

**STATEMENT OF CONSISTENCY
(& SDZ PLANNING SCHEME
COMPLIANCE MATRIX)**

FOR A

**STRATEGIC HOUSING DEVELOPMENT
& VILLAGE CENTRE
AT 'PRIORSLAND',
CARRICKMINES, DUBLIN 18.**

PREPARED BY



ON BEHALF OF

1 CARRICKMINES LAND LTD.

APRIL 2022

1. INTRODUCTION

On behalf of the applicant, 1 Carrickmines Land Ltd., this Statement of Consistency accompanies this planning application to An Bord Pleanála under Section 4 of the Planning and Development (Housing) and Residential Tenancies Act (2016) for a proposed Strategic Housing Development on lands located at Priorsland, Carrickmines, Dublin 18.

The site is located within the townlands of Carrickmines Great and Brennanstown, Carrickmines, Dublin 18. The site comprises lands north and south of the Carrickmines Stream and adjacent Carrickmines Luas Park & Ride.

The development description for the proposal submitted is as follows:

The development will comprise a mixed-use Village Centre and residential development as follows:

- ***402 no. apartments (comprising 146 no. 1-beds; 218 no. 2-beds and 38 no. 3-beds) within 6 no. blocks (Blocks A-F) ranging in height up to 5 storeys with basement/undercroft parking areas.***
- ***41 no. terraced/semi-detached/detached houses (comprising 19 no. 3-beds and 22 no. 4-beds).***
- ***A supermarket (c.1,306 sq.m), 7 no. retail/retail services units (c.715 sq.m total gross floor area); 2 no. non-retail/commercial units (c.213 sq.m total gross floor area); creche (c.513 sq.m), gym (c.155 sq.m), community space (c.252 sq.m), residential facilities (c.551.8 sq.m total gross floor area), Office/High Intensity Employment use (c.708 sq.m).***
- ***Provision of car/ bicycle/ motorcycle parking at basement/ undercroft/ ground level. ESB sub-stations/switchrooms/kiosks, waste storage areas, plant areas.***
- ***Provision of the first phase of Priorsland Public Park, a linear park along the Carrickmines Stream and additional public and communal open spaces.***
- ***Provision of an acoustic barrier along the southern/south-western edge of the site adjacent the M50.***
- ***Construction of Castle Street on the subject lands and two road bridges across the Carrickmines Stream, one to serve a future school site, the second to provide interim pedestrian and cyclist access to the Carrickmines Luas station and future Transport Interchange. Provision of a pedestrian bridge from the Village Centre to Priorsland Park.***
- ***The proposed development includes for all associated site development works, landscaping, boundary treatments and services provision.***

This Statement of Consistency demonstrates that the proposal is in accordance with the relevant national planning policy, guidelines issued under Section 28 of the Planning and Development Act 2000 (as amended), and with local planning policy. It should be read in conjunction with the accompanying detailed documentation prepared by McGill Planning, MOLA Architects, PUNCH Consulting Engineers, Dermot Foley Landscape Architects, Altemar Ecologists, Treefile Arborists, 3D Design Bureau, Fallon M&E Consultants, IES Consulting Engineers.

2. NATIONAL & REGIONAL PLANNING POLICY

The key national and regional policies and guidelines (including Section 28 Guidelines) relevant to the proposed development are as follows:

- *Ireland 2040 Our Plan - National Planning Framework (2018);*
- *Regional Spatial and Economic Strategy 2019- 2031;*
- *Guidelines for Planning Authorities on Urban Development and Building Heights (2018);*
- *Guidelines for Planning Authorities on Sustainable Urban Housing: Design Standards for New Apartments (2020);*
- *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009), and the accompanying Urban Design Manual;*
- *Delivering Homes, Sustaining Communities (2008) and the accompanying Best Practice Guidelines- Quality Housing for Sustainable Communities;*
- *Quality Housing for Sustainable Communities (2007);*
- *Design Manual for Urban Roads and Streets (2013);*
- *Guidelines for Planning Authorities on Childcare Facilities (2001);*
- *Smarter Travel – A New Transport Policy for Ireland (2009-2020);*
- *The Planning System and Flood Risk Management (2009).*

PROJECT IRELAND 2040 OUR PLAN - NATIONAL PLANNING FRAMEWORK (2018)

The National Planning Framework (NPF) is the Government's plan to cater for the extra one million people that is anticipated to be living in Ireland within the next 20 years. The Eastern and Midland Region (including Dublin) will, by 2040, be a Region of around 2.85 million people, at least half a million more than today.

The NPF Strategy includes the following planning aims to guide the delivery of this growth:

- Supporting the future growth and success of Dublin as Ireland's leading global city of scale, by better managing Dublin's growth to ensure that more of it can be accommodated within and close to the city.
- Enabling significant population and jobs growth in the Dublin metropolitan area, together with better management of the trend towards overspill into surrounding counties.
- 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.

Overall, the NPF seeks to avoid continued, untrammelled urban sprawl of our cities into greenfield areas.

“Compact Urban Growth” is the NPF mantra, “making better use of under-utilised land and buildings, ... with higher housing and jobs densities, better serviced by existing facilities and public transport.”

This approach not only makes better use of serviced zoned land but it can also have a *“transformational difference”* to urban locations bringing new life and footfall to areas and contributing to the viability of services, shops and public transport, increasing the housing supply, and enabling more people *“to be closer to employment and recreational opportunities, as well as to walk or cycle more and use the car less”* (section 2.6).

The NPF also states that that *“to avoid urban sprawl and the pressure that it puts on both the environment and infrastructure demands, increased residential densities are required in our urban areas”*.

Key National Policy Objectives (NPOs) outlined in the NPF and which are directly relevant to this site and development proposal are set out below:

National Policy Objective 4

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.

National Policy Objective 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.

National Policy Objective 13

In urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well-designed high quality outcomes in order to achieve targeted growth. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected.

National Policy Objective 11

In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth.

National Policy Objective 27

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

National Policy Objective 33

Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.

National Policy Objective 35

Increase residential density in settlements, through a range of measures including reductions in vacancy, reuse of existing buildings, infill development schemes, area or site-based regeneration and increased building heights.

EVALUATION OF CONSISTENCY

The subject site is located within the metropolitan area of Dublin City which is identified for significant residential growth over the next two decades.

The proposed development seeks to deliver a significant residential development and village centre at a site that is highly accessible in terms of public transport and the road network.

The development will be well connected to excellent public transport services with the Luas stop at Carrickmines located less than 150m to the north. The existing Dublin Bus service 63 from Kiltarnan to City Centre will only be 400m walking distance on Glenamuck Road North.

The completion of Castle Street through the site will enable the provision of a dedicated future bus service and cycling infrastructure through the Cherrywood Planning Scheme between the Luas stop at Carrickmines and Cherrywood Town Centre, the main retail and employment hub for the area.

The current proposal will also provide significant social infrastructure for future residents with a new Village Centre proposed as part of the development that will include retail, retail services, community use, and employment “on the doorstep”. The apartment blocks will also be provided with dedicated residential amenities areas.

A future primary school site, appropriately zoned, will also be made accessible and serviced as part proposed development for the Department of Education to deliver a school in the future.

Finally, the development will be served by significant public and communal open spaces including the first phase of Priorsland Park.

The proposed development is considered the epitome of sustainable urban living – providing well designed residential development adjoining quality public transport and significant social infrastructure and open spaces.

It is clear that there is a strong emphasis towards increased building densities and heights in appropriate locations near public transport corridors and benefiting from existing/planned services and employment opportunities.

As such it is respectfully submitted that the proposed development is in line with the principles of the NPF and associated government guidelines.

REBUILDING IRELAND – ACTION PLAN FOR HOUSING AND HOMELESSNESS 2016

Rebuilding Ireland was launched in 2016 with the objective to double the annual level of residential construction to 25,000 homes and deliver 47,000 units of social housing in the period to 2021. It was based on 5 no pillars. Pillar 3 – Build More Homes aims to significantly increase the output of private housing to meet demand at affordable prices.

EVALUATION OF CONSISTENCY

The proposed development is consistent with Pillar 3 to build more homes.

Cherrywood is identified as one of “Major Urban Housing Delivery Sites” to deliver over 60,000 additional homes in the long term, and 30,000 in the short term.

The proposed development provides for 443 no. new apartments/houses. This will improve the quantity and mix of residential stock at a location that is particularly well served in terms of public transport, education, local retail, recreational and associated social infrastructure.

REGIONAL SPATIAL AND ECONOMIC STRATEGY 2019-2031

Under the Local Government Reform Act 2014 the Regional Planning Framework has been revised with the previous Regional Authorities/Assemblies (ten in total) now replaced with three Regional Assemblies.

The Regional Authorities for the Greater Dublin Area – The Dublin Region and the Mid-East Region - have been replaced by the Eastern and Midland Regional Assembly. The region covers nine counties, Longford, Westmeath, Offaly, Laois, Louth, Meath, Kildare, Wicklow, and Dublin.

The Regional Spatial and Economic Strategy for the Eastern and Midland Region was adopted in 2019 and is a strategic plan and investment framework to shape the future development of this region to 2031.

The vision for the region 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.”*

The RSES will support the implementation of Project Ireland 2040 – the National Planning Framework (NPF) and National Development Plan (NDP). It addresses employment, retail, housing, transport, water services, energy and communications, waste management, education, health, sports and community facilities, environment and heritage, landscape, sustainable development and climate change. 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.

The RSES identifies that the Dublin Metropolitan Area is “to realise ambitious compact development targets at least 50% of all new homes within or contiguous to the existing built up area in Dublin and at least 30% in other metropolitan settlements.”

The RSES also sets out 16 Regional Spatial Objectives which align with the 3 key principles of the RSES and have been development to ensure that positive strategic environmental outcomes occur. Ten of which, the most relevant to this proposed development, are set out below.

1. Sustainable Settlement Patterns

Better manage the sustainable and compact growth of Dublin as a city of international scale and develop Athlone, Dundalk, Drogheda and a number of key complementary growth settlements of sufficient scale to be drivers of regional growth. (NSO 1, 7, 10)

2. Compact Growth and Urban Regeneration

Promote the regeneration of our cities, towns and villages by making better use of under-used land and buildings within the existing built-up urban footprint and to drive the delivery of quality housing and employment choice for the Region’s citizens. (NSO 1)

9. Support the Transition to Low Carbon and Clean Energy

Pursue climate mitigation in line with global and national targets and harness the potential for a more distributed renewables-focussed energy system to support the transition to a low carbon economy by 2050. (NSO 8, 9)

10. Enhanced Green Infrastructure

Identify, protect and enhance Green Infrastructure and ecosystem services in the Region and promote the sustainable management of strategic natural assets such as our coastlines, farmlands, peatlands, uplands woodlands and wetlands. (NSO 8, 9)

11. Biodiversity and Natural Heritage

Promote co-ordinated spatial planning to conserve and enhance the biodiversity of our protected habitats and species including landscape and heritage protection. (NSO 7, 8)

4. Healthy Communities

Protect and enhance the quality of our built and natural environment to support active lifestyles including walking and cycling, ensure clean air and water for all and quality healthcare and services that support human health. (NSO 10)

5. Creative Places

Enhance, integrate and protect our arts, culture and heritage assets to promote creative places and heritage led regeneration. (NSO 5, 7)

6. Integrated Transport and Land Use

Promote best use of Transport Infrastructure, existing and planned, and promote sustainable and active modes of travel to ensure the proper integration of transportation and land use planning. (NSO 2, 6, 8,9)

7. Sustainable Management of Water, Waste and other Environmental Resources

Conserve and enhance our water resources to ensure clean water supply, adequate waste water treatment and greater resource efficiency to realise the benefits of the circular economy. (NSO 8, 9)

8. Build Climate Resilience

Ensure the long-term management of flood risk and build resilience to increased risks of extreme weather events, changes in sea level and patterns of coastal erosion to protect property, critical infrastructure and food security in the Region.(NSO 8, 9)

Dublin city and its Metropolitan Area is at the top of the settlement hierarchy for the region in terms of the need to ensure highly concentrated development in this highly accessible and serviced area.

Settlement Typology	Description	Areas		
		Metropolitan	Core Region	Gateway Region
Dublin City and suburbs	International business core with a highly concentrated and diversified employment base and higher order retail, arts, culture and leisure offer. Acts as national transport hub with strong inter and intra-regional connections and an extensive commuter catchment.	Dublin City and suburbs		

Reflecting its role, a 12 to 20 year integrated land use and transportation strategy for the Dublin metropolitan area is set out in the RSES - a Metropolitan Area Strategic Plan (MASP).



Metrolink / LUAS Greenline Corridor (Metrolink/ LUAS) Population capacity Short 28,000 Medium 25,000 Long 18,000 Total 71,000	Dún Laoghaire - Rathdown - New and emerging mixed-use districts of Cherrywood and Sandyford. New residential communities in Ballyogan and environs and Kiltiernan-Glenamuck	Continued development of high-density business districts at Cherrywood and Sandyford. New mixed use centres in Ballyogan and Kiltiernan	Short to Medium term LUAS green line upgrades. Public transport and roads upgrades. New road and bridge and N11 junction (Cherrywood) and water upgrades
	Swords - sequential development of strategic residential sites within Swords and development of Oldtown-Mooretown lands	Airport related, commercial facilities and employment linked to development of Metrolink	Short to Medium term Public realm, pedestrian and cyclist provision. Road improvements, BusConnects. Additional runway and improved access (Airport). Waste water upgrades. Local and wider area water network upgrades
	Swords - Lissenhall - new mixed-use urban district on the northern side of Swords linked to delivery of Metrolink	Development of high-tech research and development employment within a campus setting at Lissenhall East	Medium to Long term Improved bus connections, Metrolink, roads improvements and expanded internal road network and waste water upgrades

*Development at Fassaroo will be undertaken in collaboration between Wicklow County Council, Dún Laoghaire-Rathdown County Council and the transport agencies
 **Dublin Enterprise Zone is not directly served by existing or planned rail and will require improve bus connections and demand management measures

The RSES outline a range of Growth Enablers and Guiding Principles for the Dublin Metropolitan Area. These include the following:

- To sustainably manage Dublin’s growth as critical to Ireland’s competitiveness, achieving growth to 1.4 million people in Dublin City and Suburbs and 1.65 million people in the Dublin Metropolitan Area by 2031.
- To achieve **Compact sustainable growth and accelerated housing delivery** – To promote sustainable consolidated growth of the Metropolitan Area, including brownfield and infill development, to achieve a target of 50% of all new homes within or contiguous to the built-up area of Dublin City and suburbs, and at least 30% in other settlements.
- To provide **Integrated Transport and Land use** – To focus growth along existing and proposed high quality public transport corridors and nodes on the

expanding public transport network and to support the delivery and integration of 'Bus Connects', DART expansion and LUAS extension programmes, and Metro Link, while maintaining the capacity and safety of strategic transport networks.

- To achieve **Alignment of growth with enabling infrastructure** – To promote quality infrastructure provision and capacity improvement, in tandem with new development and aligned with national projects and improvements in water and wastewater, sustainable energy, waste management and resource efficiency.

The MASP Guiding Principles are further supported by the following Regional Policy Objectives:

- *RPO 5.2: Support the delivery of key sustainable transport projects including Metrolink, DART and LUAS expansion programmes, Bus Connects and the Greater Dublin Metropolitan Cycle Network and ensure that future development maximises the efficiency and protects the strategic capacity of the metropolitan area transport network, existing and planned.*
- *RPO 5.3: Future development in the Dublin Metropolitan Area shall be planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes (walking and cycling) and public transport use and creating a safe attractive street environment for pedestrians and cyclists.*
- *Policy 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'*

The MASP identifies 5 Strategic Development Corridors along key public transport corridors, both existing and proposed where compact urban growth is to be concentrated.

Cherrywood is located on the LUAS Greenline Corridor and is identified as one of the "new and emerging mixed-use districts" along the corridor.

EVALUATION OF CONSISTENCY

The subject development seeks to provide for significant residential development on a key site located in Cherrywood along the LUAS Greenline Corridor which is designated for higher density residential development and accelerated housing delivery.

The development of a significant residential development with village centre will ensure that residential development is properly integrated with existing and planned public transport, and will also optimise other sustainable modes of transport such as walking and cycling given that local retail, childcare, education, community services and employment will be provided as part of the development whilst major retail and employment at Cherrywood Town Centre will be directly accessible.

The proposed development therefor complies with and indeed encapsulates the policies and objectives of the RSES in this regard.

URBAN DEVELOPMENT & BUILDING HEIGHTS: GUIDELINES FOR PLANNING AUTHORITIES, 2018

The Guidelines set out national planning policy guidelines on building heights in urban areas in response to specific policy objectives set out in the National Planning Framework (NPF) and Project Ireland 2040.

There is now a presumption in favour of increased building height in appropriate urban locations with good public transport services.

Under Section 28 (1C) of the Planning and Development Act 2000 (as amended), Planning Authorities and An Bord Pleanála are required to have regard to the guidelines and apply any specific planning policy requirements (SPPR's) of the guidelines in carrying out their function.

Sections 1.13 and 1.14 state:

“These guidelines are issued by the Minister for Housing, Planning and Local Government under Section 28 of the Planning and Development Act 2000 (as amended). Planning Authorities and An Bord Pleanála are required to have regard to the guidelines and apply any specific planning policy requirements (SPPRs) of the guidelines, within the meaning of Section 28 (1C) of the Planning and Development Act 2000 (as amended), in carrying out their functions.

Accordingly, where SPPRs are stated in this document, they take precedence over any conflicting, policies and objectives of development plans, local area plans and strategic development zone planning schemes. Where such conflicts arise, such plans/ schemes need to be amended by the relevant planning authority to reflect the content and requirements of these guidelines and properly inform the public of the relevant SPPR requirements.”

The Guidelines incorporate the principles of the NPF, in particular to need to increase levels of residential development in urban centres and increase building heights and overall density. It identifies the need to focus planning policy on “reusing previously developed “brownfield” land, building up urban infill sites”.

They place significant emphasis on promoting development within the existing urban footprint utilising the existing sustainable mobility corridors and networks.

“In order to optimise the effectiveness of this investment in terms of improved and more sustainable mobility choices and enhanced opportunities and choices in access to housing, jobs, community and social infrastructure, development plans must actively plan for and bring about increased density and height of development within the footprint of our developing sustainable mobility corridors”.

It goes on to highlight that *“the preparation of development plans, local areas plans, and Strategic Development Zone Planning Schemes and their implementation in the city, metropolitan and wider urban areas must therefore become more proactive and more flexible in securing compact urban growth through a combination of both facilitating increased densities and building heights”.*

The following summarises the compliance of the proposed development with the Development Management Principles and Criteria for assessing increased building height outlined in Sections 3.1 and 3.2 of the Guidelines:

	EVALUATION OF CONSISTENCY
<p><i>Section 3.1 Development Management Principles</i></p> <p><i>In relation to the assessment of individual planning applications and appeals, it is <u>Government policy that building heights must be generally increased in appropriate urban locations</u>. There is therefore a presumption in favour of buildings of increased height in our town/city cores and in <u>other urban locations with good public transport accessibility</u>. Planning authorities <u>must apply</u> the following broad principles in considering development proposals for <u>buildings taller than prevailing building heights in urban areas</u> in pursuit of these guidelines:</i></p> <ul style="list-style-type: none"> <i>• Does the proposal positively assist in securing National Planning Framework objectives of focusing development in key urban centres and in particular, fulfilling targets related to brownfield, infill development</i> 	<p>The proposed development seeks to deliver a significant residential development and mixed use village centre at a site that is highly accessible in terms of public transport with the Luas stop at Carrickmines located less than 150m from the site. The development will also enable the provision of a dedicated bus service and cycling infrastructure through the Cherrywood Planning Scheme between the Luas stop and Cherrywood Town Centre, the main retail and employment hub for the wider area.</p> <ul style="list-style-type: none"> • The proposed development secures the NPF objective of compact urban growth around high quality public transport, • The development accords with National Policy Objective (NPO) 33 in delivering an appropriate scale of sustainable residential development at a highly accessible location and with provided with significant social infrastructure and amenities as part of the development.

<p><i>and in particular, effectively supporting the National Strategic Objective to deliver compact growth in our urban centres?</i></p> <ul style="list-style-type: none"> <i>Is the proposal in line with the requirements of the development plan in force and which plan has taken clear account of the requirements set out in Chapter 2 of these guidelines?</i> <i>Where the relevant development plan or local area plan pre-dates these guidelines, can it be demonstrated that implementation of the pre-existing policies and objectives of the relevant plan or planning scheme does not align with and support the objectives and policies of the National Planning Framework?</i> 	<ul style="list-style-type: none"> The development accords with NPO 35 in achieving higher density through building height up to 5 storeys as per the 2014 Planning Scheme. The development accords with NPO 13 in terms of building height and reducing car parking to provide a high quality and high amenity residential development that at the same time achieves increased compact growth at an accessible and designated urban centre. The development accords with NPO 27 in providing a development that is self-sustaining in terms of social infrastructure and convenience within walking distance of the new homes, which reduces the need for the car and which also facilitates alternative modes of transport (Luas, bus and cycle) to get to the city centre and local district centres (Cherrywood Town Centre, Sandyford and Carrickmines) for wider services and employment.
<p>Section 3.2 Development Management Criteria</p> <p>In the event of making a planning application, the applicant shall demonstrate to the satisfaction of the Planning Authority/ An Bord Pleanála, that the proposed development satisfies the following criteria:</p>	<p>The site is well connected with public transport services. The Luas Green Line Carrickmines stop is located 150m north of the site with frequent services running between Brides Glen/Cherrywood to the City Centre and to Broombridge. The Green Line serve several major employment/retail centres including Cherrywood, Carrickmines, Sandyford, Dundrum and the City Centre. At these route</p>

<p><i>At the scale of relevant city/town:</i></p> <ul style="list-style-type: none"> -The site is well served by public transport with high capacity, frequent service and good links to other modes of public transport. 	<p>stops there is also the potential to transfer to many Dublin Bus services that provide onward connection to other suburban locations across South Dublin.</p> <p>The proposed development will also facilitate the completion of Castle Street which will provide a dedicated bus service between the Luas stop and Cherrywood Town Centre.</p>
<p><i>At the scale of district/ neighbourhood/ street;</i></p> <ul style="list-style-type: none"> - The proposal responds to its overall natural and built environment and makes a positive contribution. - The proposal is not monolithic and avoids long, uninterrupted walls of building. - The proposal enhances the urban design context for public spaces and key thoroughfares. - The proposal positively contributes to the mix of uses and/ or building/ dwelling typologies. 	<p>The proposed development responds very positively to its context by fully incorporating the natural elements of the site particularly the Carrickmines Stream and mature trees and hedgerows into a comprehensive landscape and open space design. This ensures that future residents in this scheme will have direct access to a wide variety of large open spaces for various recreational uses.</p> <p>At the same time the development reflects the highly accessible and strategic location of the site with the Luas located directly to the north and the M50 major transport route directly to the south. The site has the opportunity to create an appropriate scale of development that defines this new community.</p> <p>The architectural design is modern and visually interesting with a variety of building designs and varying heights and finishes proposed. It is significant, innovative design appropriate for this location. It will increase and improve the overall mix of residential types within the Cherrywood/Carrickmines area as a whole and will bring substantial social infrastructure to create a self-contained and self-sufficient, sustainable new urban community.</p>
<p><i>At the scale of the site/building:</i></p> <ul style="list-style-type: none"> - Maximise access to natural daylight, ventilation and views and minimise overshadowing and loss of light. 	<p>On March 21st, 90% of the combined proposed private communal and roof top areas situated within the development site will receive at least 2 hours of sunlight over their total combined area. In addition, all individual areas tested exceed the minimum recommendations noted in the BRE Guide, achieving at least 2</p>

	<p>hours of sunlight over 50% of their area on the 21st of March. All amenity areas provided will be quality spaces in terms of sunlight.</p> <p>In addition to this the Public areas provided perform to a high standard with 82% of the area provided complying with the BRE Guide.</p> <p>In relation to Daylight across the proposed development, 98% of the tested rooms are achieving Average Daylight Factors (ADF) in accordance with the BRE Guide / BS 8206-2:2008 when Living/Kitchen/Dining spaces are assessed as whole rooms against a 2% ADF target and Bedrooms against a 1% ADF target. The majority of rooms that are below the recommendations are located on the lower floors. However, overall the quality of daylight provision across the development can be considered high.</p>
<p><i>Specific Assessments:</i></p> <ul style="list-style-type: none"> -Specific impact assessment of the micro-climatic effects such measures to avoid/ mitigate such micro-climatic effects and, where appropriate, shall include an assessment of the cumulative micro-climatic effects where taller buildings are clustered. -Development locations in proximity to sensitive bird/bat areas need to consider the potential interaction of the building location, materials and artificial lighting. -Relevant environmental assessment requirements. 	<p>A desktop wind study has been prepared and the general layout and height range is considered not to create adverse conditions at ground level or within balconies, subject to design mitigation for certain balconies and spaces.</p> <p>An EIAR and NIS (with all associated surveys) have been completed and are included with this SHD Stage 3 application.</p>
<p>SPPR 3</p> <p><i>It is a specific planning policy requirement that where; 1. an applicant for planning permission sets out how a development proposal complies with the criteria above; and 2. the assessment of the planning authority concurs, taking account of the wider strategic and national policy parameters set out in the National Planning Framework and these guidelines; then the planning authority may approve such development, even where specific objectives of the relevant development plan, local area plan or</i></p>	<p>This proposal is in accordance with the NPF and associated Section 28 Guidelines, in terms of make the optimal residential return of zoned, serviced and highly accessible land which is appropriately located in close proximity to public transport and planned social infrastructure.</p>

planning scheme may indicate otherwise.

GUIDELINES FOR PLANNING AUTHORITIES ON SUSTAINABLE RESIDENTIAL DEVELOPMENT IN URBAN AREAS, 2009

The guidelines set out the key planning principles to be reflected in development plans and local area plans, to guide the preparation and assessment of planning applications for residential development in urban areas.

The Guidelines elaborate a range of high-level aims for successful and sustainable residential development in urban areas. These are assessed against the proposed scheme as follows:

	EVALUATION OF CONSISTENCY
<i>Prioritise walking, cycling and public transport, and minimise the need to use cars;</i>	<p>The proposed development will be served by high quality walking and cycling links connecting the site to the surrounding environs including the Carrickmines Luas station, education and retail services within the development and also to the main service and employment hub for the area at Cherrywood. With quick access to the Luas residents will also have quick access to the other main centres in the wider area including Carrickmines, Sandyford and Dundrum, as well as the City Centre.</p> <p>A residential parking provision in accordance with the Cherrywood SDZ Planning Scheme is proposed.</p>
<i>Deliver a quality of life which residents and visitors are entitled to expect, in terms of amenity, safety and convenience;</i>	<p>The scheme has been designed in accordance with all relevant quantitative and qualitative residential standards as set down in the Section 28 apartment guidelines, the Cherrywood Planning Scheme and the DLRCC County Development Plan.</p> <p>Future residents will live in a uniquely safe residential and village centre environment with the residential streets largely free of cars and a multitude of access options to social infrastructure, open spaces and public transport in the area all within or very close to the development.</p>
<i>Provide a good range of community and support facilities, where and when they are needed and that are easily accessible;</i>	<p>The development will consist of apartments with residential support facilities and amenities, a village centre with retail, community, employment and other services, a series of public parks/open spaces and a future school site within walking distance to be delivered by the Department of Education.</p>

<p><i>Present an attractive, well-maintained appearance, with a distinct sense of place and a quality public realm that is easily maintained;</i></p>	<p>The layout of development has been designed to enhance the accessibility of the site. All of the routes through the development will provide increased connectivity through the area which is well supervised and overlooked. The public realm proposed is high quality with a range of different spaces meeting varying needs throughout the development.</p>
<p><i>Are easy to access for all and to find one's way around;</i></p>	<p>The development centres around the new village centre along Castle Street which will be urban focus of the development and from where access to all residential areas, public transport, open spaces and other amenities is all within short walking distance.</p>
<p><i>Promote the efficient use of land and of energy, and minimise greenhouse gas emissions;</i></p>	<p>The proposal seeks to import best practice construction/engineering techniques and use of energy efficient materials to maximise energy capacity and minimise impacts of climate change in accordance with current buildings regulations.</p>
<p><i>Provide a mix of land uses to minimise transport demand;</i></p>	<p>The site is zoned for residential development and mixed used as is proposed. Future residents will have retail, services, community services, a future school, parks, and public transport all within a very short walk of their place of residence.</p>
<p><i>Promote social integration and provide accommodation for a diverse range of household types and age groups;</i></p>	<p>A range of unit sizes is proposed for the scheme including studios, 1, 2 and 3 bedroom apartments. This will improve the overall mix in the wider area which comprises mainly larger 3+ bed houses at present.</p>
<p><i>Enhance and protect the green infrastructure and biodiversity; and</i></p>	<p>The development areas will be located on existing pasture fields. The main ecologically sensitive areas – along the stream and the boundary hedgerows – will in the main be retained and will form part of a new network of open spaces which will ensure that these areas continue to contribute to the wider green infrastructure network of the areas, as elaborated in the SDZ Planning Scheme.</p>
<p><i>Enhance and protect the built and natural heritage.</i></p>	<p>There are no protected structures within the site and the site is not located within an ACA. The site is also not within any of the protected views identified in the Cherrywood Planning Scheme. The nearest protected structure is Priorsland House located to the north-west. The site is not located within the curtilage or attendant grounds of same and is well screened by mature planting. It is not considered that there will be any significant impact on the setting or character of the protected structure.</p>

EVALUATION OF CONSISTENCY

The proposed development is considered in accordance with the policies and objectives of the Guidelines as they relate to large urban development sites within a city location. The site conforms with the “public transport corridor” density location typology outlined in Chapter 5 which refers to sites within walking distance of high quality public transport, which includes sites within 1km of a Luas station.

The Guidelines state that “minimum” densities within such catchments should start of 50 units per ha with the highest densities being located adjacent the public transport stop. The proposed development is within 150m of the Luas stop at Carrickmines and is therefore considered suitable for higher density in this regard. The proposed net density in this instance is 156 units per ha.

The Guidelines also promote urban design to create places of high quality and distinct identity, to provide connectivity, permeability, safety, legibility and sense of place. In this regard, the Guidelines are accompanied by a Design Manual (discussed below) which demonstrates how design principles can be applied in the design and layout of new residential developments, at a variety of scales of development and in various settings.

To ensure sustainable communities the Guidelines stress that community facilities are also to be provided for. In relation to community centres, healthcare facilities and neighbourhood centre uses we note the proposed development will include for these as part of the development and all within short walking distance of the places of residence. A self-contained and self-sufficient and highly sustainable residential neighbourhood is proposed in accordance with these national Guidelines.

URBAN DESIGN MANUAL – A BEST PRACTICE GUIDE, 2009

The Urban Design Manual is the accompanying document to the Sustainable Residential Development in Urban Areas document which provides policy guidance for the creation of successful neighbourhoods having regard to the 12 point criteria. The proposal complies with the following design criteria:

1. Context –How does the development respond to its surroundings?	
	EVALUATION OF CONSISTENCY
<i>The development seems to have evolved naturally as part of its surroundings.</i>	<p>The general layout of the proposed development accords with the zoning objectives of the SDZ planning scheme which in turn were subject to detailed consideration with regard to creating a future residential and village centre development that respects and utilises the nature characteristics and setting of the lands.</p> <p>The proposed scale and layout of development now proposed seeks to further exploits these natural assets to creates a highly attractive residential development that at the same time</p>

	<p>optimises the return on zoned and serviced land so close to high quality public transport and planned services,</p>
<p><i>Appropriate increases in density respect the form of buildings and landscape around the site's edges and the amenity enjoyed by neighbouring users.</i></p>	<p>The proposal reflects the significant increases in densities and scale achieved at other locations along Luas corridor in recent times as promoted by the NPF and Section 28 Guidelines.</p>
<p><i>Form, architecture and landscaping have been informed by the development's place and time.</i></p>	<p>Notwithstanding the SDZ Planning Scheme the context of the site makes it particularly suitable for higher density residential development given the proximity to the Luas station, the M50 and to services and employment both within the lands and adjoining at Cherrywood and Carrickmines.</p> <p>The proposed development reflects a renewed trend for consolidated urban development and higher densities and scale on accessible and well serviced urban sites throughout Dublin City as promoted in the NPF and the RSES.</p> <p>The site is unique in its context which has remained greenfield despite the suburbanisation of the wider area.</p> <p>The current proposal is a development that is modern not just in terms of design and density but also in terms of promoting an attractive living environment with significant and safe open spaces for future residents.</p> <p>The site is of an appropriate size and design to facilitate the scale and layout proposed.</p>
<p><i>The development positively contributes to the character and identity of the neighbourhood.</i></p>	<p>The proposal is a striking design and layout which optimise this large infill site and will enhance and develop the character of this residential area.</p> <p>It will remove a vacant, underutilised site and transform it with a development that will contribute positively to the neighbourhood in terms of increased population and wider, more sustainable residential mix for the wider area.</p>
<p><i>Appropriate responses are made to the nature of specific boundary conditions.</i></p>	<p>The development has been designed with regard to the existing natural features, particularly the mature trees along the stream and site boundaries. The high quality trees in the main have been retained and set a suitable landscaped boundary around the development.</p>

2. Connections – How well connected is the new development	
	EVALUATION OF CONSISTENCY
<i>There are attractive routes in and out for pedestrians and cyclists.</i>	As designated in the SDZ Planning Scheme a number of routes are to be provided connecting the development directly to the Luas station to the immediate north and to the remainder of Cherrywood to the east, which when completed (by others) will provide a connection to a second Luas stop at Brennanstown and direct connection to Cherrywood Town Centre and employment hub.
<i>The development is located in or close to a mixed-use centre.</i>	The scheme proposes a new Village Centre as part of the development.
<i>The development's layout makes it easy for a bus to serve the scheme.</i>	The site is within 150m of Carrickmines Luas station. Furthermore the development will provide for the completion of the section of Castle Street and bridge on the applicant's lands, which when full completed (on lands to the east) will provide a dedicated bus route between the Luas station and Cherrywood Town Centre with a bus stop at the proposed Village Centre.
<i>The layout links to existing movement routes and the places people will want to get to.</i>	Dedicated and safe pedestrian/cyclist permeability through and around the site is enshrined in the specific design and layout proposed. Direct connectivity to the Luas station, future school and Cherrywood town centre and employment hub is facilitated.
<i>Appropriate density, dependent on location, helps support efficient public transport.</i>	The density accords with national guidelines which promote higher density development closer to high quality public transport and local services.

3. Inclusivity – How easily can people use and access the development?	
	EVALUATION OF CONSISTENCY
<i>New homes meet the aspirations of a range of people and households.</i>	The proposed scheme will overall improve the mix of residential units on offer in the wider area and will facilitate a wider range of homeowners including individuals, couples, small families and empty nesters.
<i>Design and layout enable easy access by all.</i>	The proposal has been designed for ease of access throughout the site in accordance with Part M of the building regulations.
<i>There is a range of public, communal and/or private amenity spaces and facilities for children of different ages, parents and the elderly.</i>	The scheme will provide a variety of open spaces, public, communal and private amenity spaces for a range of different ages including children, adults and the elderly.

<i>Areas defined as public open space that have either been taken in charge or privately managed will be clearly defined, accessible and open to all.</i>	The open spaces will be publicly accessible. Crossings to these spaces will be denoted by a change in the landscaping and also through the provision of boundary walls/ fences.
<i>New buildings present a positive aspect to passers-by, avoiding unnecessary physical and visual barriers.</i>	The layout presents attractive urban edges to the open spaces proposed that will be supervised and overlooked.

4. Variety – How does the development promote a good mix of activities?	
	EVALUATION OF CONSISTENCY
<i>Activities generated by the development contribute to the quality of life in its locality.</i>	The proposal will provide for a more sustainable housing mix within the area which reflects current demographic trends and will increase population creating additional demand for services.
<i>Uses that attract the most people are in the most accessible places.</i>	A variety of open spaces are provided throughout the scheme and will be easily accessible to residents and the public.
<i>Neighbouring uses and activities are compatible with each other.</i>	The area is planned for significant residential; village centre and employment uses close to public transport all of which are compatible with the urban setting envisaged.
<i>Housing types and tenure add to the choice available in the area.</i>	A variety of apartments are provided which will further improve the range of unit types in the area available to various household types. Please refer to the accommodation schedule for more information.
<i>Opportunities have been taken to provide shops, facilities and services that complement those already available in the neighbourhood.</i>	The scheme will be self-sufficient in terms of local services providing a new Village Centre.

5. Efficiency - How does the development make appropriate use of resources, including land?	
	EVALUATION OF CONSISTENCY
<i>The proposal looks at the potential of higher density, taking into account appropriate accessibility by public transport and the objectives of good design.</i>	The proposed density adheres to the SDZ prescription for each zoning on the site.
<i>Landscaped areas are designed to provide amenity and biodiversity, protect buildings and spaces from the elements and incorporate sustainable urban drainage systems.</i>	Significant public open space will be provided across the entire scheme incorporating SuDS, promoting biodiversity and providing residential amenity.
<i>Buildings, gardens and public spaces are laid out to exploit the best solar orientation.</i>	The number of the dual aspect apartments is 36.3% of the total number of apartments. This is greater than the 33% minimum required under

	the Sustainable Urban Housing: Design Guidelines for New Apartments (2020).
<i>The scheme brings a redundant building or derelict site back into productive use.</i>	There are no existing buildings on the application site.
<i>Appropriate recycling facilities are provided.</i>	Communal recycling facilities are provided in the bin stores strategically located proximate to each apartment block.

6. Distinctiveness - How do the proposals create a sense of place?	
EVALUATION OF CONSISTENCY	
<i>The place has recognisable features so that people can describe where they live and form an emotional attachment to the place.</i>	The site is encircled by large mature trees and hedgerows on three sides which are retained in the main and utilised within the design. The village square, linear park and Priorsland Park spaces will form a series of high quality open spaces at the heart of the development where residents will congregate and recreate. This will be a very bespoke development with a unique sense of place.
<i>The scheme is a positive addition to the identity of the locality.</i>	The site is currently vacant. The proposal will provide an appropriate scale and quantum of residential development on a key site directly adjoining the Luas and providing a new Village Centre which will form the urban heart of the Priorsland Development Area.
<i>The layout makes the most of the opportunities presented by existing buildings, landform and ecological features to create a memorable layout.</i>	The proposed layout adapts to the site boundaries and seeks to develop them as a feature within the new residential scheme. It takes advantage of the existing mature trees in order to develop an appropriate, high quality scheme. The buildings are laid out to allow optimum light penetration into the spaces whilst the blocks will also achieve stunning views of the Dublin Mountains to the south.
<i>The proposal successfully exploits views into and out of the site.</i>	The lands are visible from the M50 to the south and the proposed development as prescribed under the Planning Scheme will optimise views of the development.
<i>There is a discernible focal point to the scheme, or the proposals reinforce the role of an existing centre.</i>	The Village Centre will be the main focal point to the overall development.

7. Layout - How does the proposal create people friendly streets and spaces?	
EVALUATION OF CONSISTENCY	

<i>Layout aligns routes with desire lines to create a permeable interconnected series of routes that are easy and logical to navigate around.</i>	Pedestrian permeability across the scheme and between adjoining residential apartments blocks within the scheme, and through to the apartment communal facilities along is a key design outcome.
<i>The layout focuses activity on the streets by creating frontages with front doors directly serving the street.</i>	The apartment elements provide frontages that contributes to passive surveillance of the public open spaces within the scheme and pedestrian access paths. The design and shape of the apartment blocks also encourages multiple viewpoints of the open space to the rear, ensuring the passive surveillance is achieved.
<i>The streets are designed as places instead of roads for cars, helping to create a hierarchy of space with less busy routes having surfaces shared by pedestrians, cyclists and drivers.</i>	
<i>Traffic speeds are controlled by design and layout rather than by speed humps.</i>	
<i>Block layout places some public spaces in front of building lines as squares or greens, and some semi-private space to the back as communal court.</i>	The open space strategy for the scheme creates multiple open spaces of varying uses and sizes. This can be seen in the landscaping strategy by Dermot Foley Landscape Architects.

8. Public Realm - How safe, secure and enjoyable are the public areas?	
	EVALUATION OF CONSISTENCY
<i>All public open space is overlooked by surrounding homes so that this amenity is owned by the residents and safe to use.</i>	All spaces are well distributed and overlooked and supervised by surrounding apartment blocks.
<i>The public realm is considered as a usable integrated element in the design of the development.</i>	Creation of a mainly car free public realm for pedestrians and cyclists to traverse unhindered is a key design outcome and will create a unique residential development. The landscaping and design of the public realm can be solely dedicated to providing the optimum amenity for residents and visitors.
<i>Children's play areas are sited where they will be overlooked, safe and contribute to the amenities of the neighbourhood.</i>	A variety of play areas will be facilitated within the various open spaces and will be overlooked.
<i>There is a clear definition between public, semi-private, and private space.</i>	Private open space is provided for each unit. Communal open spaces for residents are located in courtyards and spaces next to the blocks.
<i>Roads and parking areas are considered as an integral landscaped element in the design of the public realm.</i>	Within this unique scheme the private car is restricted where possible to allow a more car free open space realm within the scheme.

9. Adaptability - How will the buildings cope with change?

	EVALUATION OF CONSISTENCY
<i>Designs exploit good practice lessons, such as the knowledge that certain house types are proven to be ideal for adaptation.</i>	This is provided for in the own door house unit designs.
<i>The homes are energy-efficient and equipped for challenges anticipates from a changing climate.</i>	Yes, design practices and proposed materials will militate against the effects of climate change.
<i>Homes can be extended without ruining the character of the types, layout and outdoor space.</i>	This can be provided for in the own door house units subject to future permission.
<i>The structure of the home and its loose fit design allows for adaptation and subdivision, such as the creation of an annex or small office.</i>	This can be provided for in the own door house units
<i>Space in the roof or garage can be easily converted into living accommodation.</i>	This can be provided for in the own door house units

10. Privacy and Amenity - How does the scheme provide a decent standard of amenity?	
	EVALUATION OF CONSISTENCY
<i>Each home has access to an area of useable private outdoor space.</i>	Yes, each unit has its own private open space in accordance with the minimum residential standards as per the national apartment guidelines.
<i>The design maximises the number of homes enjoying dual aspect.</i>	Dual aspect standards in accordance with national guidelines has been achieved.
<i>Homes are designed to prevent sound transmission by appropriate acoustic insulation or layout.</i>	All units will be designed to prevent sound transmission in accordance with building regulations.
<i>Windows are sited to avoid views into the home from other houses or the street and adequate privacy is affordable to ground floor units.</i>	Adequate separation distance between opposing windows is achieved and overlooking is not considered an issue of the development particularly in relation to adjoining development.
<i>The homes are designed to provide adequate storage including space within the home for the sorting and storage of recyclables.</i>	All apartments are designed in accordance with national design standards on storage areas.

11. Parking – How will the parking be secure and attractive?	
	EVALUATION OF CONSISTENCY
<i>Appropriate car parking is on-street or within easy reach of the home's front door.</i>	Only a small portion of the car parking is provided at surface level for drop off associated with the Village Centre mainly and to serve the houses. The remainder are located at basement/undercroft. The parking is secure and readily accessible.

<i>Parked cars are overlooked by houses, pedestrians and traffic, or stored securely, with a choice of parking appropriate to the situation.</i>	All of the parking is either visible from the apartments or is within a secure underground car park.
<i>Parking is provided communally to maximise efficiency and accommodate visitors without the need to provide additional dedicated spaces.</i>	The majority of the car parking are in communal underground/undercroft car parks.
<i>Materials used for parking areas are of similar quality to the rest of the development.</i>	Yes, the highest quality materials will be used throughout the scheme.
<i>Adequate secure facilities are provided for bicycle storage.</i>	Dedicated bicycle parking is provided throughout the scheme in line with the Design Standards for New Apartments and cycle standards.

12. Detailed Design – How well thought through is the building and landscape design?	
	EVALUATION OF CONSISTENCY
<i>The materials and external design make a positive contribution to the locality.</i>	The proposed development uses an exciting palette of materials to create a unique urban scheme, please see the architect's drawings and design statement.
<i>The landscape design facilitates the use of the public spaces from the outset.</i>	The open spaces can be phased in tandem with the delivery of residential development.
<i>Design of the buildings and public space will facilitate easy and regular maintenance.</i>	This can be achieved and will be provided by the estate management company.
<i>Open car parking areas are considered as an integral element within the public realm design and are treated accordingly.</i>	Parking is predominantly at basement/undercroft and is limited in favour of providing high quality landscaped open space.
<i>Care has been taken over the siting of flues, vents and bin stores.</i>	Bin stores are located discretely around the site. No other flues or vents are proposed.

QUALITY HOUSING FOR SUSTAINABLE COMMUNITIES: BEST PRACTICE GUIDELINES FOR SUSTAINABLE COMMUNITIES, 2007

The Department's policy statement Delivering Homes, Sustaining Communities, Guidance provides the overarching policy framework for an integrated approach to housing and planning. Sustainable neighbourhoods are areas where an efficient use of land, high quality design, and effective integration in the provision of physical and social infrastructure combine to create places people want to live in. The policy statement is accompanied by Best Practice Guidelines that promotes quality sustainable residential development in urban areas having regard to the following:

- *promote high standards in the design and construction and in the provision of residential amenity and services in new housing schemes;*
- *encourage best use of building land and optimal of services and infrastructure in the provision of new housing;*

- *point the way to cost effective options for housing design that go beyond minimum codes and standards;*
- *promote higher standards of environmental performance and durability in housing construction;*
- *seek to ensure that residents of new housing schemes enjoy the benefits of first-rate living conditions in a healthy, accessible and visually attractive environment; and*
- *provide homes and communities that may be easily managed and maintained.*

The following criteria indicate the 7 no. essential requirements new residential developments should have regard to when carrying out development:

	EVALUATION OF CONSISTENCY
<p><u>Socially & Environmentally Appropriate</u> <i>“The type of accommodation, support services and amenities provided should be appropriate to the needs of the people to be accommodated. The mix of dwelling type, size and tenure should support sound social, environmental and economic sustainability policy objectives for the area and promote the development of appropriately integrated play and recreation spaces.”</i></p>	<p>The scheme will provide an appropriate mix of apartments and houses. The proposal seeks to integrate usable open spaces distributed throughout a number of character areas and all interconnected. All open spaces will be overlooked by adjoining residential blocks.</p>
<p><u>Architecturally Appropriate</u> <i>“The scheme should provide a pleasant living environment, which is aesthetically pleasing and human in scale. The scheme design solution should understand and respond appropriately to its context so that the development will enhance the neighbourhood and respect its cultural heritage.”</i></p>	<p>The design and layout of the scheme creates an attractive and visually pleasing residential environment.</p> <p>The design is appropriate and mindful of the urban edge context, the site constraints, and architectural character of the adjoining residential areas</p>
<p><u>Accessible & Adaptable</u> <i>“There should be ease of access and circulation for all residents, including people with impaired mobility, enabling them to move as freely as possible within and through the development, to gain access to buildings and to use the services and amenities provided. Dwellings should be capable of adaptation to meet changing needs of residents during the course of their lifetime.”</i></p>	<p>This dwellings in this scheme are highly accessible due to the provision of lifts within the scheme. The landscaping also is clearly laid out and level ensuring people can navigate easily.</p> <p>Vehicular access will be controlled and overall there will be a safe, pedestrian environment.</p>
<p><u>Safe, Secure & Healthy</u> <i>“The scheme should be a safe and healthy place in which to live. It should be possible for pedestrians and cyclists</i></p>	<p>The scheme provides excellent segregation of vehicle and pedestrians/cyclists with the vast majority of the site free from cars.</p>

<p><i>to move within and through the area with reasonable ease and in safety. Provision for vehicular circulation, including access for service vehicles, should not compromise these objectives.”</i></p>	<p>A very safe walking and cycling environment will be provided for residents with a network of paths located around the development.</p> <p>Public open spaces shall be overlooked as far as practicable to achieve maximum passive surveillance.</p>
<p><u>Affordable</u> <i>“The scheme should be capable of being built, managed and maintained at reasonable cost, having regard to the nature of the development.”</i></p>	
<p><u>Durable</u> <i>“The best available construction techniques should be used, and key elements of construction should have a service life in the order of sixty years without the need for abnormal repair or replacement works.</i></p>	<p>The scheme endeavours to use the best available materials and construction techniques in order to minimise the level of refurbishment over the lifetime of the scheme.</p>
<p><u>Resource Efficient</u> <i>“Efficient use should be made of land, infrastructure and energy. The location should be convenient to transport, services and amenities. Design and orientation of dwellings should take account of site topography so as to control negative wind effects and minimise the benefits of sunlight, daylight and solar gain; optimum use should be made of renewable sources of energy, the use of scarce natural resources in the construction, maintenance and management of the dwellings should be minimised.”</i></p>	<p>The scheme is considered to accord with the aforementioned sustainable development principles.</p>

SUSTAINABLE URBAN HOUSING: DESIGN STANDARDS FOR NEW APARTMENTS, 2020

The Apartment Guidelines 2020 promote sustainable housing, by ensuring that the design and layout of new apartments provide satisfactory accommodation for a variety of household types and sizes, including families with children over the medium to long term. The guidelines provide for updated guidance on apartment developments in response to the National Planning Framework and Rebuilding Ireland.

In relation to appropriate locations for apartment developments and increased density the Guidelines define 3 urban location types.

“Central **and/or** Accessible Urban Locations” are identified as follows:

- Sites within walking distance (i.e. up to 15 minutes or 1,000- 1,500m), of principal city centres, or significant employment locations, that may include hospitals and third-level institutions;
- Sites within reasonable walking distance (i.e. up to 10 minutes or 800- 1,000m) to/from high capacity urban public transport stops (such as DART or Luas);
- Sites within easy walking distance (i.e. up to 5 minutes or 400-500m) to/ from high frequency (i.e. min 10 minute peak hour frequency) urban bus services.

The subject site represents an “Accessible Urban Location” in this regard due to its proximity to the Luas station, Cherrywood Town Centre/Cherrywood Business Park, Carrickmines Neighbourhood Centre, and the planned high frequency bus route from Cherrywood Town Centre to Carrickmines Luas station along Castle Street.

The Guidelines outline a number of Specific Planning Policy Requirements (SPPRs) which are design standards that apartment developments nationally are expected to adhere to. The proposed development is reviewed against the various SPPRs below:

POLICY	EVALUATION OF CONSISTENCY
<p>Specific Planning Policy Requirement 1 <i>Apartment developments may include up to 50% one-bedroom or studio type units (with no more than 20-25% of the total proposed development as studios) and there shall be no minimum requirement for apartments with three or more bedrooms. Statutory development plans may specify a mix for apartment and other housing developments, but only further to an evidence-based Housing Need and Demand Assessment (HNDA), that has been agreed on an area, county, city or metropolitan area basis and incorporated into the relevant development plan(s).</i></p>	<p>The current proposal comprises 36.3% 1-bed units. The overall mix accords with SPPR1</p>
<p>Specific Planning Policy Requirement 2 <i>For all building refurbishment schemes on sites of any size, or urban infill schemes on sites of up to 0.25ha:</i></p> <ul style="list-style-type: none"> • <i>Where up to 9 residential units are proposed, notwithstanding SPPR 1, there shall be no restriction on dwelling mix, provided no more than 50% of the development (i.e. up to 4 units) comprises studio-type units;</i> 	<p>Not applicable given the nature of the development and size of the site.</p>

<ul style="list-style-type: none"> • Where between 10 to 49 residential units are proposed, the flexible dwelling mix provision for the first 9 units may be carried forward and the parameters set out in SPPR 1, shall apply from the 10th residential unit to the 49th; • For schemes of 50 or more units, SPPR 1 shall apply to the entire development. 	
<p>Specific Planning Policy Requirement 3 Minimum Apartment Floor Areas: Studio apartment (1 person) 37 sq.m 1-bedroom apartment (2 persons) 45 sq.m 2-bedroom apartment (4 persons) 73 sq.m 3-bedroom apartment (5 persons) 90 sq.m</p>	<p>As per the Housing Quality Assessment prepared by MOLA Architects the proposed unit sizes accord with SPPR3.</p>
<p>Specific Planning Policy Requirement 4 In relation to the minimum number of dual aspect apartments that may be provided in any single apartment scheme, the following shall apply:</p> <ul style="list-style-type: none"> (i) A minimum of 33% of dual aspect units will be required in more central and accessible urban locations, where it is necessary to achieve a quality design in response to the subject site characteristics and ensure good street frontage where appropriate. (ii) In suburban or intermediate locations, it is an objective that there shall generally be a minimum of 50% dual aspect apartments in a single scheme. (iii) For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise 	<p>36% units are dual aspect and accord with SPPR4 and also Section 3.17 of the Guidelines which notes that:</p> <p><i>‘it is a policy requirement that apartment schemes deliver at least 33% of the units as dual aspect in more central and accessible and some intermediate locations, i.e. on sites near to city or town centres, close to high quality public transport or in SDZ areas, or where it is necessary to ensure good street frontage and subject to high quality design.’</i></p>

<p><i>further discretion to consider dual aspect unit provision at a level lower than the 33% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects.</i></p>	
<p>Specific Planning Policy Requirement 5 <i>Ground level apartment floor to ceiling heights shall be a minimum of 2.7m and shall be increased in certain circumstances, particularly where necessary to facilitate a future change of use to a commercial use. 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.</i></p>	<p>The permitted ground floor apartments have 2.7m floor to ceiling height in accordance with SPPR5.</p>
<p>Specific Planning Policy Requirement 6 <i>A maximum of 12 apartments per floor per core may be provided in apartment schemes. This maximum provision may be increased for building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, subject to overall design quality and compliance with building regulations.</i></p>	<p>The apartment design accords with this SPPR with blocks providing between to 12 units per core.</p>

As the current proposal is not a Build to Rent development then the remaining SPPRs are not relevant.

DESIGN MANUAL FOR URBAN ROADS & STREETS (DMURS), 2019

The Design Manual for Urban Roads and Streets (DMURS), was first published in 2013 and has since been updated in May 2019. This document sets out design guidance and standards for constructing new and reconfiguring existing urban roads and streets in Ireland. It also outlines practical design measures to encourage more sustainable travel patterns in urban areas.

EVALUATION OF CONSISTENCY

The proposed design approach successfully achieves the appropriate balance between the functional requirements of different network users whilst enhancing the sense of place. The development actively promotes a modal shift to alternative forms of transport while also creating a high quality public open space in the area. This scheme prioritises pedestrians and cyclists through the development. Vehicles access into the heart of the residential scheme is limited to emergency and service vehicles (controlled access). Permeability for cyclists and pedestrians is therefore prioritised.

DMURS compliance is further elaborated in the Services Report prepared by Punch Consulting Engineers.

GUIDELINES FOR PLANNING AUTHORITIES ON CHILDCARE FACILITIES, 2001

These guidelines state that Development Plans should facilitate the provision of childcare facilities in larger new housing estates with the standard minimum provision of one childcare facility with 20 places for each 75 dwellings.

Section 4.7 of the *Sustainable Urban Housing Design Guidelines for New Apartments, 2020* states the following:

*“Notwithstanding the Planning Guidelines for Childcare Facilities (2001), in respect of which a review is to be progressed, and which recommend the provision of one child-care facility (equivalent to a minimum of 20 child places) for every 75 dwelling units, the threshold for provision of any such facilities in apartment schemes should be established having regard to the scale and unit mix of the proposed development and the existing geographical distribution of childcare facilities and the emerging demographic profile of the area. **One-bedroom or studio type units should not generally be considered to contribute to a requirement for any childcare provision and subject to location, this may also apply in part or whole, to units with two or more bedrooms.**”*

EVALUATION OF CONSISTENCY

A creche with 83 childcare spaces is proposed as part of the Village Centre development. The size of the facility has been calculated having regard to likely demand arising from the proposed development and the range of household types.

With the exclusion of 1-bed units as per the Apartment Guidelines (leaving 297 residential units) then the private childcare demand based on the 2001 Guidelines is 79 spaces (i.e. $297 \text{ units} / 75 * 20$). The proposed creche with 83 childcare spaces is therefore adequately sized to meet the needs of the future residential population.

SMARTER TRAVEL – A SUSTAINABLE TRANSPORT FUTURE: A NEW TRANSPORT POLICY FOR IRELAND 2009-2020

Key targets of this national sustainable transport policy include:

- To support sustainable travel, future population and employment growth will have to predominantly take place in sustainable compact urban areas or rural areas, which discourage dispersed development and long commuting
- Work-related commuting by car will be reduced from a current modal share of 65% to 45%, which will mean that between 500,000 and 600,000 commuters will be encouraged to take means of transport other than car driver (of these 200,000 would be existing car drivers). Change in personal behaviour will also be necessary for other travel purposes as most travel relates to non-commuting.

- Car drivers will be accommodated on other modes such as walking, cycling, public transport and car sharing (to the extent that commuting by these modes will rise to 55% by 2020) or through other measures such as e-working.
- The total kilometres travelled by the car fleet in 2020 will not increase significantly from current total car kilometres.

EVALUATION OF CONSISTENCY

The proposed development is in line with this overall vision for better integration between land-use and transport. The car parking provision along with the site's proximity to high quality public transport – the Luas and local services and employment ensures that there will be a significant modal shift amongst residence in this scheme to alternative modes of transport and reduce reliance on the private car.

TRANSPORT STRATEGY FOR THE GREATER DUBLIN AREA 2016-2035

The NTA Strategy promotes the consolidation of the Metropolitan Dublin area (where the application is located) allowing for the accommodation of a greater population than at present, with much-enhanced public transport system, with the expansion of the built up areas providing for well-designed urban environments linked to high quality public transport networks, enhancing the quality of life for residents and workers alike. This document identifies under its primary policy, in section 2.2 that *“the Strategy must therefore, promote, within its legislative remit, transport options which provide for unit reductions in carbon emissions. **This can most effectively be done by promoting public transport, walking and cycling, and by actively seeking to reduce car use in circumstances where alternative options are available.**”*

EVALUATION OF CONSISTENCY

The application site is located within “Corridor-F (Arklow – Wicklow – Greystones – Bray – Cherrywood – Dundrum – Dun Laoghaire – Dublin City Centre)”, in the inner metropolitan area. There are multiple upgrades in this area to both the Luas and through bus connects all of which aim to create a modal shift to other modes of transport other than reliance on cars.

Section 7 states that *“the implementation of the Strategy will facilitate a more efficient use of land within the GDA. By focussing public transport investment, and investment in the cycling and pedestrian network, into the city centre, major suburban centres and hinterland growth towns, the Strategy will complement national, regional and local planning policy by promoting and enabling the consolidation of development into higher order centres... In terms of the provision of housing, the Strategy will directly enable the sustainable development of strategically important residential sites, particularly in Metropolitan Dublin, where demand is highest.”*

This proposed development, due to its location to the DART, is in line with the ambitions of this policy.

GUIDELINES FOR PLANNING AUTHORITIES ON THE PLANNING SYSTEM AND FLOOD RISK MANAGEMENT, 2009

These guidelines require the planning system to avoid development in areas at risk of flooding, particularly floodplains, unless there are proven wider sustainability grounds that justify appropriate development and where the flood risk can be reduced or managed to an acceptable level without increasing flood risk elsewhere.

The Guidelines adopt a sequential approach to flood risk management when assessing the location for new development based on avoidance, reduction and mitigation of flood risk; and incorporate flood risk assessment into the process of making decisions on planning applications and planning appeals.

EVALUATION OF CONSISTENCY

The predicted flooding of the Carrickmines Stream was pre-empted in the drafting of the Cherrywood Planning Scheme and a significant area either side of the stream has been zoned for flood containment. Furthermore, a Site Specific Floodrisk Assessment has been prepared by Punch Consulting Engineers as part of this proposal and which includes for suitable infrastructural measures as required by the Planning Scheme.

3 LOCAL PLANNING POLICY

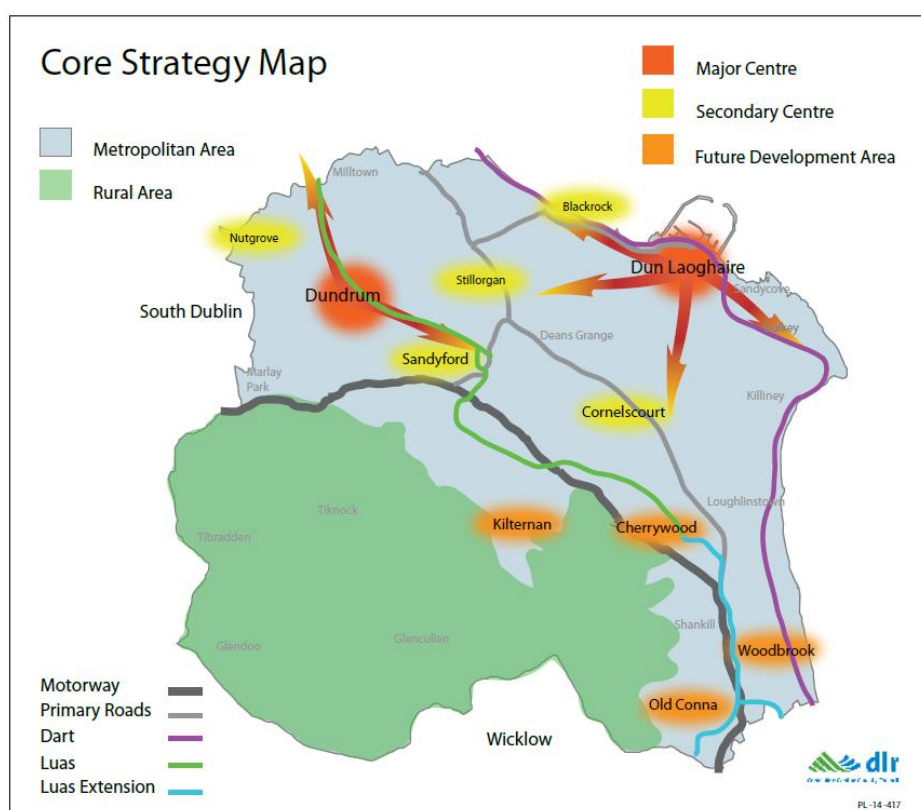
DUN LAOGHAIRE RATHDOWN COUNTY DEVELOPMENT PLAN 2016-22

The site is located within the administrative area of Dun Laoghaire Rathdown County Council and is therefore subject to the land use policies and objectives of the County Development Plan 2016-2022.

Core & Settlement Strategy

The central focus of the Core Strategy is on ‘residential development and in ensuring that there is an acceptable equilibrium between the supply of zoned, serviced land for residential development and the projected demand for new housing, over the lifetime of the Plan’.

A key strand of the overall Settlement Strategy focuses on the ‘continued promotion of sustainable development through positively encouraging consolidation and densification of the existing urban/suburban built form – and thereby maximizing efficiencies from already established physical and social infrastructure.’



The subject site is located within the Cherrywood Strategic Development Zone which the Core Strategy identifies as one of several “Future Development Areas” in the County. Section 1.1.3.3 states:

“The Cherrywood area represents the most significant and strategic development node in Dun Laoghaire-Rathdown – extending as it does to c.360 hectares in total. The projected resident population could ultimately be in the

order of 18-19,000. The Council proposes to guide the development and implementation of the overall Cherrywood area through the mechanism of the SDZ Planning Scheme recently approved by An Bord Pleanála. The implementation of the Planning Scheme will be subject to very strict phasing protocols directly linked to the commensurate delivery of both physical and community infrastructure – including the high quality Luas public transport system that is already operational in the Cherrywood area.”

Within the Settlement Hierarchy for the County, Cherrywood is designated a “large Growth Town within the Metropolitan Area” that will accommodate significant new investment in housing, transport, and economic and commercial activity.

Table 1.2.2 (Housing Land Availability) states that there are approximately 70 hectares of residential zoned lands within Cherrywood which have the potential to deliver approximately 7,700 units.

Location	Hectares (approx.)	Potential Residential Yield (approx.)	Services Required
Serviced Land			
Includes Sandyford, Stepaside, Kiltiernan, all other suburban infill	410	18,000	
Part Serviced Lands			
Cherrywood	70	7,700	Water and Drainage Roads Infrastructure
Unserviced Lands			Water and Drainage Public Transport Roads Infrastructure
Woodbrook/Shanganagh	25	2,300	
Old Conna	50	2,000	
Rathmichael Lands	85	3,600	
Total	160	7,900	
Grand Total	640	33,600	

The overall yield of zoned serviced land in the County is 33,600. The 2016 Development Plan estimated that there was a housing allocation for 30,885 additional residential units in the County between 2014 and 2022, based on the then Regional Planning Guidelines.

The proposed development, on zoned and serviced land accords with the Core and Settlement Strategy for future significant residential growth in the County.

Sustainable Residential Communities Policies & Standards

Chapter 2 confirms that in addition to significantly increasing the supply of housing in the County the other vital characteristics of new development will be: ensuring an appropriate mix, type, and range of housing; and promoting the development of balanced sustainable communities.

The proposed village centre and residential development within a high quality scheme on a vacant greenfield site which is adjacent public transport is an appropriate proposal that achieves the sustainable residential aims of the Development Plan.

Furthermore, the scheme accords with the following objectives of the Development Plan:

- The proposed quantum and density is appropriate for this location close to public transport and services and complies with **Policy RES3**.
- The provision of a mixed apartment scheme will further improve the mix of residential types in the wider area in accordance with **Policy RES7**.
- The scheme will provide Part V social housing in accordance with **Policy RES8**.
- The range of residential types can provide a viable housing option for older people and empty nesters in accordance with **Policy RES9**.
- A scheme that achieves Urban Design Principles set down in national policy (see Section 2.4 above) in accordance with **Policy UD1**.

In accordance with **Policy RES14** and Planning for Sustainable Communities the proposed development can achieve the following:

- A sustainable community that integrates into the emerging Cherrywood community and that provides for the housing needs of people in a broad range of lifecycle stages.
- A residential design that inherently prioritises cycling, walking and public transport.
- A residential layout that ensures high levels of amenity, security and convenience with open spaces and services provided on site or in proximity.
- An attractive layout with a clear sense of place and which is legible and permeable.
- A highly efficient use of zoned land energy consumption.
- Due respect for the natural and built heritage.

The development is also in compliance with the following policies in the Development Plan:

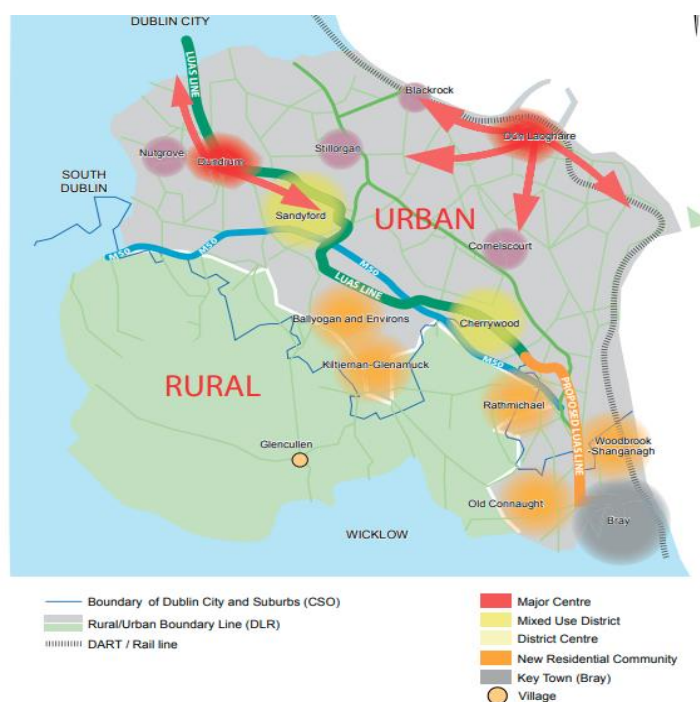
Policy RES4 – Existing Housing Stock and Densification
Policy ST28 – Traffic noise
Policy UD1 – Urban Design Principles
Policy UD3 – Public Realm Design
Policy UD7 – Urban Tree Planting
Policy OSR5 – Public Open Space Standards
Policy ORS14 – Play facilities
Policy EI1 – Water supply and Appropriate Assessment
Policy EI2 – Wastewater treatment and AA
Policy E18 – Sustainable Drainage Systems
Policy EI13 – Waste Plans
Policy EI15 - Waste Prevention and Reduction
Policy EI16 – Waste re use and recycling.
Policy EI21 – Light Pollution
Policy CC7 – Energy Performance in New Buildings
Policy CC9 – Sustainability in Adaptable Design
Policy CC15 – Flood Risk Management

DUN LAOGHAIRE RATHDOWN COUNTY DEVELOPMENT PLAN 2022-28

The site is located within the administrative area of Dun Laoghaire Rathdown County Council and is therefore subject to the land use policies and objectives of the County Development Plan 2022-2028. Dun Laoghaire Rathdown have noted that a consolidated document of this plan and its proposed amendments will not be available until after 21st of April 2022 when the Plan comes into force. As a result, the policies set out below are an amalgamation of the proposed amendments to the draft plan and the draft plan as advertised. Both of these documents have been taken down from the DLR website, however it is noted in the proposed amendments to the draft plan, they highlight that *“all subsequent sections / policy objective numbers to be renumbered as required”*. The references to policies, sections and numbering are as provided on the DLR website at the time of our writing and may be subject to change. This chapter is a merged document of the development plan and the proposed amendments

Core Strategy

The central focus of the Core Strategy is on residential development and in ensuring that there is an acceptable equilibrium between the supply of zoned, serviced land for the projected demand for new housing, over the lifetime of the Plan.



Within the Core Strategy of the new Development Plan Cherrywood is identified as a “Mixed Use District” and with an overall potential residential yield of between 5,596 to 8,186 units. The full build out of Cherrywood may occur over several Development Plans and extend beyond the timeframe of the new Plan.

Section 2.6.1.1 of the Core Strategy states the following in relation to Cherrywood:

“While the Planning Scheme is part of the Development Plan it is made and amended through a separate process. Part IX of The Act makes provision for the Government to designate Strategic Development Zones (SDZ), and specify

the types of development, which may be permitted therein. This designation is primarily to facilitate development which is considered to be of economic or social importance to the State. Cherrywood was designated as a SDZ by Government Order in 2010, and the Planning Scheme for the SDZ was approved by An Bord Pleanála in 2014. There have been six amendments to the Planning Scheme since its approval. The Cherrywood SDZ Planning Scheme was prepared as it was recognised that the area had the potential to be a major new residential and employment settlement in the County and the wider Region.

The Cherrywood SDZ area extends to c.360 hectares and represents the most significant and strategic development area in DLR. The boundary of the Planning Scheme is identified on the Draft County Development Plan Maps no's 7, 9 and 10. The overarching vision for the Planning Scheme is:

- To create a sustainable place with a rich urban diversity, which respects its historical and natural setting while also facilitating innovation and creativity.*
- To spatially develop a cohesive and diverse community with a strong identity and environmental integrity.*
- To contribute to the economic growth of the County through the development of a vibrant economic community anchored around the Town Centre.*
- To provide a safe and friendly environment where people can live, work and play within an envelope of sustainable, integrated transport with a primacy of soft modes of transport throughout.*

Development of any site that falls within, or partly within, the Planning Scheme boundary is required to align with the provisions of the SDZ Planning Scheme. The implementation of the Planning Scheme is directly linked to the commensurate delivery of both physical and community infrastructure and provides a strong degree of certainty regarding the phasing and delivery of new development, in tandem with the provision of essential infrastructure to serve and facilitate development. The Council will continue to guide the development and implementation of the overall Cherrywood area through the mechanism of the SDZ Planning Scheme."

Policy Objective CS9 - Strategic Development Zone and Specific Local Objective (SLO) 69 identified on the zoning maps both state that is the policy objective of the Development Plan to implement and develop the lands at Cherrywood in accordance with the adopted Strategic Development Zone Planning Scheme (SDZ) (as amended).

Notwithstanding the specific policies, objectives and standards of the SDZ Planning Scheme, general compliance of the current proposal with the following policies of the new Development Plan (amongst others) are also noted:

- **Policy Objective CS3: Supply of Zoned Land**
It is a Policy Objective to ensure that sufficient zoned land continues to be available to satisfy the housing requirements of the County over the lifetime of the Plan.
- **Policy Objective CS11: Compact Growth**
It is a Policy Objective to deliver 100% of all new homes, which pertain to Dublin City and Suburbs, within or contiguous to its geographic boundary.
- **Policy Objective CS14: Vacancy and Regeneration**
It is a Policy Objective to address issues of vacancy and underutilisation of lands within the County and to encourage and facilitate the re-use and regeneration of vacant sites subject to the infrastructural carrying capacities of any area.
- **Policy Objective PHP2: Sustainable Neighbourhood Infrastructure**
It is a Policy Objective to:
 - Protect and improve existing sustainable neighbourhood infrastructure as appropriate.
 - Facilitate the provision of new sustainable neighbourhood infrastructure that is accessible and inclusive for a range of users consistent with RPO 9.13 and RPO 9.14 of the RSES.
 - Encourage the provision of multi-functional facilities, space and lands in the delivery and/or improvement of sustainable neighbourhood infrastructure
- **Policy Objective PHP5:**
It is a Policy Objective to: Support the development, improvement and provision of a wide range of community facilities throughout the County where required. Facilitate and support the preparation of a countywide Community Strategy.
- **Policy Objective PHP18: Residential Density**
It is a Policy Objective to encourage higher residential densities provided that proposals provide for high quality design and ensure a balance between the protection of existing residential amenities and the established character of the surrounding area, with the need to provide for high quality sustainable residential development.
- **Policy Objective PHP20: Protection of Existing Residential Amenity**
It is a Policy Objective to ensure the residential amenity of existing homes in the Built Up Area is protected where they are adjacent to proposed higher density and greater height infill developments.
- **Policy Objective PHP26: Housing Mix**
It is a Policy Objective to encourage the establishment of sustainable residential communities by ensuring that a wide variety of housing and apartment types, sizes and tenures is provided throughout the County in accordance with the provisions of the Housing Strategy and Interim Housing Need Demand Assessment (HNDA) and any future Regional HNDA.
- **Policy Objective PHP35:**

It is a Policy Objective to promote and support the principles of universal design ensuring that all environments are inclusive and can be used to the fullest extent possible by all users regardless of age, ability or disability consistent with RPO 9.12 and 9.13 of the RSES.

- **Policy Objective PHP3:**

It is a Policy Objective to:

- *Plan for communities in accordance with the aims, objectives and principles of ‘Sustainable Residential Development in Urban Areas’ and the accompanying ‘Urban Design Manual – A Best Practice Guide’ and any amendment thereof.*
- *Ensure that an appropriate level of supporting neighbourhood infrastructure is provided or that lands are reserved for Sustainable Neighbourhood Infrastructure (SNI), in conjunction with, and as an integral component of, residential development in new residential communities as identified in the Core Strategy (see Figure 2.9, Chapter 2).*
- *Identify, provide and/or improve (as appropriate) supporting sustainable neighbourhood infrastructure in tandem with residential development in renewal/ redevelopment areas and existing residential neighbourhoods.*
- *Create healthy and attractive places to live consistent with NPO 4 of the NPF and RPO 9.10 of the RSES.*

- **Policy Objective PHP4:**

It is a Policy Objective to:

- *Implement a strategy for residential development based on a concept of sustainable urban villages.*
- *Promote and facilitate the provision of ‘10-minute’ neighbourhoods.*

- **Policy Objective T1:**

It is a Policy Objective to actively support sustainable modes of transport and ensure that land use and zoning are aligned with the provision and development of high quality public transport systems.

- **Policy Objective OSR2:**

It is a Policy Objective to provide a hierarchy of attractive parks and public open spaces, which vary in size and nature, are all inclusive, by being readily accessible and at a convenient distance from people’s home and/ or places of work.

- **Policy Objective OSR4:**

It is a Policy Objective to promote public open space standards generally in accordance with overarching Government guidance documents ‘Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities’, (2009), the accompanying ‘Urban Design Manual – A Best Practice Guide’, and the ‘Sustainable Urban Housing: Design Standards for new Apartments’, (2018).

- **Policy Objective EI6**

It is a Policy Objective to ensure that all development proposals incorporate Sustainable Drainage Systems (SuDS).

- **Policy Objective PHP6:**
It is a Policy Objective to: Encourage the provision of appropriate childcare facilities as an integral part of proposals for new residential developments and to improve/expand existing childcare facilities across the County. In general, at least one childcare facility should be provided for all new residential developments subject to demographic and geographic needs. Encourage the provision of childcare facilities in a sustainable manner to encourage local economic development and to assist in addressing disadvantage.
- **Policy Objective PHP34:**
It is a Policy Objective to:
 - *Ensure that all development is of high quality design with a focus on healthy placemaking consistent with NPO 4, 26 and 27 of the NPF, and RPO 6.1, 6.12, 9.10 and 9.11 of the RSES.*
 - *Promote the guidance principles set out in the 'Urban Design Manual – A Best Practice Guide' (2009), and in the 'Design Manual for Urban Roads and Streets' (2013).*
 - *Ensure that development proposals are cognisant of the need for proper consideration of context, connectivity, inclusivity, variety, efficiency, distinctiveness, layout, public realm, adaptability, privacy and amenity, parking, wayfinding and detailed design.*
- **Policy Objective GIB22:**
It is a Policy Objective to protect and promote the conservation of biodiversity in areas of natural heritage importance outside Designated Areas and to ensure that notable sites, habitats and features of biodiversity importance - including species protected under the Wildlife Acts 1976 and 2000, the Birds Directive 1979, the Habitats Directive 1992, Flora (Protection) Order, 2015, Annex I habitats, local important areas, wildlife corridors and rare species - are adequately protected. Ecological assessments will be carried out for all developments in areas that support, or have potential to support, features of biodiversity importance or rare and protected species and appropriate mitigation/ avoidance measures will be implemented. In implementing this policy, regard shall be had to the Ecological Network, including the forthcoming DLR Wildlife Corridor Plan, and the recommendations and objectives of the Green City Guidelines (2008) and 'Ecological Guidance Notes for Local Authorities and Developers' (Dún Laoghaire-Rathdown Version 2014).
- **Policy Objective GIB24:**
It is a Policy Objective to maintain and protect the natural character and ecological value of the river and stream corridors in the County and where possible to enhance existing channels and to encourage diversity of habitat and nature-based solutions that incorporate biodiversity features. It is also policy (subject to the sensitivity of the riverside habitat), to provide public access to riparian corridors, to promote improved passive recreational activities.

CHERRYWOOD SDZ PLANNING SCHEME, 2014 (AS AMENDED)

Dún Laoghaire-Rathdown, in its role as the designated Development Agency for Cherrywood SDZ, drafted and agreed a Planning Scheme for the SDZ, which was approved in December 2012.

Following formal submission to An Bord Pleanála the Planning Scheme was approved with modifications in April 2014.

Subsequently there have been a number of amendments made to the Planning Scheme:

- 2017 Amendment: to align the Planning Scheme with the "Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities" (2015).
- 2018 Amendment: to revise the sequencing and phasing of development within the Planning Scheme in order to accelerate the delivery of housing.
- 2019 Amendment: to amend the Scheme in relation to residential car parking standards having regard to the "Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities (2018)".

The proposed development has been designed in general accordance with the Cherrywood Planning Scheme. In particular we note the following compliances:

Zoning

The proposed development complies with the residential, village centre, physical infrastructure, open space, and primary school zonings as per Map 6.3 of the Cherrywood SDZ.



Layout – Future Form

The proposed development adheres to the principal design/layout objectives for Development Area 3 providing the Village Centre:

- centrally located within the Development Area,
- fronting onto a landscaped linear space which incorporates a floodplain containment zone and a tree line of existing Turkey Oaks,
- across from a primary school and a park therefore enhancing its pivotal location within this Development Area.

Specific Objectives

The proposed development achieves the following relevant Specific Objectives for Development Area 3 Priorsland:

- DA 19 Pedestrian and vehicular connections provided across the flood containment zone by way of bridges.
- DA 20 Sound mitigation along the M50 for the remainder of the Development Area.
- DA 21 High quality landscaping and visual amenity viewed from the M50.
- DA 24 Access to Druid's Glen facilitated by provision of the western portion of Priorsland Park within the applicant's ownership.
- DA 27 Provision of a community within the Village Centre.

Phasing of Residential Units

Section 7.2.1 of the Planning Scheme states that in addition to the residential development of Growth Area 1 (Development Areas 2, 4, 5, and 6A) development up to a maximum of 2,300 residential units in total in either Growth Area 2 (Development Areas 1 and 3) or 3 (Development Areas 6B, 7 and 8) may be permitted in tandem with Growth Area 1.

In addition, the Village Centres may be permitted as supporting uses for the initial threshold of 2,300 residential units in Growth Areas 2 & 3.

It is estimated that the number of residential units granted to date within Growth Areas 2 & 3 totals c.1,652 (See planning history attached at Appendix B below). This includes the recent permission for 482 units under Ref. DZ21/0334.

The proposed quantum of development in this instance (443 no. units – including the 143 apartments within the Village Centre) can therefore be facilitated within the unit threshold for Growth Area 2 (Development Areas 6B, 7 & 8) & Growth Area 3.

Phasing of Open Space

Table 7.2 requires construction to taking in charge standard of Ticknick Park prior to occupation of any dwellings within each of the Development Areas in Growth Areas 2 & 3 and to be made available to the public at a time to be agreed with the Local Authority.

Permission was granted for Ticknick Park on 3 November 2016 (DZ19A/0570) and work commenced in February 2017 and are substantially complete. Therefore there is every prospect of the completion of Ticknick Park to TIC standard prior to occupation of dwellings within the proposed development and a suitably worded condition of

permission can be attached to ensure this is the case, as has been done to date with other SDZ permissions in Growth Areas 2 and 3.

Table 7.2 also requires the provision of Green Infrastructure for development within each Development Area and to be made publicly accessible. The current application includes the first half of the Priorsland public park along with a new greenway open space along the Carrickmines and Ticknick Streams.

Phasing of Schools

Chapter 2 states that *“Educational facilities are provided in the form of primary and post primary schools, in line with Department of Education and Skills requirements.”*

- The location, size and number of school sites has been established in consultation with the Department of Education and Skills.
- Four primary school sites and two post primary school sites have been identified. The primary school sites are spread across the 3 Growth Areas. The two post primary schools are located in Growth Areas 1 and 3.
- The sites have been located so that they are accessible by the network of pedestrian and cycle routes, in order to encourage walking and cycling to school.
- The sites have been geographically located to facilitate an even spread of local schools.
- The sites for the primary schools have been located adjacent to open space to facilitate a sharing of the recreational space and are generally close to Village Centres so as to reinforce the sense of community.

Table 7.1 sets out the anticipated requirement for schools’ provision.

Table 7.1: Provision of Schools

Schools	Site and associated open space to be made available to the Dept of Education and Skills prior to the granting of permission for:*	School buildings complete prior to the granting of permission for: *
Primary School (including adjoining open space provision for school) (24 or 32 classroom school)	1,000 residential units	1,800 residential units
Post Primary School (including adjoining open space provision for school)	2,500 residential units	3,400 residential units
Primary School (number of classrooms depending on demand including adjoining open space provision for school)	4,000 residential units	5,000 residential units
Post Primary School (including adjoining open space provision for school)	5,000 residential units	6,000 residential units
Primary School (number of classrooms depending on demand including adjoining open space provision for school)	7,000 residential units	8,000 residential units
Primary School (number of classrooms depending on demand including adjoining open space provision for school)	8,000 residential units	

**Unless deviation agreed in writing between the Department of Education and Skills and the Local Authority. For clarity the sites identified in the Planning Scheme relate to public primary and post primary schools.*

Notwithstanding the consecutive phasing outlined in Table 7.1 the note at the bottom of same also states that the Department of Education & Skills may deviate from this phasing.

To date a primary school has been permitted within the SDZ at Tully (DZ18A/0458). The Tully School site (0.74 ha) was permitted for a 4,510 sq.m 2-3 storey primary school with 24 classrooms, 2 special needs rooms. It has a stated pupil capacity of up to 720.

This first school, Cherrywood Educate Together National School opened in September 2020.

To date, the Planning Authority has granted Planning Permission for 3,493 units, which would suggest that under Table 7.1 a post primary school should be complete.

Whilst landowners in Cherrywood were advised by DAPT in early 2020 that a site had been made available to the Department of Education and Skills for the provision of the first Post Primary School in Cherrywood, it is understood that the Department have since deferred plans to establish the school until later in 2022/3, due to a range of factors, including delays to planned residential development and sufficient capacity in existing schools in the wider area presently.

Separately, in a letter to DLRCC, dated 16 January 2019, the Department agreed to a deviation from Table 7.1 to the extent that the relevant thresholds for the completion of school buildings be linked to the delivery or completion of residential units, rather than the grant of permission of units, as stated in Table 7.1.

The Department reiterated this position in its most recent submission to a residential planning application within the Planning Scheme Area – Ref. DZ21/0334 – see copy below.



Planning Department
Dun Laoghaire Rathdown County Council
County Hall
Marine Road
Dún Laoghaire
Co. Dublin
A96 K6C9



1 June 2021

Re: DZ21A/0334, Quintain Developments Ireland Ltd

To whom it may concern,

The Department of Education and Skills notes the planning application referenced above.

The Cherrywood Planning Scheme 'Sequencing and Phasing' requires the school building for a post primary school be complete prior to the granting of permission of 3,400 units 'unless deviation agreed in writing between the DES and LA'.

I note that in aggregation with extant permissions and other current applications, the subject application, if granted, could exceed the 3,400 threshold.

In that context, I wish to confirm that this Department has, in a letter to DLRC dated 16 January 2019, agreed to a deviation from this requirement, as provided for in the Planning Scheme. This deviation provides for the relevant thresholds for the completion of school buildings to be linked to the delivery or completion of residential units, rather than the grant of permission of units, as per the stated requirement of the Scheme.

Yours sincerely,

Áine Cusack
Site Acquisitions and Property Management

Bóthar Phort Laoise, An Tulach Mhór, Co. Uíbh Fhailí, R35 Y2N5
Portlaoise Road, Tullamore, Co. Offaly R35 Y2N5
T +353 1 57 8324300 | www.education.ie

Given the above it is considered that the proposed development is considered to be consistent with the Phasing and Sequencing requirements of Table 7.1 School Provision of the Cherrywood Planning Scheme, as amended.

Furthermore, it is noted that the application site includes a portion of land north of the Carrickmines Stream which is zoned for provision of a future primary school.

Subject to the Department's requirements, the school site at Priorsland can be made available to deliver an additional primary school in the future. We also note the following that will be provided as part of this current application:

- The school site will be accessible by the road and new bridge that are completed to a standard to be taken in charge by the Council.
- The site will have unhindered access to infrastructure services.
- The Priorsland Park adjacent to the school site (within the applicant's ownership) shall be available for use by the school for sharing of recreational space.
- Drop off facilities will be provided near to the site.

To date the Department have not indicated any interest in acquiring the site.

Infrastructure

The proposed development will provide the following infrastructure requirements for DA3:

- Flood containment zone.
- Flood flow bypass culvert parallel to Carrickmines River.
- Detention basins and swales
- Roads M-D (relative to lands in the applicant's ownership) and connecting to the Transport Interchange (TI) to the north.
- Pedestrian and cycling facilities throughout the development and connecting to adjoining networks.

Alternative Infrastructure

Chapter 7 of the Planning Scheme, as amended, refers to the Sequencing and Phasing of Development, and the infrastructure and services required to be provided to facilitate same. The sequencing requirements allow for the delivery of residential units in Growth Areas 2 & 3 in tandem with Growth Area 1 subject to certain requirements which in certain instances may be required to be provided prior to permission being granted for a particular development, whilst in other instances, the infrastructure is required prior to occupation of the development.

Tables 7.1 to 7.3 of the Planning Scheme set out the required infrastructure to serve each Development Area.

However the Planning Scheme also recognises that there may be exceptional or unforeseen circumstances beyond the reasonable control of an individual developer where alternative infrastructure may need to be utilised for an interim period.

Section 7.2.2 of the Planning Scheme states:

'..... it is acknowledged that there may be exceptional or unforeseen circumstances beyond the reasonable control of an individual developer or the local authority, whereby a piece of infrastructure necessary to progress the development of a Growth Area cannot be provided in the short to medium term (circa 0-3 years). In such instances, there may be an appropriate alternative utilising other infrastructure as provided for under the Planning Scheme, as an interim measure to facilitate the early delivery of housing.....'

Construction Access

The Planning Scheme also identifies construction access points/routes for the Development Areas. Where any such construction accesses as identified in Chapter 6, cannot be achieved and where alternatives are proposed, the Planning Authority will consider such proposals on their merits.....'

As part of this application, the applicant is seeking to use alternative infrastructure as follows:

- In accordance with Section 7.2.2 of the Cherrywood Planning Scheme, 2014 (as amended), it is intended to provide construction access (for an interim period) to the Priorsland site via the existing access track to the west of the site which the applicant has a Right of Way over.
- In accordance with Section 7.2.2 of the Cherrywood Planning Scheme, 2014 (as amended) it is proposed to utilise the bridge connection to facilitate pedestrian and cyclist access to Carrickmines Luas station to serve the proposed development for an interim period until such time as the permanent Castle Street/Transport Interchange arrangement is established.
- In accordance with Section 7.2.2 of the Cherrywood Planning Scheme, 2014 (as amended), it is intended to provide an alternative flood flow bypass culvert parallel to, and south of the Carrickmines River all within our client's landholding.
- In accordance with Section 7.2.2 of the Cherrywood Planning Scheme, 2014 (as amended), it is intended to leave the existing 33" Irish Water Main in situ for the interim pending the delivery of the remainder of the Priorsland Development Area on the adjoining third party lands to the east.

All of these measures are further detailed in the PUNCH Consulting Engineers reports and drawings submitted.

In relation to the proposed temporary construction access we further note the following:

- Once the Castle Street extension becomes viable, and is completed in its entirety and Taken in Charge by DLRC, that Level 2 route can become the standard, on-going access route for the Priorsland development. Access to the Priorsland development at operational stage will therefore utilise the Level 2 Road access route as required under the permanent SDZ requirement.
- Regarding the certainty of delivery of Castle Street, we note a recent planning application DZ20A/0399 has been granted by DLRC which includes for the extension of Castle Street up to the proposed development site. As per the associated planning grant conditions, it is a requirement for the adjacent developer to complete the full extension of Castle Street to the Client's Priorsland site boundary which will alleviate any issues with access through the main Cherrywood SDZ route.
- Furthermore, it is noted that Dun Laoghaire Rathdown County Council has secured funding from the Urban Regeneration and Development Fund (URDF) to deliver the 'Castle Street Link' to the Transport Interchange at Carrickmines Luas stop. The Minister for Housing, Local Government and Heritage, Darragh O'Brien TD, recently announced €430 million in funding for eight regeneration projects in Dublin. The projects are being funded under 'Call 2' of the Urban Regeneration and Development Fund (URDF) as outlined in the press release of 5th March 2021.

- The planning grant and the secured URDF funding allocation provides ample evidence that the delivery of the Castle Street extension is imminent and that the interim access proposals allowed for under Section 7.2.2 of the approved amendment to the Cherrywood SDZ is readily applicable and achievable under these circumstances. Hence, our client is advancing with the application for the delivery of this significant residential offering during a time of severe housing need in the area.

The information provided demonstrates that the proposed development can be constructed successfully utilizing the interim infrastructure until such time as the permanent infrastructure is delivered with the completion of the adjoining third party developments to the east.

The provision of access to the Luas station is with the consent of the Smith family to the north.

We note that in considering the Alternative Interim Infrastructure option the planning authority must have regard to the criteria outlined in Section 7.2.2, which we have assessed below:

- ***urban design and place-making objectives.***

Utilizing the Alternative Interim Infrastructure will not materially impact the urban design and place making principles achieved within the proposed application which will still comply with the provisions of the Planning Scheme including Section 6.3.

A new mixed-use Village Centre with residential development and associated streets and open spaces will be delivered, and in accordance with development standards outlined in the Planning Scheme.

- ***the character of the village centres at the core of the residential neighbourhoods.***

The proposal to leave the IW trunk main in place for the interim is achieved with the proposed Village Centre blocks positioned in accordance with required setback for the Irish Water wayleave.

Meanwhile a large open space is provided to the east of the village centre where the trunk main remains in place and which will provide for the north-south walkway/cycleway prescribed in the Planning Scheme.

It is considered that the essential character of Priorsland Village Centre will not be materially altered by the above and the proposal remains in accordance with the Planning Scheme.

The alternative surface flood flow bypass south of the Carrickmines River will have no material impact on the character of the village centre as it will be contained underneath the riverside park and is located in an area zoned for physical infrastructure in the Planning Scheme.

- ***landscape and visual amenity impact.***

Leaving the IW trunk main in situ will not impact landscape and visual amenity. The existing hedgerow and trees along the eastern boundary can remain (again in accordance with the Planning Scheme) and will screen the walkway/cycleway from the future employment lands to the east.

The alternative surface flood flow bypass will not impact the landscape and visual amenity. Positioning the culvert south of the river will not impact any trees to be protected.

- ***the permeability and connectivity of walking and cycling routes.***

Permeability and connectivity for pedestrians and cyclists is still maintained in the Alternative Interim Infrastructure period. Pedestrians and cyclists will have direct access to the Carrickmines Luas stop via the new bridge and access to the adjoining 3rd party development lands to the north. A second bridge providing access to the future school to the north and Priorsland Park will also be provided.

The north-south walkway/cycleway east of the village centre is still provided with the IW trunk main remaining in situ. The pedestrian/cyclist facilities along Castle Street within the application lands will be provided.

- ***the hierarchy and function of the roads as set out in the scheme.***

Once construction has been completed and prior to occupation, the hierarchy and function of Castle Street and the secondary residential streets will revert to as set out in the scheme.

- ***traffic safety and an acceptable level of access to the proposed development.***

The use of the existing western access route for construction traffic in the interim can be facilitated and in principle limited traffic safety issues, or conflicts are foreseen.

- ***the resilience of the emerging road network; and***

The interim construction vehicular access proposal via the access track to the west of the application site has been assessed in the TTA submitted and there is capacity in the road network to facilitate same.

- ***consistency with the build-out or 'long-term' objectives of the Planning Scheme.***

As noted above, the proposal provides for all of the Planning Scheme objectives relating to our client's lands. The interim infrastructure proposal is consistent with the long term/permanent objectives which can be delivered in full once the third party lands with extant permission to the east are completed. (The school lands to the north are also facilitated for future development subject to future Department of Education plans).

In addition, the following Section 7.2.2 criteria have also been considered with specific regard to the proposed interim construction access proposal (extracted from PUNCH Consulting Engineers report):

CPS 7.2.2. REQUIREMENTS	RESPONSE
Impact on existing residential amenity	Given lack of residential development along the proposed route the impact is imperceptible.
Road and traffic safety	As with all road layouts the potential for safety issues exists but the measures set out in this TTA, detailed design to DMURS and TII standards and if necessary, a Road Safety Audit will be undertaken then the impact is neutral.
Luas operation	Neutral impact on train operation.
Luas interface	Imperceptible impact on the car park as it will be necessary to delete some car park spaces. These deleted car park spaces would be lost in the complete development of the SDZ in any case.
Environmental impacts	This TTA does not purport to be an EIAR but as the interim construction access uses existing roads and junctions and proposed roads and bridges that were to be built in any case as permanent works then the impact is no different than for the permanent scenario. No new environmental impacts are expected nor increase in significance.
Cumulative impacts	These will be considered as part of the EIAR, particularly in relation to traffic, ecology, noise, air but again impact is short term.
The proper planning and sustainable development of the area.	The interim construction access is in compliance with the Cherrywood CPS Section 7.2.2 and will facilitate commencement of Priorsland which is a key priority of the PS.
Individual proposals must demonstrate that construction traffic will be capable of being managed appropriately and be accompanied by a Construction Management Plan to be agreed by the Planning Authority, as part of the development management process. -	This TTA sets out the basic requirements for the Construction Traffic Management Plan and the appointment of a Traffic Management Coordinator to ensure the effective management traffic during the construction stage.

Compliance Matrix

Appendix A of this Report outlines the Compliance Matrix for the Planning Scheme and details how the current proposal complies with the Planning Scheme. Furthermore it is noted that the proposed development does not materially contravened the Planning Scheme nor the County Development Plan, hence no Material Contravention Statement is required in this instance.

4 CONCLUDING REMARKS

It is respectfully submitted that the proposed development will provide an appropriate form of high-quality residential development for this zoned and serviced site and that is consistent with national, regional and local planning policy and is an efficient use of lands which are accessible to public transport and existing/planned social infrastructure.

This statement has demonstrated the compliance of the development with the following:

- *Ireland 2040 Our Plan - National Planning Framework (2017)*
- *Regional Planning Guidelines for the Greater Dublin Area (2010 – 2022);*
- *Guidelines for Planning Authorities on Urban Development and Building Heights (2018)*
- *Guidelines for Planning Authorities on Sustainable Urban Housing: Design Standards for New Apartments (2020)*
- *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009), and the accompanying Urban Design Manual;*
- *Delivering Homes, Sustaining Communities (2008) and the accompanying Best Practice Guidelines- Quality Housing for Sustainable Communities;*
- *Quality Housing for Sustainable Communities (2007);*
- *Design Manual for Urban Roads and Streets (2013);*
- *Guidelines for Planning Authorities on Childcare Facilities (2001);*
- *Smarter Travel – A New Transport Policy for Ireland (2009-2020);*
- *The Planning System and Flood Risk Management (2009).*
- *Dun Laoghaire Rathdown Development Plan 2016- 2022*
- *Cherrywood SDZ Planning Scheme (2014) (As amended)*

Broad compliance is also demonstrated with the policies and provisions of the Dun Laoghaire Rathdown County Development Plan 2016-2022 and Cherrywood SDZ Planning Scheme (2014(as amended).

In conclusion, it is respectfully submitted that the proposed development is consistent with the proper planning and sustainable development of the area, and with all relevant national, regional and local planning policies and guidelines.

APPENDIX A

PLANNING SCHEME COMPLIANCE MATRIX

Chapter 2 – Proposed Development in Cherrywood			
Planning Scheme Objective/Requirement		Adherence of the Proposed Development	Policy Achieved?
2.2	<i>Primary Land Uses</i>	The residential and village centre uses proposed are in accordance with the primary land use matrix for the Cherrywood Planning Scheme, for the residential zone.	Y
2.3	<i>Supporting Land Use Development</i>	The Village Centre will include a range of non-retail uses, local convenience retail, childcare, and community use in accordance with the zoning objective	Y
2.4	<i>Education</i>	The applicant lands includes a site for provision of a future school (by the Dept of Education). Furthermore, the current application provides for vehicular/pedestrian access to the school site across the stream which will facilitate a future school application by the Dept.	Y
2.5	<i>Planning Scheme Overall Development Quantum</i>	The quantum of development proposed adheres to that prescribed for the lands within the Priorsland Development Area.	Y
2.6.2	<i>Scale of Development within Mixed Use Development Areas</i> - <i>Town Centre and Village Centre</i>	The quantum of retail, non-retail, residential, high intensity employment, and community uses proposed in the Village Centre matches the provision in Table 2.3.	Y
2.6.3	<i>High Intensity Employment Development</i>	N/A	
2.6.4	<i>Site Coverage</i>	The proposed site coverage for the Village Centre matches that prescribed in Table 2.7.	Y
2.6.5	<i>Commercial Uses</i>	N/A	N/A
	<i>Specific Objectives</i> <i>PD 1 A consistent approach shall be taken to advertising for buildings or businesses along Beckett Road. Such advertising shall not be excessive in scale, particularly when viewed from the M50 motorway. Lighting in this commercial area shall be discreet and unobtrusive.</i>	N/A	N/A

2.7.2	Residential Density Range and Housing Mix	The density ranges/development yield for the RES2 and RES3 zoned lands within the application site adhere to Table 2.9	Y
PD 2	<i>PD 2 Res 1 plots have been identified for a number of reasons including topography and/or proximity to sensitive sites. Such sites shall accommodate residential development made up predominantly of houses, which have their own private gardens and no less than 2 bedrooms.</i>	N/A	N/A
PD3	<i>PD3 In Res2 plots the typology shall be predominantly own door units except for areas that require higher density (those fronting the Grand Parade, Castle Street and overlooking open space).</i>	A mix of own door houses and an apartment block (addressing Castle Street and the Village) centre are proposed for the RES2 lands in accordance with PD3.	Y
PD 4	<p><i>PD 4 Where apartment development is proposed as part of mixed-use development in the Town Centre and the three Village Centres, the mix of apartment unit types should be in accordance with the following unit mix.</i></p> <ul style="list-style-type: none"> - 10% - Studio Units (as part of a build to let development) - 20% - 1 Bed Units - 55% - 2 Bed Units - 15% - 3 Bed Units <p><i>The apartment unit mix as noted above shall allow for a range of variation to include for 20% - 30% for 1 bed units (with the reallocation of the 10% studio units), 50% - 65% for 2 bed units and 15% - 20% for 3 bed units. In Res3 and Res4 plots the mix of apartment unit types should be in accordance with the following unit mix.</i></p> <ul style="list-style-type: none"> - not more than 20% of units shall be 1 bed units, 	<p>The proposed apartment units comply with the Specific Planning Policy Requirements contained in the <i>Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2020</i>. Refer to the Housing Quality Assessment prepared by Mola Architects.</p> <p>In accordance with Section 28 of the Planning and Development Act 2000, as amended, planning authorities must apply the standards set out as planning policy requirements in Section guidelines, notwithstanding the objectives and requirements of development plans, local area plans and SDZ planning schemes.</p>	Y

	<ul style="list-style-type: none"> - a range of min. 40% – max. 60% shall be 2-bed units, and - a range of min. 20% - max. 40% shall be of a size to comprise of 3 or more bed units. 		
PD 5	<i>PD 5 The floor areas of the housing units shall comply with the current County Development Plan standards and requirements or any relevant Specific Planning Policy Requirements (SPPR) contained in, Section 28, Ministerial Guidelines where these differ from the standards and requirements of the County Development Plan</i>	The proposed apartment units comply with the Specific Planning Policy Requirements contained in the <i>Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2020</i> . Refer to the Housing Quality Assessment prepared by Mola Architects.	Y
2.7.3	<i>Private Open Space</i>	Open space to serve the proposed apartments, including private and communal open space, complies with the provisions of the <i>'Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2020.'</i>	Y
2.7.4	<i>Part V Specific Objective PD 6 All residential development, including those in the mixed use areas of the Town Centre and the Village Centre will fulfil the social and affordable requirements of Part V of the Planning and Development Act 2000 as amended. The Dún Laoghaire-Rathdown County Development Plan 2010-2016 has a 20% requirement for social and affordable housing. At all times, the requirements of the current County Development Plan and Housing Strategies will also apply to residential development in the Planning Scheme.</i>	A Part V Proposal is included within the application. The current County Development Plan has a 10% requirement for social and affordable housing as per national legislation.	Y
2.8	<i>Urban Form</i>		

<p>Specific Objectives PD7</p>	<p><i>PD7 To promote the development of each area as a distinct and legible new neighbourhood with an individual character achieved through concept, design style and use of materials. In this regard a design statement referring to the character of the specific development area shall be submitted with each application. This shall have regard to the unique character of each Development Area as set out in Chapter 6.</i></p>	<p>A distinct character for the Priorsland Village Centre and adjoining residential areas is achieved in the proposed development. Refer to the Design Statement prepared by Mola Architects.</p>	<p>Y</p>
<p>PD 8</p>	<p><i>PD 8 Each individual neighbourhood will be locally distinct with individual features including public art and civic landmarks to form its character. It should incorporate focal points utilising views in and out of the area as identified in Section 2.11</i></p>	<p>The public plaza at the centre of the Village Centre forms and focal point of the development and provides views to and from the public park to the north and the riverside area. Refer to the Design Statement by Mola Architects and the Landscape Design Rationale by Dermot Foley Landscape Architects.</p>	<p>Y</p>
<p>PD 9</p>	<p><i>PD 9 To provide for principal frontages in each development plot to define strong streetscape elements, turn corners on public roads, and enclose and overlook amenity open space areas and green routes. These are identified on Map 2.4 and are indicative in length to allow for sufficient flexibility in breakages and access points.</i></p>	<p>Castle Street forms the principal streetscape and frontage for the development along with a series of residential streets to the south all enclosed with strong urban edges. The development along Castle Street overlooks the stream and public park.</p>	<p>Y</p>
<p>PD 10</p>	<p><i>PD 10 To require the layout of residential areas to maximise pedestrian permeability with clear, legible, and direct routes for pedestrians and cyclists along anticipated desire lines, with safe edge treatment, clear sight lines at eye level and an appropriate level of passive supervision.</i></p>	<p>A logical street network through the residential areas is provided with direct links to the Village Centre and public transport. All streets are well overlooked.</p>	<p>Y</p>

PD 11	<i>PD 11 To ensure that innovative building typologies are used throughout Cherrywood for lifelong living and that address issues of car parking, private open space, and the need for high quality residential amenity. To ensure that these buildings have a greater engagement with the varying road and green way layout.</i>	A variety of building typologies are proposed, and which provide for attractive streetscapes, high quality open spaces, well designed car parking. Refer to the Design Statement by Mola Architects.	Y
PD 12	<i>PD 12 To ensure a sustainable built form with best practice sustainable design, construction methods and materials, which has regard to solar effect, Sustainable design, construction methods and use of materials is incorporated into and is supplemented by the use of innovative building techniques and technologies.</i>	Sustainable design practices have been employed in the layout and design of the proposed buildings. Refer to the Design Statement by Mola Architects and reports by PUNCH Consulting and Fallon M&E Consultants.	Y
PD 13	<i>PD 13 To ensure that frontage widths of individual buildings and massing allow for their successful integration into the streetscape. The massing, scale and frontage widths take cognisance of the adjoining streetscape creating an integrated setting.</i>	The proposed massing, scale and frontages provide for an attractive and integrative streetscape. Refer to the Design Statement by Mola Architects.	Y
PD 14	<i>PD 14 To ensure that the distinctiveness of materials is used at various scales, allowing for a coherent and high-quality built environment, with an individual palette to identify each neighbourhood. High-quality finishes are to be used in the public realm, including external elevational treatment to buildings, structures, and public open space. A material and finishes palette guide will be required post-adoption of the Planning Scheme.</i>	A variety of materials and elevational finishes are proposed for the buildings and public realm. Refer to the Design Statement by Mola Architects and the Landscape Design Rationale by Dermot Foley Landscape Architects.	Y
PD 15	<i>PD 15 To promote the strategic design and location of bin-stores, service boxes and similar ancillary provision, including meter boxes, into the curtilage of developments</i>	The location and design of service infrastructure has been carefully considered from the outset and all reasonable means to avoid visual clutter have been employed. Refer to the Design Statement	

	<i>or as positive design features that enhance the local streetscape and do not register as visual clutter.</i>	by Mola Architects, the Landscape Design Rationale by Dermot Foley Landscape Architects and report by Fallon M&E Consultants.	
2.8.1	<i>Building Setbacks</i>		
PD 16	<i>Specific Objectives PD 16 To ensure that appropriate building line setbacks, on street parking and privacy strips are provided for in residential and commercial development.</i>	Appropriate building setbacks are provided where necessary.	Y
PD 17	<i>PD 17 To require that, where appropriate, residential streets shall have narrow, landscaped front-gardens/privacy strips to provide a buffer between private living space and the public realm, to contribute to local biodiversity, SuDS, and facilitate passive supervision. They should not adversely impact on active street frontages and should be too small to be converted into paved driveways or parking spaces.</i>	Where appropriate, landscaping features and buffers are incorporated. Refer to the Design Statement by Mola Architects and the Landscape Design Rationale by Dermot Foley Landscape Architects	Y
PD18	<i>PD18 New developments within Cherrywood will be designed to incorporate green roofs as required in Chapter 4.</i>	Green roofs are incorporated in the design of the proposed roof spaces within the proposed development. Refer to the Design Statement by Mola Architects and report by Fallon M&E Consultants.	Y
PD 19	<i>PD 19 Services on roofs will be covered and designed so as not to be visually prominent. In this regard natural ventilation of buildings will be promoted. Services and roof level plant are incorporated into the overall design and layout of the proposed buildings with appropriate screening where necessary.</i>	Services and roof level plant are incorporated into the overall design and layout of the proposed buildings with appropriate screening where necessary. Refer to the Design Statement by Mola Architects	Y

2.8.3	Civic Spaces		
PD 20	Specific Objectives <i>PD 20 Civic spaces will be fully accessible to all users, have a legible layout with clearly defined desire line routes and be composed of high quality/durable materials with a SuDs function that have a good mix of hard and soft landscaping elements.</i>	Detailed design proposals are provided for the proposed civic spaces within the current application. Refer to the Design Statement by Mola Architects and the Landscape Design Rationale by Dermot Foley Landscape Architects	Y
2.9	Building Heights		
PD 21	Specific Objectives <i>PD 21 To allow building height within the range of storeys identified on Map 2.3. These heights have been informed by the characteristics of each site and are the maximum permissible on each development plot.</i>	The range of building heights proposed accords with each Development Land Use zoning, as per Table 2.11.	Y
PD 22	<i>PD 22 Local landmark and feature building elements over the stated building heights are acceptable at important locations, where they contribute to the visual amenity, civic importance, and legibility of the area. These buildings are identified by the use of upward modifiers in Table 2.11 and act as focal points or gateways, emphasising hierarchy and urban activity in the Town and Village Centres and public transport nodes, at locations identified in Map 2.3.</i>	N/A	N/A
PD23	<i>PD23 It is an objective to encourage the use of 'adaptable' ground floor residential units with a greater internal floor to ceiling heights of 4 metres, along the Grand Parade</i>	N/A	N/A

	<i>and adjacent to Cherrywood Town Centre where increased overall building heights are proposed.</i>		
2.10	Linkages		
PD 24	<p>Specific Objectives</p> <p>PD 24 To ensure that the public domain is coherent and provides linkages to the main civic and public sites, with a preference for pedestrian and cyclists.</p> <p>The proposed greenways and cycle path network in Map 2.5 will be clearly defined in a coherent and legible way with consistent signage and routing to give clear direction for the user. The routes through Green Infrastructure are indicative and cycling may not be suitable on some of these routes.</p>	The proposed development provides linkages to and from the Village Centre, the public park. The riverside open space will be designed as a greenway for pedestrians and cyclists connecting to the Village Centre and the public park.	Y
PD 25	PD 25 It is an objective to encourage direct walking routes through plazas, pocket parks and open space areas to improve linkages and enhance natural desire lines between the Town Centre and Village Centres, schools, amenity open space, neighbourhood areas and public transport.	Direct pedestrian access between the Village Centre, plazas, riverside park, the Luas Park & Ride, public park, and future school are provided in the scheme. Refer to the Design Statement by Mola Architects and the Landscape Design Rationale by Dermot Foley Landscape Architects	Y
PD 26	PD 26 The routes should be visually interesting and varied with a sequence of long and short views, and ideally terminated with a building of note, to give orientation and create unique places and neighbourhoods.	A variety of visually interesting routes are proposed. Refer to the Design Statement by Mola Architects and the Landscape Design Rationale by Dermot Foley Landscape Architects	Y
2.11	Views and Prospects		
PD 27	<p>Specific Objectives</p> <p>PD 27 It is an objective to protect and enhance views and panoramas to key local vantage points, loco! skylines and civic buildings in the surrounding area, and within the</p>	Views from the site to key local points have been considered within the design process. The proposed development adheres to the building heights, frontages, and access principles for Priorsland.	Y

	<i>Planning Scheme itself. These views are identified in the SEA and consideration of significant views should inform all stages of the design process.</i>		
PD 28	<i>PD 28 Views to be protected and enhanced are separated into those from certain internal vantage points to areas outside of the Planning Scheme (external), and those within the Plan Area(internal). Views are not all panoramas, but include partial, intermittent, and glimpsed views.</i>	The list of specific external and internal views and local skyline views listed in Section 2.11 have been considered as part of the Landscape and Visual Assessment chapter prepared as part of the EIAR submitted with the application. None of the listed views are impacted by the proposed development.	Y
	<i>PD 29 Internal Views should also seek to ensure that principal visual axis of the public realm incorporate views towards significant landscape features within the Plan Area because these enhance its character and distinctiveness.</i>		Y
2.12 PD 30	Signage and Advertising Specific Objectives <i>PD 30 Signage fascia should be designed as an integral element of the overall contemporary building facade system and consist of high quality modern/durable materials and finishes, which respect the proportions, materials, and scale of the adjoining architecture.</i>	N/A – specific commercial building signage is not proposed as part of this application.	N/A
PD 31	<i>PD 31 Commercial advertising in all formats will be strictly controlled particularly in prominent locations of topography, adjoining Major transport routes, or to the upper storeys of buildings. All advertising will be at a 'street' level and will not be visually dominant when viewed from roads and open space amenity areas.</i>	N/A – specific commercial building signage is not proposed as part of this application.	N/A
2.12.1	Directional Signage Specific Objective		Y

PD 32	<p>PD 32 All directional signage will be coherent and uniform. Post adoption of the Planning Scheme, a guidance document relating to wayfinding/directional signage for Cherrywood will be produced.</p>	<p>Directional and wayfinding signage will be provided in accordance with the guidance provided by Cherrywood Development Agency.</p>	
2.13	<p>Noise Sensitivity PD 33 It is an objective to require all development proposals to undertake a detailed noise impact assessment, including noise survey, prior to the lodgement of any planning application. The noise survey shall be carried out in general accordance with International Standards Organisation (ISO) 1996: 2007: Acoustics Assessment, Description and Measurement of Environmental Noise. In residential proposals, this survey shall be undertaken for a period of not less than two weeks, and in non-residential areas it shall be undertaken for a period of not less than 1 day. The noise impact assessment shall include an assessment of the survey findings, and recommendations on mitigation and control measures to protect amenity.</p>	<p>A noise and vibration chapter has been prepared by CLV Consulting as part of the EIAR.</p>	Y
2.14	<p>Construction Management Plans</p>	<p>A Construction Management Plan is submitted with the application prepared by Punch Engineers.</p>	Y

Chapter 3 Cultural and Built Heritage			
Planning Scheme Objective/Requirement		Adherence of the Proposed Development	Policy Achieved?
3.2.4	Archaeology Objectives		
H1	<i>H1 To comply with all of the policies of the current Dun Laoghaire Rathdown County Development Plan relating to archaeology and heritage. In particular, to preserve the archaeological heritage of the area of the Scheme and to protect and promote public access to such heritage where feasible, and to carry out an access audit by a suitably qualified person of sites in public ownership.</i>	A full archaeological assessment (with geophysical and test trenching) of the lands has been carried out by IAC and with particular regard to the national Monuments (026-080001 & 026-080002) located therein. Refer to Cultural Heritage Chpt of the EIAR	Y
H2	<i>H2 To require pre-application archaeological assessment by a suitably qualified Archaeologist for all planning applications in accordance with the advice of the Department of Arts, Heritage, and the Gaeltacht. In cases of repeat applications or proposals for minor developments, this will not necessarily be required. In addition, Statutory Agencies will be required to carry out archaeological assessments prior to the detailed design stage of significant development as far as is practicable, in accordance with the advice of the Department of Arts, Heritage and the Gaeltacht.</i>	A full archaeological assessment (with geophysical and test trenching) of the lands has been carried out by IAC and with particular regard to the national Monuments (026-080001 & 026-080002) located therein. Refer to Cultural Heritage Chpt of the EIAR	Y
H3	<i>H3 To require appropriate high quality information signage for each of the entries to the Record of Monuments and Places (RMP), which 'brings the monument to life'.</i>	N/A	N/A

H4	<i>H4 To investigate the potential to provide interpretation of the rich heritage of the area and to appropriately display artefacts found in the area, including the 'Rathdown Slabs' from Tully Church in the proposed new library building in Cherrywood Town Centre or other similar location.</i>	N/A	N/A
H5	<i>H5 To locate where feasible, identified archaeological sites and monuments within open space areas.</i>	N/A	N/A
H6	<i>H6 To require a place-naming scheme which reflects the rich heritage of the Cherrywood area (see Appendix B3).</i>	It is intended, at this time, that proposed name of the development will likely include the name "Priorsland".	Y
3.2.5	<i>H7 To improve the access to and presentation of, including appropriate information signage, the following National Monuments: Tully Church and crosses, Lehaunstown Wedge Tomb and Brennanstown Dolmen.</i>	N/A	N/A
	<i>H8 To include Tully Church, graveyard and high crosses within a public park, Tully Park. When the detailed layout plan is prepared for Tully Park, Tully Church and Cemetery shall have a defined boundary to protect both the Church and Cemetery which have National Architectural Value. All proposed works shall involve prior consultation with the Department of Arts, Heritage and The Gaeltacht (DoAHG).</i>	N/A	N/A
	<i>H9 To protect the vistas and views from/to Tully Church, graveyard, and immediate environs towards Killiney Hill and Obelisk, Puck's Castle, the Lead</i>	N/A	N/A

	<i>Mines Chimney (Ballycorus), Two Rock and Three Rock Mountain as the setting to these monuments.</i>		
	<i>H10 To maintain a visual corridor between Tully Church and Lehaunstown Castle (within Lehaunstown Park) from a point from the cross in the field to the west of Tully Church and graveyard.</i>	N/A	N/A
	<i>H11 To preserve the valley setting of the Brennanstown Dolmen. To facilitate improving the access to this Dolmen in consultation with the Department of Arts, Heritage, and the Gaeltacht.</i>	N/A	N/A
	<i>H 12 To maintain the integrity of Lehaunstown Castle (RMP 026-093) and to present the castle in such a way that the earlier history of the site is clear.</i>	N/A	N/A
3.3.2	<i>General Objectives for works to Protected Structures and the lands associated with them</i>	N/A – No Protected Structures on site. The Cultural Heritage Chpt of the EIAR considers the development with regard to the setting and character of protected structures in the wider area.	N/A
H 18	<i>H18 To require photomontages of proposed development from key vantage points, to demonstrate the visual impact on the protected structure and historic landscape character.</i>	Photomontages have been submitted as part of EIAR Landscape and Visual Assessment Chpt.	Y
3.3.3	<i>Glendruid</i>	N/A – No Protected Structures on site	N/A
3.3.4	<i>Priorsland Specific Policy Objectives H40 -H44</i>	N/A – No Protected Structures on site. The Cultural Heritage Chpt of the EIAR considers the development with regard to the setting and character of Priorsland House to the north-east	N/A
3.3.5	<i>Carrickmines Station</i>	N/A – No Protected Structures on site	N/A
3.3.6	<i>Lehaunstown Park</i>	N/A – No Protected Structures on site	N/A
3.3.7	<i>Bride's Glen Viaduct</i>	N/A – No Protected Structures on site	N/A
3.3.8	<i>Development on Lands Adjacent to Lehaunstown Park</i>	N/A – No Protected Structures on site	N/A
3.3.9	<i>Items of Historical Interest</i>	N/A – No Protected Structures on site	N/A

Chapter 4 – Physical Infrastructure			
Planning Scheme Objective/Requirement		Adherence of the Proposed Development	Policy Achieved?
4.1	Environmental		
4.1.1	Water Supply	Noted	Y
PI 1	Specific Objectives <i>PI 1 In common with all development in the Dublin region, development in the county is dependent on an adequate supply of water for the Dublin region, it is an objective to liaise with the Department of Environment Community and Local Government (DECLG) and Dublin City Council on regional water supply availability.</i>		
PI 2	<i>PI 2 It is an objective to reach agreement with Dublin City Council on measures to reprioritise water allocation to Rathmichael reservoir. This may also involve installation of a new strategic watermain to Shankill to reduce over-reliance on Roundwood Water Treatment Works.</i>	The provision for adequate water supply is controlled by Irish Water.	Y
PI 3	<i>PI 3 Development beyond 4ml/day capacity in the Planning Scheme and other new developments in the supply area (including Shankill, Shanganagh and Woodbrook) will require construction of the Old Connaught Woodbrook Water Supply Scheme. It is an objective to progress this scheme which is currently awaiting approval of the DECLG.</i>	The provision for adequate water supply is controlled by Irish Water.	Y
PI 4	<i>PI 4 It is an objective to ensure a planned approach is taken to the local distribution network within the zone to facilitate co-ordinated development. To support the use of water saving systems and landscaping. Where</i>	Sustainable water conservation measures are included as part of the proposed development – refer to the design report prepared by Punch Engineers.	Y

	<i>national standards are adopted, under the Water Services Act 2007 or otherwise, for rainwater harvesting and/or greywater recycling for use within buildings, these will be incorporated to the maximum practicable extent.</i>		
<i>PI 5</i>	<i>PI 5 It is an objective to replace a short portion of critical trunk main from Bride's Glen Road at an early stage to secure supply.</i>	Noted	Y
<i>4.1.2</i> <i>PI 6</i>	<p><i>Surface Water Drainage Development Stormwater Management</i></p> <p><i>Specific Objectives</i></p> <p><i>PI 6</i></p> <p><i>It is an objective to promote Sustainable Urban Drainage Systems (SuDS) to manage surface and groundwater regimes sustainably. The following measures are the key elements of the SuDS solution proposed for the Planning Scheme area in the public realm areas, i.e. those areas not within private developments. Measures within private development sites are also listed below.</i></p> <p><i>Measures in Public Realm Areas:</i></p> <ul style="list-style-type: none"> <i>• Ponds located at several major outfall locations. These will provide storage to meet attenuation requirements for the 1 in 100 year criterion. Ponds will provide the final stage of treatment for water runoff prior to discharge to the watercourses. The ponds, which are located in open space areas will also provide amenity and biodiversity benefits in accordance with best design practice.</i> 	SuDS features and components incorporated into the development include green roofs, rainwater harvesting, water butts, proprietary surface water treatment systems, permeable paving, and soft landscaping.	Y

<ul style="list-style-type: none">• <i>Detention basins adjacent to existing and proposed roads. These are vegetated surface storage basins that provide flow control through attenuation of stormwater runoff. They also facilitate some settling of particulate pollutants. They are normally dry and, in most cases, can accommodate soft landscaping and contribute to local amenity.</i>• <i>Infiltration basins located at carefully selected locations in the detention basins. These are vegetated depressions designed to store run off and infiltrate it gradually into the ground. These are very effective at pollutant removal and contribute to groundwater recharge.</i>• <i>Infiltration trenches and engineered swales located throughout public realm spaces and along selected routes including green routes and cycle routes. These are narrow excavations (1 to 2m depth) filled with selected stone that create temporary subsurface storage for infiltration of stormwater runoff.</i>• <i>Underground Modular systems with a high void ratio (e.g. Stormtech system or similar) will be used subject to agreement with the Local Authority in any suitable locations of open spaces and parks subject to level and ready access to provide below ground storage and infiltration.</i>• <i>Tree Root Structural Cell Systems (e.g. Silva Cell) are subsurface tree and stormwater systems that hold large soil volumes while supporting traffic loads beneath paving and hardscapes. It is proposed that these will be</i>		
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	<p><i>used throughout the Planning Scheme area to assist with attenuation and groundwater recharge.</i></p> <p><i>The size of the existing Town Centre pond – both treatment storage and flood attenuation storage – needs to be confirmed, to check suitability and available capacity prior to permitting further stormwater runoff into it (see Map 4.2).</i></p> <p><i>Measures within Private Development Site Boundaries: The Stormwater Management Guidelines for the Cherrywood Rathmichael Development Area 2009 list various SuDS measures that are required for different development types. These include:</i></p> <ul style="list-style-type: none"> <i>• Green Roofs</i> <i>• Pervious Paving (proposals where surface water accesses the underground storage via gaps in interlocking paving will not be permitted – grilles, gullies, or similar, that are easily maintained are only permitted.</i> <i>• Infiltration Trenches – if ground conditions permit.</i> <i>• Detention Basins.</i> <i>• Swales.</i> <i>• Water Butts.</i> <i>• Tree Root Structural Cell Systems.</i> <i>• Rainwater Harvesting.</i> <p><i>Runoff from all sites must pass through at least one level of treatment using a SuDS component prior to the final level of treatment in the public realm areas.</i></p>		
PI 7	<p><i>PI 7 It is an objective to ensure that stormwater management, flood attenuation and Sustainable (Urban) Drainage Measures (SuDS), including a requirement to undertake Stormwater Audits, shall form</i></p>	<p>Details of proposed stormwater management, flood attenuation and Sustainable (Urban) Drainage Measures (SuDS) and their integration are provided within the relevant engineering and</p>	Y

	<i>part of the pre-planning, planning and post construction stages of any application.</i>	landscape drawings/reports prepared by Punch Engineers and Dermot Foley Landscape Architects.	
PI 8	<i>It is an objective to ensure that SuDS measures shall be fully implemented on all sites to 1 litre per second per hectare runoff rates, unless otherwise agreed with Dun Laoghaire Rathdown County Council. In this regard solutions other than tanking systems shall be required for all developments. For larger applications, Green Roofs shall be used in accordance with Dun Laoghaire-Rathdown County Council's Green Roofs Guidance Document.</i>	SuDS measures will be implemented on site in accordance with the required runoff rate. Details of SUDs measures are detailed in the engineering drawings/reports prepared by Punch Engineers.	Y
PI 9	<i>PI 9 It is an objective to ensure urban areas are designed to accommodate surface water flood flow at times of extreme events through the dual use of roads and pathways as flood conveyance channels and low value areas (parkland, carparks, large, paved areas etc) used as temporary flood ponding</i>	Extreme flood accommodation has been incorporated into the design of the scheme- refer to the relevant engineering and landscape drawings/reports prepared by Punch Engineers and Dermot Foley Landscape Architects.	Y
PI 10	<i>PI 10 it is an objective to ensure that all trees planted in/adjacent to hard paved areas (footpaths, parking areas etc) incorporate tree root structural cell systems.</i>	Appropriate tree root systems are integrated into the design as per drawings/report by Dermot Foley Landscape Architects.	Y
PI 11	<i>PI 11 It is an objective to ensure that predicted flooding in the Priorsland area does not pose an unacceptable risk to persons or property. In this regard a flood containment zone shall be constructed in the Priorsland area by raising adjacent ground levels approx 500mm and by incorporating a large diameter (1650mm) bypass culvert.</i>	Appropriate flood containment measures have been developed and are reflected in the design prepared by Punch Engineers. Refer to the Site Specific Floodrisk Assessment which demonstrates compliance with this objective.	Y

4.1.3 PI 12	Foul Water Drainage Specific Objectives <i>PI 12 It is an objective that significant foul trunk sewer infrastructure is provided within the Planning Scheme area.</i>	Foul sewer infrastructure for the proposed scheme will connect with the significant infrastructure provided/ to be provided on lands to the east.	Y
4.2 PI 13	Transportation Specific Objective <i>PI 13 It is an objective to develop and support a culture of sustainable travel into and within the Planning Scheme.</i>	A travel plan will be submitted with the application as prepared by Punch Engineers. The scheme also provides for bridge connection across the Carrickmines Stream to Carrickmines Luas stop to provide pedestrian and cyclist connection to same.	Y
4.2.6	Future Road Strategy Specific Objective <i>PI 14 It is an objective to implement the road infrastructure (including segregated pedestrian /cycle routes) proposed in this Planning Scheme to facilitate access to and within the area by all travel modes (see Map 4.5).</i>	Yes, plans demonstrating segregated pedestrian and cycle routes has been prepared as part of the application.	Y
4.2.7	Internal Road Proposals	Noted. The proposed internal road system corresponds with the various criteria including footpath/cycle path dimensions, residential car parking, etc.	Y
PI 15	External Road Proposals Specific Objective <i>PI 15 The Council will support the NRA in consultation with the NTA in implementing measures to improve the functioning of the M50/ M-N11 road corridor.</i>	Noted.	Y
4.2.8	Public Transport Strategy Specific Objectives	The current application provides for the northern section of Castle Street (D-M) which connects to the Phase 1 Road and	Y

PI 16	<i>PI 16 It is an objective to support and facilitate the development of an integrated public transport network in the Planning Scheme, in association with relevant transport providers, agencies and stakeholders.</i>	includes for a bridge connection across the stream to the Transport Interchange at Carrickmines Luas station for pedestrian and cyclist connection and with a bus turnabout area on our client's site provided in the interim pending full delivery of Castle Street and bridge under URDF funding.	
PI 17	<i>PI 17 It is an objective to facilitate and promote the enhancement of bus services through the implementation of QBCs and bus priority measures, and by ensuring that the design and layout of neighbourhoods facilitates the expansion of bus services.</i>	Noted. The current application provides for the northern section of Castle Street (D-M) which connects to the Phase 1 Road and includes for a bridge connection across the stream to the Transport Interchange at Carrickmines Luas station for pedestrian and cyclist connection and with a bus turnabout area on our client's site provided in the interim pending full delivery of Castle Street and bridge under URDF funding.	Y
PI 18	<i>PI 18 It is an objective to pump prime the extension of bus services and the provision of new bus services during the early stages of development in the Planning Scheme area.</i>	Noted. The current application provides for the northern section of Castle Street (D-M) which connects to the Phase 1 Road and includes for a bridge connection across the stream to the Transport Interchange at Carrickmines Luas station for pedestrian and cyclist connection and with a bus turnabout area on our client's site provided in the interim pending full delivery of Castle Street and bridge under URDF funding.	Y
PI 19	<i>PI 19 It is an objective to construct a Transport Interchange in the vicinity of the Cherrywood Luas stop (see Map 4.6).</i>	N/A	N/A
4.2.9 PI 20	<i>Pedestrian and Cycle Movement Strategy Specific Objective PI 20 It is an objective to prioritise walking and cycling in the internal route hierarchy, to create a network of walking and cycling routes within the Planning Scheme</i>	Walking and cycling routes are fully integrated into the design and layout of the scheme.	Y

	<i>and to improve circulation and permeability. All proposed access points, routes, mews, and streets must connect logically with the existing street network to aid legibility, permeability and walkability and also must complement local user desire lines.</i>		
4.2.10 PI 21	Car Parking Standards Specific Objective <i>PI 21 It is an objective that car parking within the Planning Scheme be controlled so as to determine car use and promote sustainable travel modes.</i>	The proposed development accords with the parking standards for the various zonings within the application site as per Planning Scheme.	Y
	Residential	Noted	Y
	High Intensity Employment (HIE)	Noted	Y
	Retail	Noted	Y
	Primary and Post Primary Schools	N/A	N/A
	Park and Ride	N/A	N/A
4.2.11 PI 22	Bicycle/ Motorcycle Parking Standards Specific Objective <i>PI 22 Development in the Planning Scheme shall adhere to the guidance and standards for cycle parking and associated cycling facilities for new developments set out in the current 'Dun Laoghaire-Rathdown County Council Cycling Policy' (June 2010 or as updated).</i>	The proposed development accords with the cycle parking standards for the various zonings within the application site as per Planning Scheme.	Y
4.2.12 PI 23	Area Wide Travel Plans (formerly Area Wide Mobility Management Plans) Specific Objectives <i>PI 23 The Council will prepare an Area Wide Travel Plan for the Planning Scheme in conjunction with the National Transport Authority and stakeholders in the area. Developers, employers, and organisations in the area will be required through the planning process to work</i>	Noted	Y

	<i>positively with others to achieve the objectives of the Plan.</i>		
4.2.13 PI 24	<i>Travel Plans (formerly Mobility Management Plans)</i> <i>Specific Objective</i> <i>PI 24 A Travel Plan will be required for developments in the Planning Scheme that exceed the thresholds for Mobility Management Plans set out in the current County Development Plan.</i>	Travel Plan included	Y
4.2.14	<i>Helipad</i>	N/A	N/A
4.3	<i>Utilities and Telecoms</i>		
4.3.1	<i>Electricity</i>	Noted. Ducting for electrical services will be provided within the roads infrastructure to be constructed and which will connect to the services in place as part of the Roads and Infrastructure Phase 1	Y
4.3.2 PI 25	<i>Gas</i> <i>Specific Objective</i> <i>PI 25 An Above Ground Installation will be required near Tully Bridge to supply gas to the Planning Scheme Area. This will be provided in accordance with the phasing requirements of Table 7.10 in Chapter 7.</i>	N/A	N/A
4.3.3 PI 26	<i>Telecoms</i> <i>Specific Objectives</i> <i>PI 26 It is an objective to require applications to include communication networks at the design stage of a scheme and to provide details of the proposed network with planning applications.</i>	Noted – this is incorporated in the design as per the report prepared by Fallon M&E.	Y
4.4	<i>Energy</i>		
PI 27	<i>Specific Objectives</i>	Noted - Refer to the M&E Report prepared by Fallon M&E.	Y

	<i>PI 27 Within this framework it is an objective to encourage locally generated renewable and low emission energy to supply a proportion of Cherry wood's energy demand. This could include a range of energy options such as district biomass, solar thermal collectors, ground thermal energy storage, and integrated energy/heating systems such as Combined Heat and Power (CHP) at development area, neighbourhood and/or block scales, and the possible establishment of one or more Energy Service Companies (ESCO).</i>		
<i>PI 28</i>	<i>PI 28 it is an objective to comply with all the objectives of the current County Development Plan in relation to energy.</i>	Noted - Refer to the M&E Report prepared by Fallon M&E.	Y
<i>PI 29</i>	<i>PI 29 It is an objective to embrace new and innovative technologies in this field, and to support their provision within the Planning Scheme.</i>	Noted - Refer to the M&E Report prepared by Fallon M&E.	Y
<i>PI 30</i>	<i>PI 30 It is an objective to support technologies and end-user behaviour to drive high levels of energy efficiency in end-uses.</i>	Noted - Refer to the M&E Report prepared by Fallon M&E.	Y
<i>PI 31</i>	<i>PI 31 It is an objective to support and encourage sustainable energy initiatives.</i>	Noted - Refer to the M&E Report prepared by Fallon M&E.	Y
4.5 <i>PI 32</i>	Waste Management Specific Objective <i>PI 32 It is an objective that all developments will comply with the waste policy as set out in the current County Development Plan. Layouts should be designed to incorporate bring centres, refuse collection points, and make provision for recycling and composting when required at suitable locations.</i>	Refer to the Waste Management Chpt of the EIAR prepared by Traynor Environmental Consultants.	Y

Chapter 5 – Green Infrastructure			
Planning Scheme Objective/Requirement		Adherence of the Proposed Development	Policy Achieved?
5.1	<i>Introduction</i>		
5.2 GI 1	<i>Cherrywood Way Specific Objective GI 1 It is an objective to require the provision of Civic Space within Cherrywood Town Centre to provide a civic setting and cater for pedestrians and the employment population. This provision shall be in line with current County Development Plan qualitative and quantitative requirements and will be set out in the preparation of the overall Urban Form Development Framework for the Cherrywood Town Centre.</i>	N/A	N/A
5.3 GI 2	<i>General Green Infrastructure Objectives GI 2 To require that green infrastructure provision is implemented in agreement with, and at no cost to, Dun Laoghaire-Rathdown County Council.</i>	Noted	Y
GI 3	<i>GI 3 To comply with all of the policies of the current Dun Laoghaire-Rathdown County Development Plan relating to open space, biodiversity, and green infrastructure, except for quantitative Class 2 open space provision.</i>	Noted. This is incorporated into the design. Refer to landscape drawings and report by Dermot Foley Landscape Architects.	Y
GI 4	<i>GI 4 To require pre-application discussions with Dun Laoghaire-Rathdown County Council in relation to all green infrastructure provision.</i>	Noted – this has been done.	Y
GI 5	<i>GI 5 To require that the layout and orientation of residential areas ensures adequate levels of sunlight and good accessibility to all open space, in accordance with the requirements of Chapter 2.8.</i>	The issue of sunlight penetration to the open space areas and areas of residential amenity has been considered. A sunlight/daylight assessment prepared by IES is included with the application.	Y

GI 6	<i>GI 6 To require that open space is designed in compliance with current relevant national, regional, and local design guidance. The proposed amenity spaces are designed in accordance with the relevant guidance and standards.</i>	This is achieved. Refer to landscape drawings and report by Dermot Foley Landscape Architects.	Y
GI 7	<i>GI 7 To require a straightforward, high-quality design approach to all green infrastructure, which creates inviting, flexible, multifunctional places, protects and enhances local distinctiveness and character, incorporates retained features and important vistas, in a manner that will facilitate easy maintenance.</i>	The proposed development includes a variety of multi-functional open spaces that accord with GI 7. Refer to landscape drawings and report by Dermot Foley Landscape Architects.	Y
GI 8	<i>GI 8 To require clear delineation of the boundaries and transitions between private space, communal space, and public space. The boundaries between public and private amenity spaces are integrated into the overall design and layout of the amenity spaces.</i>	This is achieved. Refer to landscape drawings and report by Dermot Foley Landscape Architects.	Y
GI 9	<i>GI 9 To require that public open space includes a range of natural habitats and facilitates preservation of flora and fauna where consistent with recreational requirements, landscape improvement and visual amenity.</i>	The proposed open space areas incorporate biodiversity. Refer to landscape drawings and report by Dermot Foley Landscape Architects.	Y
GI 10	<i>GI 10 To promote the retention, protection, and improvement of distinctive landscape features by, for example, incorporating them into or adjacent to open space, greenways, communal areas, SuDS provision, boundary features.</i>	The main existing feature is the stream and trees which are incorporated within the landscape design. Refer to landscape drawings and report by Dermot Foley Landscape Architects.	Y
GI 11	<i>GI 11 To demonstrate that level changes necessary to accommodate development and associated infrastructure will not encroach on planned open space</i>	Level changes across the site are fully integrated into the landscape design and layout. Refer to landscape drawings and report by Dermot Foley Landscape Architects.	Y

	<i>and will facilitate the protection of features for retention.</i>		
GI 12	<i>GI 12 To agree, with Dun Laoghaire-Rathdown County Council, plans, designs, detailed schedules, and specifications of work for all public open space and green infrastructure (see Map 5.1). The proposed plans, designs and details of the landscape design have been discussed and agreed with the planning authority.</i>	The proposed plans, designs and details of the landscape design have been discussed and agreed with the Development Agency. Refer to landscape drawings and report by Dermot Foley Landscape Architects.	
GI 13	<i>GI 13 To promote the design and implementation of planned public open space provision by Dun Laoghaire-Rathdown County Council, at no cost to the Council.</i>	The proposed open and amenity spaces within the ownership of the applicant will be delivered as part of the overall development.	Y
GI14	<i>GI14 To promote the sharing of outdoor recreational facilities between local schools and the local community, including the sharing of public open space provision with schools.</i>	The public park and riverside park are located beside the future school and there will be the opportunity for the school to use these open spaces.	Y
GI 15	<i>GI 15 To require that SuDS corridors alongside roads and greenways incorporate wildlife habitat, pedestrian links, and structural planting where appropriate, in accordance with the requirements of 4.1.2.</i>	SuDS corridors are incorporated into the design of the landscaped areas where appropriate. Refer to drawings and reports by Dermot Foley Landscape Architects and Punch Engineers.	Y
GI 16	<i>GI 16 To promote open SuDS features and wetland features in planned open spaces, subject to satisfactory resolution of management programmes, public safety, ease of cleansing and maintenance access, in accordance with the requirements of 4.1.2.</i>	SuDS features are incorporated into the design of the landscaped areas where appropriate. Refer to drawings and reports by Dermot Foley Landscape Architects and Punch Engineers.	Y
GI 17	<i>GI 17 To require within public open spaces a wide range of appropriate, modern, high quality, sporting and recreational facilities for various disciplines, age groups and abilities, being informed by the current Dun Laoghaire-Rathdown Open Space Strategy, current</i>	A range of recreational activities are envisaged for the proposed open spaces. Refer to drawings and report by Dermot Foley Landscape Architects	

	<i>guidance, and best practice, in consultation with the Local Authority.</i>		
GI 18	<i>GI 18 To require that all sports provision is compliant with the relevant European Standards and the requirements of the relevant national sports bodies.</i>	Noted	Y
5.4	Specific Objectives		
5.4.1 GI 19	Natural Green Space Specific Objective <i>GI 19 To safeguard the ecological integrity of the Carrickmines, Loughlinstown and Bride's Glen rivers and the linear park adjacent to Tully Primary School</i>	Noted. The ecological integrity of the Carrickmines Stream is assessed as part of the Biodiversity Chpt within the EIAR.	Y
GI 20	<i>GI 20 To require sensitive low-key improvement of the Druid's Glen Valley, such as the control of non-native vegetation, provision of a safe and naturalistic pedestrian pathway, provision of appropriate interpretation, and the minimisation of access points and disturbance, with particular regard to the Cherrywood SDZ Biodiversity Plan.</i>	N/A	N/A
GI 21	<i>GI 21 To require an ecological buffer area on the south side of Druid's Glen, in compliance with the Cherrywood SDZ Biodiversity Plan, that includes an avenue of large canopy trees, pedestrian and cycle routes, native shrub, wood/and meadow planting, and a SuDS swale. The need for this buffer area is detailed in Appendix D.</i>	N/A	N/A
GI 22	<i>GI 22 To require the improvement and continuation of the Linear Park adjacent to Cherrywood Business Park and proposed Town Centre to link with surrounding greenways and habitats, Bride's Glen Road and Bride's Glen Luas Stop.</i>	N/A	N/A

<p>5.4.2 GI23</p>	<p>Amenity Open Space, Class 1 Specific Objectives GI23 Tully Park <i>To require a high profile, high quality, and distinctive flagship park with a range of visitor attractions and diverse active and passive recreational facilities. Schedule of provision to be informed by the current Dun Laoghaire-Rathdown Open Space Strategy and local needs at planning application stage but may include e.g. flagship playground, local pitches, courts, tea-rooms, toilets, public art, litter bins, street furniture, interpretation. The development of Tully Park shall be appropriate to the tranquil character and setting of the cluster of national monuments at its centre. The mature trees in the vicinity of the Tully Church complex shall be retained insofar as possible.</i></p>	<p>Tully Park is permitted under Reg. Ref. DZ15A/0813 and is semi-completed. The remainder is due to be completed by DLRCC under URDF.</p>	<p>Y</p>
<p>GI24</p>	<p>GI24 Beckett Park <i>To require a major local park with a range of active and passive recreational facilities. Schedule of provision to be informed by the current Dun Laoghaire- Rathdown Open Space Strategy and local needs at planning application stage but may include e.g. playground, local pitches, public art, street furniture.</i></p>	<p>Beckett Park is permitted under Reg. Ref. DZ15A/0814 and is significantly completed.</p>	<p>Y</p>
<p>GI25</p>	<p>GI25 Priorsland Park <i>To require a local park with active and passive recreational facilities. Schedule of provision to be informed by the current Dun Laoghaire-Rathdown Open Space Strategy and local needs at planning application stage, but may include e.g. local kickabout, play lot, exercise equipment and seating.</i></p>	<p>The current application provides for approximately half of the designated Priorsland Park. The remainder of the planned park is in third party ownership to the east. The design of the park with the application site is based on a suggested masterplan for the overall park area as submitted for reference with the application and includes for a range of recreational activities. Refer to drawings and report by Dermot Foley Landscape Architects</p>	<p>Y</p>

GI 26	GI 26 Lehaunstown Park <i>To require a local park with active and passive recreational facilities. Schedule of provision to be informed by the current Dun Laoghaire-Rathdown Open Space Strategy and local needs at planning application stage, but may include e.g. local kickabout, play lot, exercise equipment and seating.</i>	N/A	N/A
GI 27	GI 27 Synthetic Outdoor Sports Pitch <i>To require at least one public synthetic sports pitch multifunctional and able to accommodate senior soccer) north of the M50 motorway, compliant with the relevant European Standard(s) and equipped with appropriate ancillary features such as floodlighting, changing facilities, parking.</i>	A synthetic sports pitch is provided within the permitted Beckett Park (Reg. Ref. DZ15A/0814).	Y
GI28	GI28 Ticknick Park <i>To require circa 12 hectares of public land in the Ticknick area, south of the M50 motorway, incorporating formal grass pitches, vehicular access, parking, changing rooms, toilets and associated ancillary requirements. Specific design requirements within this area of land shall be detailed at planning application stage, informed by the current Dun Laoghaire-Rathdown Open Space Strategy and best practice at that time. The lands within the Planning Scheme boundary west of the motorway corridor and within the townlands of Laughanstown and Ticknick are to be used solely for the purpose of the provision of outdoor active and passive recreational uses directly related to the wider Cherrywood Planning Scheme.</i>	Ticknick Park is permitted under Reg. Ref. DZ16A/0570 and significant works have been carried out to date.	Y
5.4.3	Amenity Open Space, Class 2	N/A	N/A

GI 29	<p>Specific Objectives</p> <p>GI 29 Lehaunstown Lane Pocket Parks</p> <p><i>To require the provision of 3 public pocket parks (circa 0.2ha) associated with adjacent residential areas, accessible to the general public and facilitating small-scale recreation. Pocket parks may incorporate Lehaunstown Lane and should transition, in a legible manner, to communal open space.</i></p>		
GI 30	<p>GI 30 Jaffa Springs Pocket Parks</p> <p><i>To require the provision of public open space within residential areas to protect the integrity of Tuffa Springs.</i></p>	N/A	N/A
GI 31	<p>GI 31 Lehaunstown Village Neighbourhood Plaza</p> <p><i>To require an open space of a formal village green character to serve local neighbourhoods and provide a setting for Lehaunstown Village centre. Cater for pedestrians and include some passive recreation facilities.</i></p>	N/A	N/A
GI 32	<p>GI 32 Tully Village Neighbourhood Plaza</p> <p><i>To require an open space of a formal village green character to serve local neighbourhoods and provide a setting for Tully Village centre. Cater for pedestrians and include some passive recreation facilities.</i></p>	N/A	N/A
GI 33	<p>GI 33 Luas Tunnel Neighbourhood Plaza</p> <p><i>To provide a paved plaza of a civic nature to cater for movement of pedestrians, cyclists and provide legibility and setting to local built form and circulation. This plaza will deal with the termination of the Grand Parade in a legible and clear manner, incorporating landscaping, pedestrian, and cycle circulation. See sketch below Figure 5.4.</i></p>	N/A	N/A
5.4.4	Communal Open Space, Class 2	Noted.	Y

<p>5.4.5</p> <p>GI 34</p>	<p>Greenways and Pedestrian Links</p> <p>Specific Objectives</p> <p><i>GI 34 To require that a network of permeable pedestrian routes and greenways shall link all areas with the Planning Scheme including Luas stops.</i></p>	<p>There are a series of routes and greenways throughout the development. The application includes for a bridge connection across the stream to the Carrickmines Luas station for pedestrian and cyclist connection and with a bus turnabout area on our client's site provided in the interim pending full delivery of Castle Street and bridge under URDF funding.</p>	<p>Y</p>
<p>GI 35</p>	<p><i>GI 35 To require that development within the Planning Scheme is consistent with the development of strategic greenways outside the Planning Scheme, such as:</i></p> <ul style="list-style-type: none"> • <i>To Ballyogan</i> • <i>To Cabinteely Park & Cabinteely Village</i> • <i>To Kilbogget Park</i> • <i>To Heronford Lane</i> • <i>To the Bride's Glen wooded area and Rathmichael</i> • <i>To the proposed NHA in Loughlinstown (part of the Dalkey Coastal Zone and Killiney Hill pNHA) and Shanganagh coastline</i> • <i>To Sandyford Business Park.</i> 	<p>The proposed public park will include a greenway which can extend in the future through the remainder of the Park and on to the Bride's Glen wooded area.</p>	<p>Y</p>
<p>GI 36</p>	<p><i>GI 36 To require that greenways function as green infrastructure by facilitating an ecological role in addition to their transport role.</i></p> <p><i>The layout and design of greenways and linkages have been designed to function as green infrastructure with ecological roles appropriate to the urban location.</i></p>	<p>Noted. Refer to drawings and report by Dermot Foley Landscape Architects</p>	<p>Y</p>
<p>GI 37</p>	<p><i>GI 37 To promote greenways which reflect and contribute to the distinctive character and appearance of their settings.</i></p>	<p>Noted. Refer to drawings and report by Dermot Foley Landscape Architects</p>	<p>Y</p>

	<i>The proposed landscape design takes cognisance of the existing topography of the site, the proposed podium construction and the design and layout of the proposed urban blocks.</i>		
GI 38	<p>GI 38 Lehaunstown Lane <i>To require that Lehaunstown Lane, between Lehaunstown Village and the M50 pedestrian bridge, is retained as a route of ecological and cultural importance and incorporates the following principles:</i></p> <ul style="list-style-type: none"> • <i>Limit vehicular access to the lane</i> • <i>Retain and supplement where appropriate the tone's rural hedges, trees, banks, and other features to preserve elements of the lane's rural character</i> • <i>Create a buffer circa 10m either side of the lane where indicated by Planning Scheme drawings</i> • <i>Locate doss 2 pocket parks (circa 0.2ha), associated with adjacent residential areas, along the lane (refer to Figure 5.3). The pocket parks should straddle the lane.</i> • <i>The lane shall form part of a walking route linking Cabinteely and Brennanstown with lands south of the M50 (Ballycorus, Carrickgollogan, Rathmichael etc.) and east of the Planning Scheme (the coast, Shanganagh etc.).</i> • <i>Promote reconfiguration of the existing Lehaunstown Lane M50 bridge to include soft landscape elements that enable wildlife to cross the motorway and increase pedestrian connectivity with the proposed recreation lands in Ticknick.</i> 	N/A	N/A
GI 39	GI 39 Greenway link to Tully Pork	N/A	N/A

	<p><i>To require that Tully Park is linked to the Town Centre and adjacent Luas stop by a greenway that incorporates the following principles:</i></p> <ul style="list-style-type: none"> • <i>Retains the existing visually prominent tree-line along the ridgeline;</i> • <i>Accommodates a large pedestrian footfall and safe usage by cyclists</i> • <i>Universal access for a range of abilities including wheelchair users</i> • <i>Facilitates a logical and legible transition between the civic character of the Town Centre and the more natural character of Tully Park</i> • <i>Promote the provision of a raised, high-quality paved crossing between the Tully Park link and the Town Centre</i> • <i>Forms part of an integral link between Tully Park and Bride's Glen, via the Town Centre (in accordance with objective GI77).</i> 		
5.4.6	<i>Green Corridors</i>		
GI 40	<p><i>Specific Objectives</i></p> <p><i>GI 40 To promote the incorporation, within the linear SUDS provision running parallel with the M50 motorway, of trees and other native vegetation that can contribute to wildlife linkages, visual screening, and perceived noise attenuation. Soft landscaping shall lead up to M50 crossing points as per the Cherrywood Biodiversity Plan.</i></p>	Noted. Refer to drawings and report by Dermot Foley Landscape Architects	Y
GI 41	<p><i>GI 41</i></p> <p><i>A Landscaping strip shall be maintained alongside the M50 (in particular along the western side of Beckett Road) to create a visual buffer between the Cherrywood</i></p>	Noted. Refer to drawings and report by Dermot Foley Landscape Architects	Y

	<i>lands and the motorway. The positioning of landscaping shall take account of any future need for motorway widening that might arise. See Map 5.2.</i>		
5.4.7 GI 42	<p>Trees and Hedgerows Specific Objectives</p> <p>GI42 To require that the approach to existing and proposed trees throughout the planning scheme is consistent with the current Dún Laoghaire-Rathdown tree strategy (currently Dún Laoghaire-Rathdown TREES, 2011-1015) and associated guidelines.</p>	Noted. Refer to drawings and report by Dermot Foley Landscape Architects and Treefile Arborist.	Y
GI 43	<p>GI 43 To require the retention and protection (in accordance with BS5837) of trees and hedgerows which are of particular significance to amenity and biodiversity or listed for retention. These are highlighted on Map 5.2. These include but are not necessarily limited to the following:</p> <ul style="list-style-type: none"> • Turkey Oaks, Priorsland (within proposed SUDS provision). • Trees along Loughlinstown River to rear of The Ramparts and Willow Court. • Wooded areas, Bride's Glen. • Extensive woodland, Druid's Glen. • Trees along Lehaunstown Lane. • Tree line, southwest boundary Lehaunstown House/Castle. • Mature tree-line running along ridge line from Tully Church down to the Cherrywood Luas stop. 	<p>The Turkey Oaks adjoining the Carrickmines Stream are retained in the main save for removal to accommodate bridge crossings. Refer to drawings and report by Dermot Foley Landscape Architects and Treefile Arborist.</p> <p>The retention of hedgerows along the eastern and south-eastern boundary is also identified on Map 5.2. At the same time elsewhere in the Planning Scheme the provision of a surface water pond is also identified along the south-eastern boundary (i.e. Map 4.2) whilst the future provision of the Barrington's Road with bridge crossing over the M50 would also likely eliminate the potential to retain the hedgerow at the south-eastern boundary, despite Map 5.2.</p> <p>As a result the current proposal includes for the removal of the section of hedge along the south-eastern boundary to facilitate the necessary surface water infrastructure, whilst the existing hedge</p>	Y

	<ul style="list-style-type: none"> • <i>Hedgerows along Lehaunstown Lane.</i> • <i>Hedgerows within and around proposed Beckett Park.</i> • <i>Hedgerow linking northern end of Lehaunstown Lane to the Lehaunstown Valley.</i> • <i>Hedgerow north of confluence of Cabinteely Stream and Carrickmines River.</i> • <i>Retained hedgerows in an urban setting may require management work or reshaping to prevent conflict with health and safety requirements. This detail shall be outlined by the applicant in the Habitat Management Plan required under Biodiversity Policy BP 03</i> 	<p>along the eastern boundary is retained along with a modest public footpath north-south to the west of the same, both in accordance with the Planning Scheme intentions.</p>	
<i>GI 44</i>	<p><i>GI 44 To require that all roads include an appropriate level of tree planting in accordance with the following principles:</i></p> <ul style="list-style-type: none"> • <i>Avenue street tree planting is required along all structural roads. Where pavement width is greater than 2.5m, trees shall be planted in linear trenches making use of proprietary planting systems or structural soil which can form part of the drainage network in consultation with Dun Laoghaire-Rathdown Local Authority. Trees can also be planted in road verges. Particular regard shall be had to tree planting along the Grand Tree planting is incorporated into the design and layout of the proposed roads within the current application and follows on from the tree planting permitted within Roads and Infrastructure Phase 1 (Reg. DZ15A/0758) and Tully Park application (Reg. Reg DZ15A/0813)</i> 	<p>Tree planting is incorporated into the design and layout of the proposed roads within the current application. Refer to drawings and report by Dermot Foley Landscape Architects</p>	Y
<i>GI 45</i>	<p><i>Long Term Tree Management Specific Objectives</i></p>	<p>Noted. Refer to drawings and report by Dermot Foley Landscape Architects</p>	Y

	<i>GI 45 To require the submission of management programmes for retained and newly planted trees, shrubs and other vegetation demonstrating long-term continuity and consistency.</i>		
5.5	Biodiversity		
5.5.1	Requirement for further ecological assessment		
GI 46	<i>GI 46 To require the involvement of a suitably qualified Ecologist prior to and when undertaking ecologically sensitive, or ecologically related works or proposals e.g. ecological surveys, reports, proposals, site supervision.</i>	Altemar Ecologists were retained to assess the site and the proposed development. Altemar also prepared the Biodiversity Chapter of the EIAR.	Y
GI 47	<i>GI 47 To demonstrate that the development has regard to the principles of the 'Green City Guidelines' (UCD Urban Institute Ireland, 2008) and that green infrastructure is consistent with the provisions of the current County Council's Parks Biodiversity Policy.</i>	A Habitat Management Plan has been prepared by Altemar Ecologists in accordance with the principles of the 'Green City Guidelines' and the Dun Laoghaire Rathdown Biodiversity Plan.	Y
GI48	<i>GI48 To ensure that the development complies with the Cherrywood 5DZ Biodiversity Plan.</i>	The proposed development complies with the Cherrywood Biodiversity Plan. A Habitat Management Plan has been prepared by Altemar Ecologists.	Y
GI 49	<i>GI 49 Promote liaison with National Parks and Wildlife Service during the development design, construction, monitoring and management stages.</i>	The proposed development has been designed and will be developed in accordance with relevant guidance and standards set out by the NPWS. An EIAR Biodiversity Chpt, Appropriate Assessment Screening Report and Habitat Management Plan are enclosed with the planning application.	Y
5.5.2	Public Lighting		
GI 50	<i>GI 50 Require that any public lighting is minimised in areas within 30m of existing or proposed hedgerows,</i>	The public lighting is appropriately located to ensure no impact on biodiversity and habitats. See EIAR Biodiversity Chpt prepared by Altemar and lighting proposals prepared by Fallon M&E Consultants.	Y

	<i>treelines, watercourses, or woodland edges, specifically in areas that are important for bats such as along commuting routes and at foraging and roosting locations. In these locations, lighting shall be installed only where necessary for public safety, with directional illumination and to the minimum lux level consistent with this need.</i>		
5.5.3	Maintenance of physical ecological connectivity with Green Infrastructure		N/A
GI 51	Specific Objective <i>GI 51 Ensure that the design and function of green infrastructure is able to allow the movement of species across the Planning Scheme lands and to maintain connectivity between the ecological corridors at Druid's Glen, Lehaunstown Valley and Bride's Glen. This provision may be required within development plots where there is insufficient space e.g. alongside some green ways.</i>	N/A	
GI 52	<i>GI 52 Ensure that the design of all development takes account of the sensitivities of retained habitats and greenways and avoids adverse impacts resulting from noise, lighting, and other types of disturbance.</i>	The design of proposed lighting is in accordance with good practice and will ensure that adverse impacts are minimised. See EIAR Biodiversity Chpt prepared by Altamar and lighting proposals prepared by Fallon M&E Consultants.	N/A
GI 53	<i>GI 53 Encourage awareness among local communities of the existence of important greenways, treelines, and ecological connectivity to ensure their retention and management for future generations.</i>	Noted. Appropriate local signage can be incorporated into the final design of the public areas to promote same.	Y
5.5.4	Creation of SuDS and wetlands		
	Specific Objective	SuDs features are provided in accordance with best practice and planting will comprise native species. Refer to drawings/reports	Y

GI 54	<i>GI 54 Ensure that the design of swales and stormwater attenuation areas and SuDS proposals within private developments include commitments to addressing a net gain in biodiversity. Where planting is required, native species must be used, including trees where suitable. SuDs features are provided in accordance with best practice and planting will comprise native species.</i>	prepared by Punch Engineers and Dermot Foley Landscape Architects.	
GI 55	<i>GI 55 To require that SuDS features in river valley areas shall be designed as extensive, naturalistic open features (e.g. ponds, wetlands) of value to wildlife and local amenity. Their water quality and storage objectives shall be dealt with in combination with landscape integration, visual amenity, and protection/enhancement of biological diversity.</i>	This is provided for in the design of the riverside open space. Refer to drawings/reports prepared by Dermot Foley Landscape Architects and to the EIAR Biodiversity Chpt prepared by Altemar.	Y
GI 56	<i>GI 56 To require that the approach to retained and new ponds, basins or watercourses throughout the Planning Scheme shall incorporate best practice with respect to design, landscaping, and management techniques to promote biodiversity and visual amenity.</i>	This is provided for. Refer to drawings/reports prepared by Dermot Foley Landscape Architects and to the EIAR Biodiversity Chpt prepared by Altemar.	Y
GI 57	<i>GI 57 To require that where SuDS features are connected to open watercourses then best practice will apply and consultation with Inland Fisheries Ireland will take place to agree on the methodology for such works so as to minimise impacts on the watercourse and its ecology.</i>	This is provided for the design of the riverside open space. Refer to drawings/reports prepared by Dermot Foley Landscape Architects and to the EIAR Biodiversity Chpt prepared by Altemar.	Y
GI 58	<i>GI 58 To require the submission and adherence to site-specific method statements demonstrating how pollution of watercourses during and after the construction period will be prevented and/ or mitigated. These shall be developed in consultation with the relevant river authorities or fisheries boards.</i>	This is provided for in the construction design. Refer to the drawings and reports prepared by Punch Consulting and to the EIAR Biodiversity Chpt prepared by Altemar.	Y

<p>5.5.5</p> <p>GI 59</p>	<p><i>Retention protection and management of existing habitats</i></p> <p><i>Specific Objective</i></p> <p><i>GI 59 Require the protection of existing hedgerows, treelines, wood/and, scrub and other semi-natural habitats. Retention of habitats should take into account the environmental conditions required to maintain their condition (e.g. shading, drainage). In these areas, the applicant shall provide a Habitat Management Plan detailing how this will be achieved.</i></p>	<p>Noted. Refer to the EIA Biodiversity Chpt and Habitat Management Plan prepared by Altamar.</p>	<p>Y</p>
<p>GI 60</p>	<p><i>GI 60 Ensure the protection of the biodiversity associated with watercourses and their riparian (bankside) habitats through detailed design and protective measures during construction. Where diversion and flood relief measures are required then best practice will apply and consultation with Inland Fisheries Ireland will take place to agree on the methodology for such works so as to minimise impacts on the watercourse and its ecology, in accordance with the requirements of the Water Framework Directive. No projects shall give rise to significant erosion and deposition of soil into natural watercourses.</i></p>	<p>This is provided for in the construction design. Refer to the drawings and reports prepared by Punch Consulting and to the EIA Biodiversity Chpt prepared by Altamar.</p>	<p>Y</p>
<p>GI 61</p>	<p><i>GI 61 Ensure the protection of calcareous (tuffa) springs and the area surrounding them by having no net effect on the hydrogeological and other physical conditions on which these springs rely. Any Planning Application that is located within the hydrogeological catchment of these areas as outlined in the protection zone map of the Hydrogeological Study in Appendix E will have to be accompanied by evidence of how this will be achieved.</i></p>	<p>N/A</p>	<p>N/A</p>

	<i>Collection of hydrogeological data may be required in some cases to prove that there will be no effect on these features.</i>		
GI62	<i>GI62 Ensure the protection of the physical and biological structure of Bride's Glen and Druid's Glen ecological corridors including the habitat and species diversity and richness of terrestrial and aquatic habitats. Development applications within 150m of the edge of the corridor and any proposals within the corridor should provide details on how the corridor will be protected from direct/indirect effects of lighting, noise, visual disturbance and how surface water runoff quality will be controlled.</i>	N/A	N/A
GI 63	<i>GI 63 The ecological sensitivity of Druid's Glen has been examined and the full details of the study are contained in the report in Appendix D. Due to the complexity of the habitats within the Glen, buffer zones have been created along the southern valley edge and within the northern valley. These are designed to separate the effects of development (light, visual disturbance) from the sensitive habitats and species in the Glen and at its edge. Any development on lands affected by this buffer shall ensure the maintenance and appropriate use of the 50m buffer around Druid's Glen in accordance with the report in Appendix D.</i>	N/A	N/A
GI 64	<i>GI 64 Promote sustainable recreation within the Planning Scheme Area that will allow inclusive use of the open space without causing adverse effects on the physical and biological functions of the green infrastructure. This will be achieved by prioritising class I and II open spaces for public use and discouraging visitor access at sensitive</i>	The proposed developed incorporates a range of communal amenity spaces to serve the future population within the site.	Y

	<i>sites in the valleys such as the areas surrounding the petrifying springs and calcareous grassland in the Lower Carrickmines valley.</i>		
5.5.6 GI 65	Restoration of Biodiversity in new landscapes Specific Objective <i>GI 65 To require the use of native trees, shrubs and grasses in landscaping proposals and promote the re-use of existing topsail and subsoils within landscaping plans in both public and private open space areas to allow the preservation of the native seed bank within landscaping schemes. Planting will comprise native species.</i>	Planting will comprise native species and soils will be reused on site as much as possible. Refer to drawings and report by Dermot Foley Landscape Architects	Y
GI 66	<i>GI 66 To require that all proposals for open space and landscape design to include biodiversity conservation and enhancement measures.</i>	This is incorporated. Refer to drawings and report by Dermot Foley Landscape Architects	Y
GI67	<i>GI67 Require that any developments retaining semi-natural habitats set out clear commitments to managing these areas to maximise their visual amenity and ecological value.</i>	Noted. Refer to the Habitat Management Plan prepared by Altemar.	Y
GI 68	<i>GI 68 Require the effective control of invasive species within the Planning Scheme Area, in order to achieve this, landowners will be required to work with the Council to develop a strategic approach to controlling invasive species throughout these lands.</i>	Noted.	Y
5.5.7 GI 69	Other measures Specific Objectives <i>Ensure that the crossing of Druid's Glen is designed to be the best ecological option. Proposals should demonstrate measures to avoid significant habitat loss, disturbance to surrounding habitats and species, proposals to prevent water pollution and protect riparian habitats.</i>	N/A	N/A

GI 70	GI 70 Ensure that the measures contained within the Biodiversity Plan are reviewed at a minimum of five yearly intervals by the Planning Authority, after adoption of the Plan. This addresses the fact that species may shift their ranges and habitats will change over time and that this may warrant revisions to the protective recommendations in the Plan.	Noted. DLRCC to implement this objective by 2019.	Y
5.6 GI 71	Play Specific Objectives GI 71 To promote a child-centred approach, based where appropriate on 'home-zone' principles, that enables children to: <ul style="list-style-type: none"> • Move freely and safely around their neighbourhood; • Play within sight of their home; • Play in the natural environment; • Play at purposefully designed play facilities. 	A range of play/recreational areas are proposed. Refer to drawings and report by Dermot Foley Landscape Architects	Y
GI 72	GI 72 To require that play provision: <ul style="list-style-type: none"> • Has regard to the relevant design standards of the Council's Open Space Strategy and the current Council Play Policy; • Complies with the relevant British (BS) or European (EN) Standards. • Has regard to the requirements of the Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities. September 2007. DEHLG. • Complies with the minimum recommended distance thresholds and local provision standards in place at the time of implementation. 	A range of play/recreational areas are proposed. Refer to drawings and report by Dermot Foley Landscape Architects	Y

GI 73	<i>GI 73 The siting of play provision in all locations will be considered positively, providing that the play facilities comply with the relevant design guidelines and European standards, and do not adversely impact upon residential amenity or environmental considerations.</i>	A range of play/recreational areas are proposed. Refer to drawings and report by Dermot Foley Landscape Architects	Y
5.7 GI 74	<i>Communal Open Space Specific Objective GI 74 To require multi-functional and flexible Communal open spaces within residential areas that are inviting places for people and used for informal recreation. They must be well overlooked (not oppressively so) and within sight of the buildings they serve, with high quality tree planting and soft/hard landscaping. Open grass areas lacking in recreational facilities are not acceptable.</i>	Multi-functional and communal spaces for the residential blocks are provided. Refer to drawings and report by Mola Architects and Dermot Foley Landscape Architects	Y
5.8 GI 75	<i>Boundaries Specific Objectives GI 75 To require that where the boundaries of sites incorporate or are adjacent to existing trees and hedgerows to be retained, these shall be utilised as part of the boundary. All vegetation on the site will be retained, primarily a group trees within the hedgerow along Lehaunstown Lane.</i>	Noted and achieved. Refer to drawings and report by Dermot Foley Landscape Architects	Y
GI 76	<i>GI 76 To require that boundaries:</i> <ul style="list-style-type: none"> <i>• Clearly delineate the transition between private, communal, and public areas</i> <i>• Enable reasonable surveillance of the adjacent public realm by residents</i> <i>• Present the building frontage visually as part of the public realm</i> 	Noted and achieved. Refer to drawings and report by Dermot Foley Landscape Architects	Y

	<ul style="list-style-type: none"> • <i>Reflect the local streetscape and neighbourhood character and context</i> • <i>Are visually harmonious with the surrounding area, not visually intrusive</i> • <i>Do not provide a suitable face for graffiti</i> • <i>Respond to slopes by following contours</i> 		
5.9 GI 77	<p><i>Town Centre Civic Space</i> <i>Specific Objectives</i> <i>GI 77 To require the design, as an integral component of the Cherrywood Urban Form Development Framework (see Figure 6.1) of a clear, legible, and inviting network of civic open space, incorporating pedestrian and cycle links, between Tully Park and Bride's Glen. Civic open spaces shall be located at pedestrian focal points e.g. adjacent to the Tully Park Greenway, Luas stops, Wyattville Road pedestrian link. This provision shall be set out with regard to the qualitative and quantitative requirements of the current County Development Plan.</i></p>	N/A	N/A
GI 78	<p><i>GI 78 To require that the Town Centre is linked either side of the Wyattville Road and to promote this link as an integral public space of a civic, character, with tree and soft landscape elements for shelter and visual amenity</i></p>	N/A	N/A

Chapter 6 – Development Areas			
Planning Scheme Objective/Requirement		Adherence of the Proposed Development	Policy Achieved?
6	DEVELOPMENT AREAS		
6.1	Development Area 1: Lehaunstown	N/A	N/A
6.2	Development Area 2: Cherrywood	N/A	N/A
6.3	Development Area 3: Priorsland		
Design Challenges			
<i>i</i>	<i>Designing the development that abuts the M50 in a manner which improves the noise environment within the Plan Area to protect the residential amenity of the individual homes. (See Chapter 2 Proposed Development in Cherrywood)</i>	A noise attenuation barrier is included as part of the proposed development to improve the noise environment for future residents. This is further assessed in the Noise Chapter of the EIAR.	Y
<i>ii</i>	<i>Incorporating the Flood Containment Zone into the public realm (see Map 4.3).</i>	This has been fully incorporated into the design of the scheme as per the drawings and reports prepared by Punch Engineers.	Y
<i>iii</i>	<i>Linking the school site to the Village Centre.</i>	A bridge is proposed as part of this application which will provide the future pedestrian/cyclist/vehicular link to the school site.	Y
<i>iv</i>	<i>Protecting the residential amenity of homes outside the Plan Area by means of landscaping and design considerations.</i>	The proposed built elements of the development are located sufficiently distant from residences to the north to not impact their amenity. See also the landscape and visual chapter of the EIAR in this regard.	Y
<i>v.</i>	<i>Protect the character of the protected structures by according with the requirements set out in Chapter 3 Cultural and Built Heritage</i>	The proposed development will not impact the character and setting of the protected structures to the north-east of the Development Area (Priorsland House). See also the Cultural Heritage and Landscape/Visual chapters of the EIAR.	Y
<i>vi.</i>	<i>Access to the area</i>	The proposed development includes for extension of Castle Street joining to the Phase 1 lands completed to the east. The proposed development also includes 2 bridge connections across the Carrickmines Stream – the eastern bridge to the future school site and residential lands; and the western bridge providing	Y

		pedestrian and cyclist connection to the Carrickmines Luas stop, and the adjoining 3 rd party development lands to the north with a bus turnabout area on our client's site provided in the interim pending full delivery of Castle Street and bridge under URDF funding.	
<i>vii.</i>	<i>Ensure the scale of development supports the economic viability of the Village</i>	The proposed scale of residential development will support the viability of the proposed Village Centre.	Y
<i>DA 19</i>	<i>Specific Objectives DA 19 Pedestrian and vehicular connections are to be provided across the flood containment zone by way of bridges.</i>	The proposed development also includes 2 bridge connections across the Carrickmines Stream – the eastern bridge to the future school site and residential lands; and the western bridge providing pedestrian and cyclist connection to the Transport Interchange at Carrickmines Luas stop, and the adjoining 3 rd party development lands to the north with a bus turnabout area on our client's site provided in the interim pending full delivery of Castle Street and bridge under URDF funding.	Y
<i>DA 20</i>	<i>DA 20 Development adjoining the M50 to provide sound mitigation for the remainder of the Development Area.</i>	Noise attenuation barriers are proposed as part of this development.	Y
<i>DA 21</i>	<i>DA 21 There shall be a high quality of landscaping and visual amenity at the interface with Cherrywood when viewed from the M50.</i>	A high quality landscape interface along the M50 is proposed.	Y
<i>DA 22</i>	<i>DA 22 Lands adjacent to Carrickmines Luas stop to provide a transport interchange, and a park and ride facility with connections to the national road network. A local convenience retail outlet (of up to 200m2 gross floor area) and a tea room/cafe use are permissible in principle on the lands adjacent to the Carrickmines Luas stop.</i>	N/A	N/A

DA 23	DA 23 <i>Access to Brennanstown Luas stop to be achieved through design of the residential plot.</i>	N/A. The residential plot beside the Brennanstown Luas stop is in third party ownership. However, a greenway link through the portion of the Public Park within the applicant's ownership is proposed up to the adjoining landholding and which can continue through the remainder of the future park and residential development to the Luas stop in time.	N/A
DA 24	DA 24 <i>To provide appropriate access to Druid's Glen from the open space.</i>	N/A. The lands that provide access to Druid's Glen is in third party ownership. However, a greenway link through the portion of the Public Park within the applicant's ownership is proposed up to the adjoining landholding and which can continue through the remainder of the future park and residential development to Druid's Glen in time.	N/A
DA 25	DA 25 <i>To develop Priorsland House and Carrickmines Station in accordance with the details set down in Chapter 3 Cultural and Built Heritage.</i>	N/A	N/A
DA 26	DA 26 <i>Access to Carrickmines Interchange will be limited to: Priorsland House, Carrickmines Station including lands adjoining these structures identified in Map 3.3 and the transport facilities adjoining the Carrickmines Luas stop.</i>	N/A	N/A
DA 27	DA 27 <i>A community facility in accordance with Section 2.3.4 will be provided in the Village Centre.</i>	This is provided for within the Village Centre development	Y
Table 6.3.1: Development Type and Quantum for Development Area 3 Priorsland		The proposed development complies with the Development Types and Quantum as per Table 6.3.1	Y
Table 6.3.2: Infrastructure Requirements Development Area 3 Priorsland. See Maps 4.1-4.5.		The proposed development complies with the Infrastructure Requirements relevant to this landholding as per Table 6.3.2	Y
6.4	Development Area 4: Domville	N/A	N/A

6.5	<i>Development Area 5: Druid's Glen</i>	N/A	N/A
6.6	<i>Development Area 6: Bride's Glen</i>	N/A	N/A
6.7	<i>Development Area 7: Macnebury</i>	N/A	N/A
6.8	<i>Development Area 8: Tully</i>		

Chapter 7 Sequencing & Phasing of Development (read in conjunction with approved amendment)			
Planning Scheme Objective/Requirement		Comments	Policy Achieved?
7.2	<i>Sequence of Development</i>	The site is in the Growth Area 2 (Development Areas 1 and 3)	Y
7.2.1	<i>Sequencing & Implementation</i>		
	<i>Residential</i> <i>Accordingly, the sequencing requirements allow for the delivery of residential units in Growth Areas 2 & 3 in tandem with the Growth Area 1. In addition, the Village Centres may be permitted as supporting uses for the initial threshold of 2,300 residential units in Growth Areas 2 & 3.</i>	The proposed quantum of development can be facilitated within the 2,300 unit threshold for Growth Areas 2 & 3	Y
	<i>Village Centres</i> <i>The villages along with the neighbourhood concept underpin the vision and key principles for a sustainable Cherrywood. With their range of local retail, services and easy access by walking or cycling to the adjoining residential areas, the villages lie at the heart of the community. To ensure their delivery in tandem with the new residential areas, each of the Village Centres must be permitted prior to the grant of permission for any development exceeding the minimum quantum of</i>	This is the first residential application within Development Area 3 and includes the designated Village Centre.	Y

	<i>residential units in the associated Development Areas, i.e. Development Areas 1, 3 & 8.</i>		
	Town Centre	N/A	Y
	High Intensity Employment	N/A – a small portion of floor area within the Village Centre for HIE and this is proposed in the current application.	N/A
	Infrastructure <i>Development should not proceed in the absence of the infrastructure provision as identified in Tables 7.1-7.3, save for in the circumstances as provided for under Section 7.2.2. Infrastructure provision may be brought forward or frontloaded in all instances. Otherwise, the construction of physical infrastructure such as transportation infrastructure, water, and drainage facilities necessary to serve a particular development will be provided for as part of the relevant planning application and secured through the development management process.</i>	The development is proposed in accordance with the Tables 7.1-7.3 as qualified under 7.2.2	Y
	Schools <i>The Planning Scheme identifies four primary school sites across the 3 Growth Areas. It also identifies two post primary schools in Growth Areas 1 and 3. Table 7.1 sets out the anticipated requirement for schools' provision.</i>	A note is included with Table 7.1 which states that “ <i>unless deviation agreed in writing between the Department of Education and Skills and the Local Authority.</i> ” The applicant has consulted with the Department which has confirmed that it does not have a demand for a school in Priorsland in the short term with the built school at Tully (DZ18A0458) serving the Cherrywood area for the short term. A further site for a post-primary school has been agreed between DLRCC and the Department but will not be progressed until 2022 it is understood.	Y
	Open Space	Table 7.2 Open Space/Green Infrastructure	Y

	<p><i>The securing of planning permission and the early construction of the three major parks within the Planning Scheme represents a best-practice approach and will on completion provide future residents and workers with an essential resource for active and passive recreation.</i></p>	<p>Table 7.2 requires construction to taking in charge standard of Ticknick Park prior to occupation of any dwellings within each of the Development Areas in Growth Areas 2 & 3 and to be made available to the public at a time to be agreed with the Local Authority. Work commenced on the Park in February 2017. It is anticipated that the occupation of the first phase of development at Priorsland will tally with the completion of Ticknick Park.</p> <p>Table 7.2 also requires the provision of Green Infrastructure for development within each Development Area and to be made publicly accessible. The current application includes the first half of the Priorsland public park along with a new greenway open space along the Carrickmines Stream.</p>	
	<p>Transportation Infrastructure <i>In respect of the delivery of the transport network that lies within the Planning Scheme boundary, the overriding imperative of the sequencing requirements is to ensure that mode choice for future residents evolves in a sustainable manner. Accordingly, there is a strong emphasis on the up-front delivery of active transport modes in tandem with high levels of public transport accessibility and managing traffic demand onto the national road network.</i></p>	<p>Table 7.3 Transportation Infrastructure Pedestrian and Cycle Infrastructure The proposed development includes for significant pedestrian and cycling facilities and connections to adjoining area, public transport, and the new Village Centre.</p> <p>Bus and Public Transport Infrastructure Table 7.3 requires the provision of an internal Bus turn-back facility. (Note: The provision of temporary bus infrastructure, including a temporary bus turnabout, may satisfy this requirement subject to the agreement of DLR and NTA.). The current proposal includes a bridge connection across the stream to the Transport Interchange at Carrickmines Luas station for pedestrian and cyclist connection and with a bus turnabout area on our client’s site provided in the interim pending full delivery of Castle Street and bridge under URDF funding.</p>	<p>Y</p>

	<p>7.2.2 Infrastructure Delivery <i>The primary aim is to secure the infrastructure as set out in the sequencing requirements above in Section 7.2 and the specific infrastructure requirements under each Development Area as set out in Chapter 6. However, it is acknowledged that there may be exceptional or unforeseen circumstances beyond the reasonable control of an individual developer or the local authority, whereby a piece of infrastructure necessary to progress the development of a Growth Area cannot be provided</i></p>	<p>Table 7.3 seeks the work commenced on Castle Street D-M-TI (Transport Interchange at Priorsland)) prior to granting permission for any new development in Development Area DA3. A note is included which states that as an alternative the provision of a temporary bus infrastructure, including a bus turnabout, may satisfy this requirement subject to the agreement of DLR and NTA. The current proposal includes a bridge connection across the stream to the Transport Interchange at Carrickmines Luas station for pedestrian and cyclist connection and with a bus turnabout area on our client's site provided in the interim pending full delivery of Castle Street and bridge under URDF funding.</p> <p>Table 7.3 also seeks completion of Roads Phase 1: Junction at A, roads I1-A-A1-B-LP2- C-D-D1-K1-K-F1-J-A2- A1 and road B-A2 prior to the granting of permission within Growth Areas 2 and 3. The main roads infrastructure is provided within the Roads and Infrastructure Phase 1 permission (Reg. Ref. DZ15A/0758). The current application provides for the northern section of Castle Street (D-M) which connects to the Phase 1 Road.</p> <p>As part of this application, the applicant is seeking to use alternative infrastructure as follows:</p>	
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	<p><i>in the short to medium term (circa 0-3 years). In such instances, there may be an appropriate alternative utilising other infrastructure as provided for under the Planning Scheme, as an interim measure to facilitate the early delivery of housing, and early engagement with the Development Agency will be an essential prerequisite. The Development Agency Project Team will work with applicants to explore viable alternatives that accord with the overall objectives of the Planning Scheme and in doing so will have regard to the following criteria: urban design and place-making objectives; the character of the village centres at the core of the residential neighbourhoods; landscape and visual amenity impact; the permeability and connectivity of walking and cycling routes; the hierarchy and function of the roads as set out in the scheme; traffic safety and an acceptable level of access to the proposed development; the resilience of the emerging road network; and consistency with the build-out or 'long-term' objectives of the Planning Scheme. The Development Agency Project Team will then make a recommendation to the Planning Authority. The Planning Authority makes the planning decision and may consider any such proposals as outlined above, on a case by case basis, as part of any planning application having regard to the above assessment criteria. The onus will be on applicants to demonstrate that their proposal takes cognisance of these criteria and would not undermine the long-term objectives of the Scheme.</i></p>	<ul style="list-style-type: none"> • Providing construction access (for an interim period) to the Priorsland site via an existing access track to the west of the site. • Providing an alternative flood flow bypass culvert parallel to, and south of the Carrickmines River all within our client's landholding. • Leaving the existing 33" Irish Water Main in situ for the interim pending the delivery of the remainder of the Priorsland Development Area on the adjoining third party lands to the east. • Once the Castle Street extension becomes viable, and is completed in its entirety, that Level 2 route would become the standard, on-going access route for the Priorsland development. Access to the Priorsland development will therefore eventually utilise the Level 2 Road access route as required under the permanent SDZ requirement. • Regarding the certainty of delivery of Castle Street, we note a recent planning application DZ20A/0399 has been approved/granted by DLRCC which includes for the extension of Castle Street up to the proposed development site. As per the associated planning grant conditions, it is a requirement for the adjacent developer to complete the full extension of Castle Street to the Client's Priorsland site boundary which will alleviate any issues with access through the main Cherrywood SDZ route. • Furthermore, it is noted that Dun Laoghaire Rathdown County Council has secured funding from the Urban 	
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	<p>7.2.2 Construction Access <i>The Planning Scheme also identifies construction access points/routes for the Development Areas. Where any such construction accesses as identified in Chapter 6, cannot be achieved and where alternatives are proposed, the Planning Authority will consider such proposals on their merits having regard to the following: impact on existing residential amenity; road and traffic safety; Luas operation; Luas Interface; environmental impacts; cumulative impacts; and the proper planning and sustainable development of the area. Individual proposals must demonstrate that construction traffic will be capable of being managed appropriately and be accompanied by a Construction Management Plan to be agreed by the Planning Authority, as part of the development management process.</i></p>	<p>Regeneration and Development Fund (URDF) to deliver the ‘Castle Street Link’, described to connect it to the Carrickmines Luas stop. The Minister for Housing, Local Government and Heritage, Darragh O’Brien TD, recently announced €430 million in funding for eight regeneration projects in Dublin. The projects are being funded under ‘Call 2’ of the Urban Regeneration and Development Fund (URDF) as outlined in the press release of 5th March 2021.</p> <ul style="list-style-type: none"> • The planning grant and the secured URDF funding allocation provides ample evidence that the delivery of the Castle Street extension is imminent and that the interim access proposals allowed for under Section 7.2.2 of the approved amendment to the Cherrywood SDZ is readily applicable and achievable under these circumstances. Hence, we are advancing with the application for the delivery of this significant residential offering during a time of severe housing need in the area. <p>The information provided demonstrates that the proposed development can be constructed successfully utilizing the interim infrastructure until such time as the permanent infrastructure is delivered with the development of the adjoining third party lands to the east.</p> <p>We note that in considering the Alternative Interim Infrastructure option the DAPT must have regard to the criteria outlined in Section 7.2.2, which we have assessed below:</p> <ul style="list-style-type: none"> • <i>urban design and place-making objectives.</i> 	
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		<p>Utilizing the Alternative Interim Infrastructure will not materially impact the urban design and place making principles achieved within the proposed application which will still comply with the provisions of the Planning Scheme including Section 6.3.</p> <p>A new mixed-use Village Centre with residential development and associated streets and open spaces will be delivered, and in accordance with development standards outlined in the Planning Scheme.</p> <ul style="list-style-type: none"> • <i>the character of the village centres at the core of the residential neighbourhoods.</i> <p>The proposal to leave the IW trunk main in place for the interim is achieved with the proposed Village Centre blocks positioned in accordance with required setback for the Irish Water wayleave.</p> <p>Meanwhile a large open space is provided to the east of the village centre where the trunk main remains in place and which will provide for the north-south walkway/cycleway prescribed in the Planning Scheme.</p> <p>It is considered that the essential character of Priorsland Village Centre will not be materially altered by the above and the proposal remains in accordance with the Planning Scheme.</p> <p>The alternative surface flood flow bypass south of the Carrickmines River will have no material impact on the character of the village centre as it will be contained underneath the</p>	
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		<p>riverside park and is located in an area zoned for physical infrastructure in the Planning Scheme.</p> <ul style="list-style-type: none"> • <i>landscape and visual amenity impact.</i> <p>Leaving the IW trunk main in situ will not impact landscape and visual amenity. The existing hedgerow and trees along the eastern boundary can remain (again in accordance with the Planning Scheme) and will screen the walkway/cycleway from the future employment lands to the east.</p> <p>The alternative surface flood flow bypass will not impact the landscape and visual amenity. Positioning the culvert south of the river will not impact any trees to be protected.</p> <ul style="list-style-type: none"> • <i>the permeability and connectivity of walking and cycling routes.</i> <p>Permeability and connectivity for pedestrians and cyclists is still maintained in the Alternative Interim Infrastructure period. Pedestrians and cyclists will have direct access to the Carrickmines Transport Interchange via the new bridge. A second bridge providing access to the future school to the north and Priorsland Park will also be provided.</p> <p>The north-south walkway/cycleway east of the village centre is still provided with the IW trunk main remaining in situ. The pedestrian/cyclist facilities along Castle Street within the application lands will be provided.</p> <ul style="list-style-type: none"> • <i>the hierarchy and function of the roads as set out in the scheme.</i> 	
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		<p>Once construction has been completed and prior to occupation, the hierarchy and function of Castle Street and the secondary residential streets will revert to as set out in the scheme.</p> <ul style="list-style-type: none"> • <i>traffic safety and an acceptable level of access to the proposed development.</i> <p>The use of the existing access track (Right of Way) for construction traffic in the interim can be facilitated and in principle no traffic safety issues, or conflicts are foreseen.</p> <ul style="list-style-type: none"> • <i>the resilience of the emerging road network; and</i> <p>The interim construction vehicular access proposal via the existing access track to the west of the application site has been assessed in the TTA submitted and there is capacity in the road network to facilitate same.</p> <ul style="list-style-type: none"> • <i>consistency with the build-out or 'long-term' objectives of the Planning Scheme.</i> <p>As noted above, the proposal provides for all of the Planning Scheme objectives relating to our client's lands. The interim infrastructure proposal is consistent with the long term/permanent objectives which can be delivered in full once the third party lands with extant permission to the east are completed. (The school lands to the north are also facilitated for future development subject to future Department of Education plans).</p> <p>In addition, the following Section 7.2.2 criteria have also been considered with specific regard to the proposed interim construction access proposal:</p>	
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		<table border="1"> <thead> <tr> <th>CPS 7.2.2. REQUIREMENTS</th> <th>RESPONSE</th> </tr> </thead> <tbody> <tr> <td>Impact on existing residential amenity</td> <td>Given lack of residential development along the proposed route the impact is imperceptible.</td> </tr> <tr> <td>Road and traffic safety</td> <td>As with all road layouts the potential for safety issues exists but the measures set out in this TTA, detailed design to DMURS and TII standards and if necessary, a Road Safety Audit will be undertaken then the impact is neutral.</td> </tr> <tr> <td>Luas operation</td> <td>Neutral impact on train operation.</td> </tr> <tr> <td>Luas interface</td> <td>Imperceptible impact on the car park as it will be necessary to delete some car park spaces. These deleted car park spaces would be lost in the complete development of the SDZ in any case.</td> </tr> <tr> <td>Environmental impacts</td> <td>This TTA does not purport to be an EIAR but as the interim construction access uses existing roads and junctions and proposed roads and bridges that were to be built in any case as permanent works then the impact is no different than for the permanent scenario. No new environmental impacts are expected nor increase in significance.</td> </tr> <tr> <td>Cumulative impacts</td> <td>These will be considered as part of the EIAR, particularly in relation to traffic, ecology, noise, air but again impact is short term.</td> </tr> <tr> <td>The proper planning and sustainable development of the area.</td> <td>The interim construction access is in compliance with the Cherrywood CPS Section 7.2.2 and will facilitate commencement of Priorsland which is a key priority of the PS.</td> </tr> <tr> <td>Individual proposals must demonstrate that construction traffic will be capable of being managed appropriately and be accompanied by a Construction Management Plan to be agreed by the Planning Authority, as part of the development management process. -</td> <td>This TTA sets out the basic requirements for the Construction Traffic Management Plan and the appointment of a Traffic Management Coordinator to ensure the effective management traffic during the construction stage.</td> </tr> </tbody> </table>	CPS 7.2.2. REQUIREMENTS	RESPONSE	Impact on existing residential amenity	Given lack of residential development along the proposed route the impact is imperceptible.	Road and traffic safety	As with all road layouts the potential for safety issues exists but the measures set out in this TTA, detailed design to DMURS and TII standards and if necessary, a Road Safety Audit will be undertaken then the impact is neutral.	Luas operation	Neutral impact on train operation.	Luas interface	Imperceptible impact on the car park as it will be necessary to delete some car park spaces. These deleted car park spaces would be lost in the complete development of the SDZ in any case.	Environmental impacts	This TTA does not purport to be an EIAR but as the interim construction access uses existing roads and junctions and proposed roads and bridges that were to be built in any case as permanent works then the impact is no different than for the permanent scenario. No new environmental impacts are expected nor increase in significance.	Cumulative impacts	These will be considered as part of the EIAR, particularly in relation to traffic, ecology, noise, air but again impact is short term.	The proper planning and sustainable development of the area.	The interim construction access is in compliance with the Cherrywood CPS Section 7.2.2 and will facilitate commencement of Priorsland which is a key priority of the PS.	Individual proposals must demonstrate that construction traffic will be capable of being managed appropriately and be accompanied by a Construction Management Plan to be agreed by the Planning Authority, as part of the development management process. -	This TTA sets out the basic requirements for the Construction Traffic Management Plan and the appointment of a Traffic Management Coordinator to ensure the effective management traffic during the construction stage.	
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	7.3 Strategic Infrastructure and Phasing	The applicant is working closely with all relevant stakeholders to provide and/ or facilitate the provision of strategic infrastructure and services which include lands within their gift.	Y																		
	7.4 Operation of Planning Scheme	Noted	Y																		

APPENDIX B

SUMMARY OF RELEVANT SDZ PLANNING HISTORY WITHIN CATCHMENT OF THE APPLICATION SITE

Ref. No.	Address	Proposal
DZ20A/0399	Site in townlands of Laughanstown and Brennanstown	Residential development - 136 no. dwellings (total gross floor area of c.15,910 sqm) in a mixture of houses, duplexes, and apartments.
DZ20A/0552	Site in townlands of Laughanstown and Brennanstown	Residential development - 163 no. dwellings in a mixture of houses, duplexes, and apartments.
DZ21A/0334	Site in townlands of Laughanstown and Brennanstown	Residential development - 482 no. dwellings in a mixture of houses, duplexes, and apartments.
DA21/0664	Site in townlands of Laughanstown and Brennanstown	Residential development - 47 apartments with communal space
DZ21A/1042	Townlands of Laughanstown, Brennanstown and Cherrywood	Residential development – 122 dwellings
DZ21A/0699	Townlands of Laughanstown, Brennanstown and Cherrywood	Minor Amendments to DZ20A/0552
DZ21A/1069	Site in townlands of Laughanstown and Brennanstown	Minor Amendments to DZ20A/0399
DZ19A/0597	Development Area 8 -Tully, Cherrywood SDZ, Includes the Res 2 plots "T9" and "T10"	Residential development comprising of 184 dwellings
DZ18A/0208	Site approx. 6.57ha in area and generally bounded by, Lehaunstown Lane to the west, Carrickmines Stream (partly) to the south, and Cabinteely Stream, (partly) to the east that is, located within the townland of, Brennanstown, Dublin 18	Residential Development comprising of: <ul style="list-style-type: none"> • 360 no units • childcare facility
DZ19A/0863	Site measuring approximately 8.24 ha in area generally bounded by Lehaunstown Lane to the west, Carrickmines Stream (partly) to the south and, Cabinteely Stream (partly) to the east and is located within the townland of, Brennanstown, Dublin 18	Residential development comprising of: <ul style="list-style-type: none"> • 342 new residential dwellings, • Childcare Facility 249sq.m. (GFA), • Delivery of the Cherrywood SDZ Planning Scheme's Druid's Glen Distributor Road (also known as Q to P3), measuring

Ref. No.	Address	Proposal
		approximately 390 m in length to include the construction / completion of the part approved 3-span bridge (Option 1) over the Cabinteely Stream under Planning Ref. DZ16A/0587 (ABP Ref. PL06D.247915).
DZ18A/1129	Site (c.0.95ha) at Laughanstown & Brennanstown, Dublin 18 (Development Areas 1 & 8)	<ul style="list-style-type: none"> • Construction of an attenuation pond (detention basin) with associated outfall to Ticknick stream • Infilling of the existing temporary attenuation pond (north of Mercer Link Road, constructed as part of the Phase 1 Roads and Infrastructure works permitted under Reg. Ref. DZ15A/0758) Construction of a new stormwater outfall pipe from Beckett Park attenuation system to Ticknick stream
DZ15A/0758	Lands in the townlands of Cherrywood, Laughanstown, Brennanstown, Loughlinstown and Glebe	Roads and infrastructure (phase 1) to form part of public road network providing access and services for the future development of the adjoining SDZ lands. The total road length proposed is c.5.4kms, of which c.4.1kms is new road and c.1.3kms relates to works to existing roads.
D10A/0164	Carrickmines(Priorsland), East of Glenamuck Road, North of M50, & South of Luas Line B1 (Currently under construction)	Park and Ride (temporary) 6 year permission for 350 space park and ride facility with access off existing Carrickmines roundabout. Development will also include pedestrian access to Carrickmines Luas stop (currently under construction).
DZ16A/0585	Off Glenamuck Road, adjacent the Carrickmines roundabout and M50 interchange Carrickmines Dublin	Permission for retention (temporary for 3 years) for park and ride facility previously granted permission under Reg. Ref. D10A/0164.
DZ17A/0114	Lands at Priorsland, Glenamuck Road North, Carrickmines, Dublin 18	Permanent park and ride facility
DZ19A/0683	Lands at Priorsland, Glenamuck Road North, Carrickmines, Dublin 18	Permission for retention (temporary for 3 years) for park and ride facility previously granted permission under Reg. Ref. D10A/0164.
DZ15A/0813	Laughanstown, Dublin 18, (Tully Park)	Permission granted for a public park known as Tully Park
DZ15A/0814	Laughanstown, Dublin 18, (Beckett Park)	Planning permission granted for a public park known as Beckett Park
DZ16A/0570	Lands in the townlands of Ticknick, Co Dublin and Laughanstown, Dublin 18	Planning permission granted for a public park known as Ticknick Park

Ref. No.	Address	Proposal
DZ17A/0862	Lands in the townlands of Cherrywood, Dublin 18	Permission for Mixed Use Town Centre development, including amendments to Tully Park entrance
DZ18A/0458	Lands in the townland of Laughanstown, Dublin 18	Permission granted for Tully Primary School
DZ19A/0874	Ticknick, Co. Dublin, and Laughanstown, Dublin 18	Split decision - Permission granted for revised proposals for previously approved pavilion building at Ticknick Park, and permission refused for a temporary car park off Lehaunstown Lane.
DZ20A/0478	Laughanstown and Cherrywood, Dublin 18	Permission granted for the provision of a temporary car park for approximately 75 cars, 3 coaches and 4 motorcycles on lands at Laughanstown (on a site of c.0.6 ha) west of Lehaunstown Park (a Protected Structure RPS No. 026-093). The proposed carpark is a temporary facility (0-3 years) and is to serve the Ticknick Park development.
DZ20A/0946	Lands known as Tully Park Laughanstown, Dublin 18	Permission granted for amendments to Tully Park.