter 7	Noise & Vibration
Chapter 8	Biodiversity
Chapter 9	Archaeological, Architectural & Cultural Heritage
Chapter 10	Landscape & Visual Impact
Chapter 11	Land, Soils & Geology
Chapter 12	Water
Chapter 13	Population & Human Health
Chapter 14	Material Assets -Traffic & Transport
Chapter 15	Material Assets - Waste Management
Chapter 16	Material Assets - Utilities
Chapter 17	Interactions
Chapter 18	Summary of Mitigation Measures & Residual Impacts

The Parent EIAR and the Environmental Report: Addendum to Approved Phase 1 Parent EIAR has considered the likely direct and indirect, significant, effects of the proposed project on the receiving environment. Contained mitigation measures are included within both the Phase 1 Parent and current Phase 3 site to reduce impacts on the environment, where considered necessary. Mitigation measures have also been incorporated into the design of the proposed development to avoid or reduce the effects on the environment, as appropriate.

In assessing the approved development, the Inspector concluded that the EIAR is sufficient in identifying, describing and assessing the likely significant effects of the project on the environment and reasoned that the main significant direct and indirect effects of the proposed development will be

mitigated where relevant. The proposed Phase 3 development represents a minor increase in scale compared to that assessed in the parent EIAR and is not considered, either individually or in combination with other plans or projects, to result in any significant adverse effects on the environment. The EIAR Addendum Report has been prepared to reflect updated surveys and assessments undertaken to evaluate the amendments proposed since the parent EIAR and to confirm that the environmental conclusions remain unchanged.

9.2 Appropriate Assessment Screening

An Appropriate Assessment Screening has been for the proposed scheme by Altamar in accordance with the requirements of Article 6(3) of the EU Habitats Directive (Directive 92/43/EEC) and in line with the Guidance for Planning Authorities entitled “Appropriate Assessment of Plans and Projects in Ireland” as published by the Department of the Environment, Heritage and Local Government in December 2009.

As detailed in the Appropriate Assessment Screening is submitted with this application, the methodology as set out in Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities (December 2009) has been followed. In accordance with this guidance, the following four steps have been used to produce this stage 1 screening statement:

- Description of project and project area characteristics
- Identification of Natura 2000 sites and compilation of information on their qualifying interests and conservation objectives.
- Assessment of Likely Effects/ assessment of Cumulative Effects
- Screening conclusion and statement

It is stated in the conclusion of the screening that it is not expected that the proposed development would not give rise to any significant effects to designated sites.

There are no other source-pathway-receptor linkages between the proposed development site and any other European sites and as such, these sites have also been screened out.

*“The construction and operation of the proposed development will not impact on the conservation objectives of qualifying interests of European sites. This report presents a Stage 1 Appropriate Assessment Screening for the Proposed Development, outlining the information required for the competent authority to screen for appropriate assessment and to determine whether or not the Proposed Development, either alone or in combination with other plans and projects, in view of best scientific knowledge, is likely to have a significant effect on any European or European site. On the basis of the content of this report, the competent authority is enabled to conduct a Stage 1 Screening for Appropriate Assessment and conclude, in view of best scientific knowledge and in view of the conservation objectives of the relevant European sites, that the Proposed Development, individually or in combination with other plans or projects is not likely to have a significant effect on any European site. **No significant effects are likely on Natura 2000 sites, their features of interest or conservation objectives. The proposed project will not will adversely affect the integrity of European sites.**”*

Following the review of the project in accordance with the Guidance for Planning Authorities entitled “Appropriate Assessment of Plans and Projects in Ireland”, this screening has established that the project poses no potential for significant effects and as such requires no further appropriate assessment.

10.0 Conclusion

The proposed development will provide a vibrant and sustainable urban neighbourhood with a distinct character. It will be of sufficient density to sustain quality public transport, such as the approved DART+ upgrade to the rail line and Bus Connects project.

The new neighbourhood will have a permeable and legible street network with an emphasis on pedestrian and cycle friendly paths and will enable safe and well overlooked links to existing residential estates and public parks.

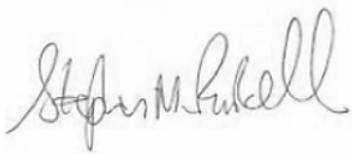
The proposed development (Total GFA of c. 28413 sq.m) involves construction of 312no. residential apartments (c. 24556 sq.m residential GFA), across 7 apartment blocks (Core A-G) ranging in height from 4 to 10 Floors, comprising 16no. studio units, 146no. one-bed units, 139no. two-bed units (15no. two-bed three-person and 124no. two-bed four person), 9 no. 3-bed units (9no. three-bed five-person) and 2no. 4-bed units (2no. four-bed seven-person) together with 8no. Local Retail and Commercial units (c. 1441 sq.m non-residential GFA), and all ancillary and sundry accommodation (c. 2,416 sq.m combined GFA).

The residential apartment mix will be:

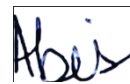
- 16no. Studio
- 146no. 1bed
- 15no. 2bed(3p)
- 124no. 2bed(4p)
- 9 no. 3bed(5p)
- 2no. 4bed(7p)

It is considered the scheme/proposed development will be in compliance with the requirements set out in the Dublin City Development Plan 2022-2028 as highlighted in the attached plans and statements provided by the design team.

The proposed development will complement the existing use within the surrounding sites and accordingly a grant of planning permission should be issued. We therefore trust that it will meet with favourable assessment by An Coimisiún Pleanála.



Stephen M. Purcell MIPI FSCSI FRICS
Director and Head of KPMG Planning



Abis Zaidi
Senior Consultant KPMG Planning

Appendix - LDA Cost Rental Tenant Survey 2026

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