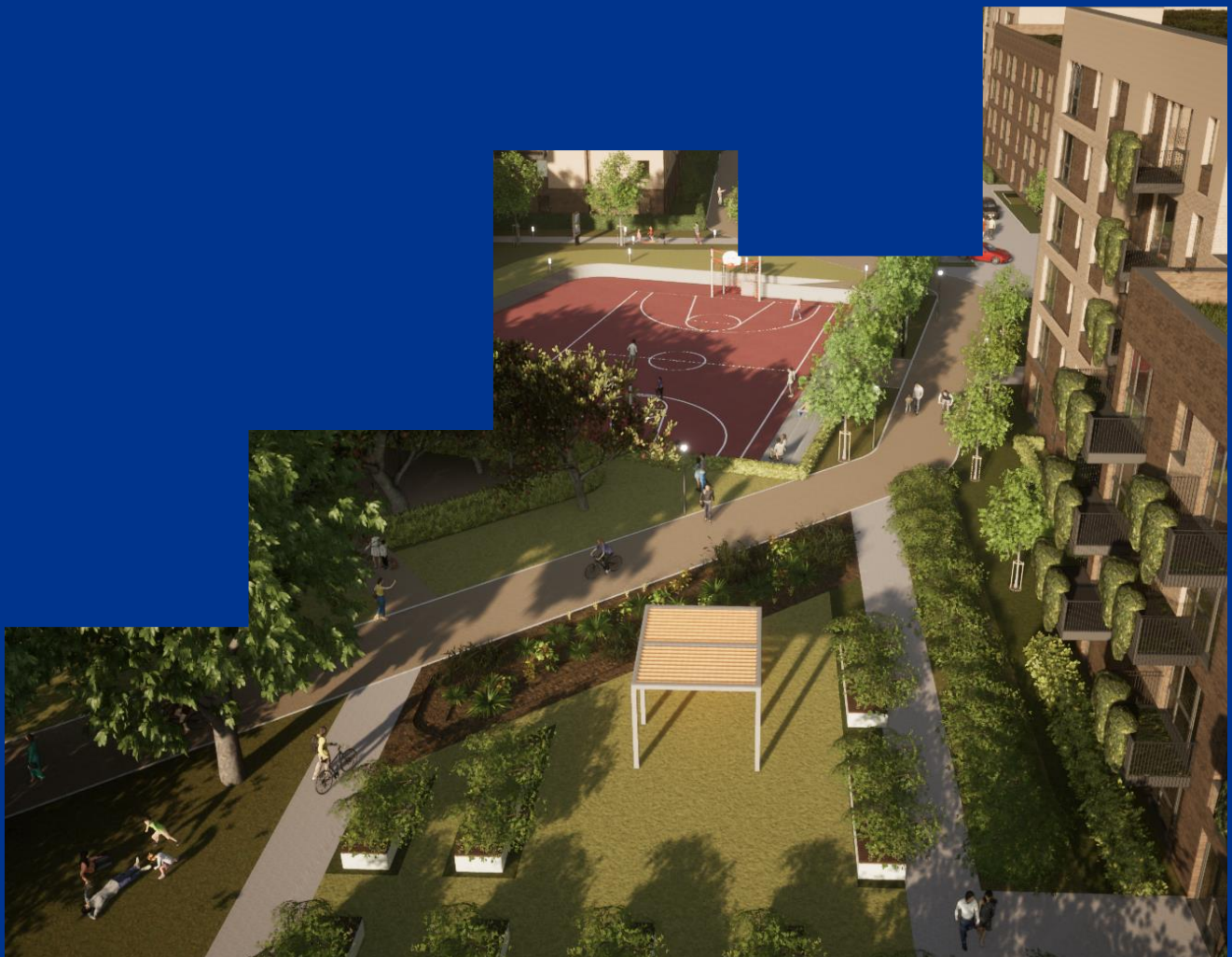


Planning Report

In respect of a Part 10 (s.175) Planning Application for a Proposed Mixed-use Residential Development located on lands at Cherry Orchard, Dublin 10

October 2023



Document review and approval

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1.0 Introduction

KPMG Future Analytics (KPMG FA) of 1 Stokes Place, St Stephen's Green, Dublin 2 (Chartered Town Planning and Development Consultants) have been instructed by The Land Development Agency (LDA), 2nd Floor Ashford House, Tara St, Dublin 2 to prepare this Planning Report to accompany the application for a proposed development on a site of 6.27 hectares, located on lands at Cherry Orchard, Dublin 10 (known as Development Site 4 in the Park West Cherry Orchard Local Area Plan 2019).

The proposed development (GFA of c. 66,399sqm) involves the construction of a residential led mixed use scheme across 16 blocks contained within 9 buildings ranging in height from 4 to 15 storeys. The development includes the provision of 708no. residential apartments comprising 547no. cost rental and 161no. social / affordable units (28no. studio units, 263no. one-bed units, 368no. two-bed units and 49no. three-bed units, together with a convenience retail supermarket (2,523sq.m GFA), 7no. retail / commercial units (totalling 373sq.m GFA), community, arts and cultural spaces delivered across 13no. community and arts / cultural units (totalling 1,222sq.m GFA), and associated external events space and community gardens (1,157sq.m) and a childcare facility (672sq.m GFA) with associated external playing space (200sq.m) and all ancillary accommodation including sub stations, plant, refuse stores, cycle stores, and metre / comms rooms. The proposed development also includes the provision of landscaped public open space of 6,123 sq. m. including a public plaza, play space, outdoor fitness trail, communal amenity space of 5,596 sq. m. Private open space for the apartment units is achieved through the provision of balconies or terraces for all individual apartments.

The proposed development will also involve the provision of sufficient car parking (including accessible car parking) and bicycle parking spaces at undercroft and surface level throughout the development. The development will also provide for all associated ancillary site development infrastructure including site clearance, boundary treatment, associated public lighting, internal roads and pathways, ESB substations, switch room, water tank rooms, storage room, meter room, sprinkler tank room, comms room, bin storage, bicycle stores, green roofs, hard and soft landscaping, play equipment, attenuation area, green and blue infrastructure including green roofs, PV panels and all associated works and infrastructure to facilitate the development including connection to foul and surface water drainage and water supply. Please refer to the statutory notices for full and complete description of the proposed development.

1.1 Purpose of the Report

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

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

1.2 Statutory Description

Planning permission is being sought for the following proposal:

In accordance with Section 175(4) of the Planning and Development Act, 2000 (as amended) The Land Development Agency, on behalf of Dublin City Council, gives notice of its intention to make an application for approval to An Bord Pleanála under Section 175(3) of the Planning and Development Act, 2000 (as amended) for a 10 year approval to carry out the following proposed development on a site of c. 6.27 hectares, located on lands at Cherry Orchard, Dublin 10 (known as Development Site 4 in the Park West Cherry Orchard Local Area Plan 2019). The site is bound by Cloverhill Road to the north, Cedar Brook Avenue and Park West Avenue to the east, Park West and Cherry Orchard rail station to the south east, the rail line to the south, and the M50 motorway to the west. The development will consist of the construction of a residential led mixed use scheme containing 708no. residential apartments comprising 547no. cost rental and 161no. social / affordable units, a convenience retail supermarket, independent retail / commercial units, dedicated internal and external community and arts / cultural spaces, a childcare facility with associated outdoor play area, landscaped public open space including community plaza, multipurpose amenity lawn, play space, outdoor fitness trail, multi-use games area (MUGA), playground and all associated site and development works. The proposed development represents Phase 1 of the overall planned development for Development Sites 4 and 5 of the LAP lands.

The proposed development (GFA of c. 66,398.8sqm) involves the construction of 16 blocks contained within 9 buildings ranging in height from 4 to 15 storeys comprising 28no. studio units, 263no. one-bed units, 368no. two-bed units (52no. two-bed three-person and 316no. two-bed four-person) and 49no. three-bed units (59,022.8sq.m total residential GFA), together with a convenience retail supermarket (2,523sq.m GFA), 7no. retail / commercial units (totalling 373sq.m GFA), community, arts and cultural spaces delivered across 13no. community and arts / cultural units (totalling 1,222sq.m GFA), and associated external events space and community gardens (1,157sq.m), a childcare facility (672sq.m GFA) with associated external playing space (200sq.m) and all ancillary and sundry accommodation including sub stations, plant, refuse stores, cycle stores, and metre / comms rooms (2,586sq.m total GFA). The proposed development is described on a block-by-block basis as follows:

- *Building 1 (4,594sq.m GFA) contains 24no. apartments comprising 13no. one-bed units and 11no. two-bed units, a convenience retail supermarket and associated ancillary accommodation in a block of 5 storeys above an additional car parking storey to the rear (6 floors total). Shared communal open space (2,226sq.m) between Buildings 1, 2A, 2B and 3 is provided in the form of a landscaped podium courtyard with outdoor gym, lawn area, playground, community vegetable patch, associated outdoor seating area*
- *Building 2A (3,084.8sq.m GFA) contains 27no. apartments comprising 8no. one-bed units, 14no. two-bed units and 5no. three-bed units, 4no. retail / commercial units and associated ancillary accommodation in a block of 6 storeys*
- *Building 2B (10,096sq.m GFA) contains 110no. apartments comprising 1no. studio unit, 43no. one-bed units and 66no. two-bed units, 3no. retail units, community and arts / cultural space and associated ancillary accommodation in a block of 15 storeys*
- *Building 3 (3,611sq.m GFA) contains 35no. apartments comprising 12no. one-bed units and 23no. two-bed units, community and arts / cultural space including provision for a Dublin City Council Community and Estate Management Office and associated ancillary accommodation in a block of 5 storeys*
- *Building 5A (5,032sq.m GFA) contains 54no. apartments comprising 10no. studio units, 16no. one-bed units and 28no. two-bed units, a childcare facility with associated external play area and associated ancillary accommodation in a block of 6 storeys. Shared communal open space*

(550sq.m) between buildings 5A and 5B is provided in the form of a landscaped lawn area with external seating

- Building 5B (2,628sq.m GFA) contains 29no. apartments comprising 10no. one-bed units, 14no. two-bed units and 5no. three-bed units and associated ancillary accommodation in a block of 5 storeys
- Building 6A (5,019sq.m GFA) contains 58no. apartments comprising 20no. one-bed units, 32no. two-bed units and 6no. three-bed units and associated ancillary accommodation in a block of 6 storeys. Shared communal open space (1,200sq.m) between buildings 6A, 6B, 7A and 7B is provided in the form of a landscaped courtyard with lawn area, playground and external seating
- Building 6B (2,584sq.m GFA) contains 24no. apartments comprising 8no. one-bed units, 12no. two-bed units and 4no. three-bed units, community and arts / cultural space and associated ancillary accommodation in a block of 5 storeys
- Building 7A (6,363sq.m GFA) contains 81no. apartments comprising 6no. studio units, 35no. one-bed units and 40no. two-bed units and associated ancillary accommodation in a block of 7storeys.
- Building 7B (3,208.8sq.m GFA) contains 30no. apartments comprising 5no. one-bed units and 25no. two-bed units, community and arts / cultural space and associated ancillary accommodation in a block of 6 storeys.
- Building 8A (5,424sq.m GFA) contains 63no. apartments comprising 6no. studio units, 17no. one-bed units, 34no. two-bed units and 6no. three bed units and associated ancillary accommodation in a block of 6 storeys. Shared communal open space (1,020sq.m) between buildings 8A, 8B, 9A and 9B is provided in the form of a landscaped courtyard and associated external spaces with lawn areas, playground and associated external seating
- Building 8B (2,640sq.m GFA) contains 33no. apartments comprising 5no. studio units, 13no. one-bed units, 10no. two-bed units and 5no. three-bed units and associated ancillary accommodation in a block of 5 storeys.
- Building 9A (3,791sq.m GFA) contains 47no. apartments comprising 29no. one-bed units, 13no. two-bed units and 5no. three-bed units and associated ancillary accommodation in a block of 5 storeys.
- Building 9B (2,075.2sq.m GFA) contains 22no. apartments comprising 8no. one-bed units, 10no. two-bed units and 4no. three-bed units and associated ancillary accommodation in a block of 4 storeys.
- Building 10A (3,664sq.m GFA) contains 42no. apartments comprising 16no. one-bed units, 22no. two-bed units and 4no. three-bed units and associated ancillary accommodation in a block of 4 storeys. Shared communal open space (600sq.m) between buildings 10A and 10B is provided in the form of a landscaped lawn area with external seating.
- Building 10B (2,584sq.m GFA) contains 29no. apartments comprising 10no. one-bed units, 14no. two-bed units and 5no. three-bed units and associated ancillary accommodation in a block of 5 storeys.

The proposed development also includes the provision of landscaped public open space of 6,123sqm including a public plaza, multi-use playing spaces, outdoor fitness trail, communal amenity space of 5,596sqm. Private open space for the apartments units is achieved through the provision of balconies or terraces for all individual apartments. Boundary treatment in the form of 3m high timber hoarding is proposed as a temporary interim solution to the future Phase 2 and Phase 3 development to the north-west (Phase 2) and north-east (Phase 3) of the site and to the proposed Irish Rail compound along the western boundary of the site pending the implementation of future development phases. Permanent boundary treatment comprising 1.8m high powder coated vertical railing is proposed to the top of the embankment adjacent the rail line to the south. A permanent 1.8 m high railing is proposed to the

secured communal courtyards and creche garden. Railings and gates to secure the communal courtyards are also proposed as part of the development.

The proposed development will also involve the provision of 444no. car parking at undercroft and surface level throughout the development, of which 328no. spaces will be for residential use. 99no. non-residential car parking spaces are also proposed to serve the commercial element of the scheme, 92 of which will serve the proposed supermarket with 7 spaces reserved for the individual retail units. 6no. car parking spaces are proposed to serve the childcare facility. The proposed development also includes the provision of 11no. car sharing spaces. 21 of the proposed car parking spaces will be accessible and 222no. EV fitted representing 50% of the total parking spaces. 22no. motorcycle spaces are also proposed to serve the development.

A total of 1,618no. bicycle parking spaces, accommodated through a mixture of secure designated cycle stores and stacked bicycle racks / Sheffield stands are also proposed as part of the development. 1,552no. of these spaces are designated for residential use including the provision of 245no. short stay / visitor spaces. The remaining 66no. spaces are provided for the non-residential element of the development which includes 52no. short stay / visitor spaces.

Vehicular, pedestrian and cyclist access routes to serve the proposed development are provided from new entrances to the east of the site along Cedar Brook Avenue and Park West Avenue, upgrades to Cherry Orchard Green including landscaping and provision of a dedicated cycle path. The proposed development also includes the provision of off-street cycle lanes along Park West Avenue and Cherry Orchard Green that will provide direct connectivity to the Rail Station to the southeast and Cherry Orchard Park to the east.

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

An Environmental Impact Assessment Report (EIAR) has been prepared in respect of the proposed development.

This planning application including the enclosed drawings, public notices, and application form, have been prepared in accordance with the requirements of the Planning and Development Regulations 2001, as amended ('the Regulations').

1.3 Strategic Context

This Planning Application is made under Part 10 Section 175 of the Planning and Development Act, 2000 (as amended) (The Act). Planning applications where the Planning Authority, either in its own capacity or in partnership with another entity, proposes to carry out development within its functional area in which an Environmental Impact Assessment (EIAR) has been prepared, are made under Section 175 of The Act. Such applications are made directly to An Bord Pleanála (ABP) for assessment and decision.

The Subject Lands – known as Key Development Sites 4 and 5 of the Park West Cherry Orchard Local Area Plan 2019 – are under the ownership of Dublin City Council (DCC). The consenting process for planning permission was determined on the basis of the role of Dublin City Council in the project – as

landowners – noting their development agreement with The Land Development Agency in respect of the subject lands.

The Local Area Plan 2019, section on the ‘Role of Dublin City Council’ (p. 77) requires that, in addition to DCC owning a large proportion of the overall LAP lands:

“To ensure the implementation of the LAP, Dublin City Council will establish an interagency, multi-disciplinary implementation team under the control of Dublin City Council’s Planning and Property Development Department and Housing and Community Department in conjunction with the Area Office and with other relevant sections and supports as necessary.”

This further clarifies the role of DCC in the project, which is that of a landowner on behalf of which The Land Development Agency is making a planning application for a mixed-use residential-led scheme.

As such any development proposals by certain State and Local Authorities is required to be made under Part XI of The Act and the procedures to be followed for such proposals are set out under Part 8 of the Planning and Development Regulations, 2001 (as amended) (The Regulations).

However, Schedule 5 (Part 2) of The Regulations set mandatory thresholds for each project class.

Class 10 (b) (i) and (iv) addresses ‘Infrastructure Projects’ and requires that the following class of project be subject to EIA:

(b) (i) Construction of more than 500 dwelling units.

Furthermore Category 10(b)(iv) refers to:

‘Urban development which would involve an area greater than 2 hectares in the case of business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.’

Phase 1 of the proposed development, which is the subject of this planning application, as described under Section 1.2 ‘Statutory Description’, consists of the construction of more than 500 dwelling units (708 no. units proposed) on a site area of 6.27 hectares. The proposed development will therefore be subject to an Environmental Impact Assessment.

Acknowledging the quantum of development on the subject lands will require the preparation of an EIAR to be submitted as part of the planning application process, it was concluded that a Part 8 application could not be pursued. On balance, an application under Section 175 of The Act has been deemed the appropriate planning consenting process to follow.

1.4 Submitted Application Documents

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

Requirement	Responsible Discipline
PLANNING PARTICULARS	
Cover Letter	KPMG FA
Planning Application Form	KPMG FA
Site Notice	KPMG FA
Newspaper Notice	KPMG FA
Schedule of Accommodation	VDA/CCK
Letters of consents	DCC
DCC Part V Letter (incl. along with letters of consents)	DCC
Letters to Prescribed Bodies	KPMG FA
EIAR Portal Confirmation	KPMG FA
Application Fee: Confirmation of Electronic Fee Transfer Acknowledgement	LDA
DRAWINGS	
Site Location Plan (@1:1000)	VDA/CCK
Site Layout Plan (@1:500)	VDA/CCK
Architectural Drawings and Schedule	VDA/CCK
Engineering Drawings and Schedule	WM
Landscape Drawings and Schedule	MA
Taken In Charge Drawing	VDA/CCK
Phasing Plan	VDA/CCK
Public Lighting Plan	WM
REPORTS	
Planning Report	KPMG FA
EIAR	All
Architectural Design Statement	VDA/CCK
Housing Quality Assessment	VDA/CCK
Landscape Design Report	MA
Engineering Assessment Report	WM
Daylight Sunlight and Overshadowing Assessments	Lawler Sustainability
Site Specific Flood Risk Assessment	WM
Traffic and Transport Assessment	WM
Quality Audit (Road Safety)	WM
Mobility Management Plan and Travel Plan	WM
Construction Environmental Management Plan	WM
Resource and Waste Management Plan	AWN
Operational Waste Management Plan	AWN
Construction Traffic Management Plan	WM
Community Social and Cultural Infrastructure Audit	KPMG FA
Schools and Childcare Demand Report	KPMG FA
Management Strategy (Operational Management Statement)	LDA/VDA/CCK

Requirement	Responsible Discipline
Retail Impact Assessment	KPMG FA
Appropriate Assessment Screening	Gerry Tobin
Climate Action and Energy Statement	WM
District Heating Viability Statement	WM
DMURS Report and Statement of Design Consistency	WM
Surface Water Management Plan	WM
Building Lifecycle Report	VDA / Design Team
Community Safety Strategy (Safe and Secure Design)	VDA/CCK
Deliveries and Servicing Management Plan	WM
Ecological Impact Assessment	Gerry Tobin
Arboricultural Impact Assessment Report (incl. Tree Survey)	VDA
Microclimate Assessment (Requirement under the Building Heights Guidelines in the case of taller buildings)	B Fluid
Telecommunications Report	WM
Public Lighting Calculation Report and Plan	WM
Glint and Glare Study	LINT

2.0 Subject Site and Surrounding Environs

2.1 Site Location

The subject site is located on lands at Park West Avenue, Cherry Orchard, Dublin 10 and forms part of Site 4: M50-Cedar Brook Avenue Site as identified in the Park West Cherry Orchard Local Area Plan 2019. The site is bound by Cloverhill Road to the north, Cedar Brook Avenue and Park West Avenue to the east, Park West Cherry Orchard Rail Station to the southeast, the rail line to the south, and the M50 motorway to the west. The site for the purposes of this application, represents part of Development Site 4 (outlined in red in Figure 2.1 below) and will form the initial phase of the wider redevelopment of Development Sites 4 and 5 (outlined in blue in Figure 2.1 below).



Figure 2.1 Location and Context of Key Development Sites 4 and 5 and the Application Site (red outline) within the Park West Cherry Orchard LAP area

2.2 Site Description

The Subject Site (c. 6.27 hectares) is currently vacant and contains a large expanse of grassed lawn, mature trees and overgrown vegetation which form the western and northern boundary of the site. The

lands are largely flat in nature rising sharply to the M50 along the western boundary falling towards the rail station. The lands are strategically positioned bounded by the M50 to the west and the Park West-Cherry Orchard rail station to the south which provides excellent accessibility and connectivity opportunities. The site also benefits from direct access via Cedar Brook Avenue which connects with Park West Avenue and is served by the No.60 and G1 bus routes providing direct linkages to Dublin City Centre and the Docklands. The surrounding area is mixed use in nature with two large industrial estates each to the southwest and southeast of the site, residential developments located further east, Cloverhill Prison to the north and a number of recreational and green spaces including Cherry Orchard Park (Figure 2.1).

The Subject Site is part of the wider area identified under the Dublin City Development Plan 2022-2028 for regeneration which is reflected in the lands' designation as a Strategic Development Regeneration Area (SDRA 4). The Park West Cherry Orchard Local Area Plan for the area was adopted in 2019 and identified 8 no. Key Development Sites within the wider LAP lands that offer the potential to deliver approximately 2,000 residential units in tandem with employment and commercial development. The subject site represents part of Development Site 4 and will form the first of four phases of development aimed at delivering upon the aspirations of the LAP for the redevelopment of these lands.



Figure 2.2 Map showing the Application Site (edged in red) with context to the overall Layout Design Strategy for the future Phases, M50, Park West & Cherry Orchard train station, and adjoining residential development. (Source: Architectural Design Statement)

2.3 Transport and Accessibility

The Subject Site is located approximately 7km from the city centre within equal distance from the M50/N4 junction and the M50/N7 junction. Located only 2km away, the N4 connects Dublin to the Northwest of Ireland while the N7 provides a direct connection to Limerick. The trainline runs regularly connecting the Subject Site to the city centre while also providing services to the midlands. The nearest stop to the Luas (Red) Line, the Red Cow, is approximately four kilometres to the south of the Subject

Site.

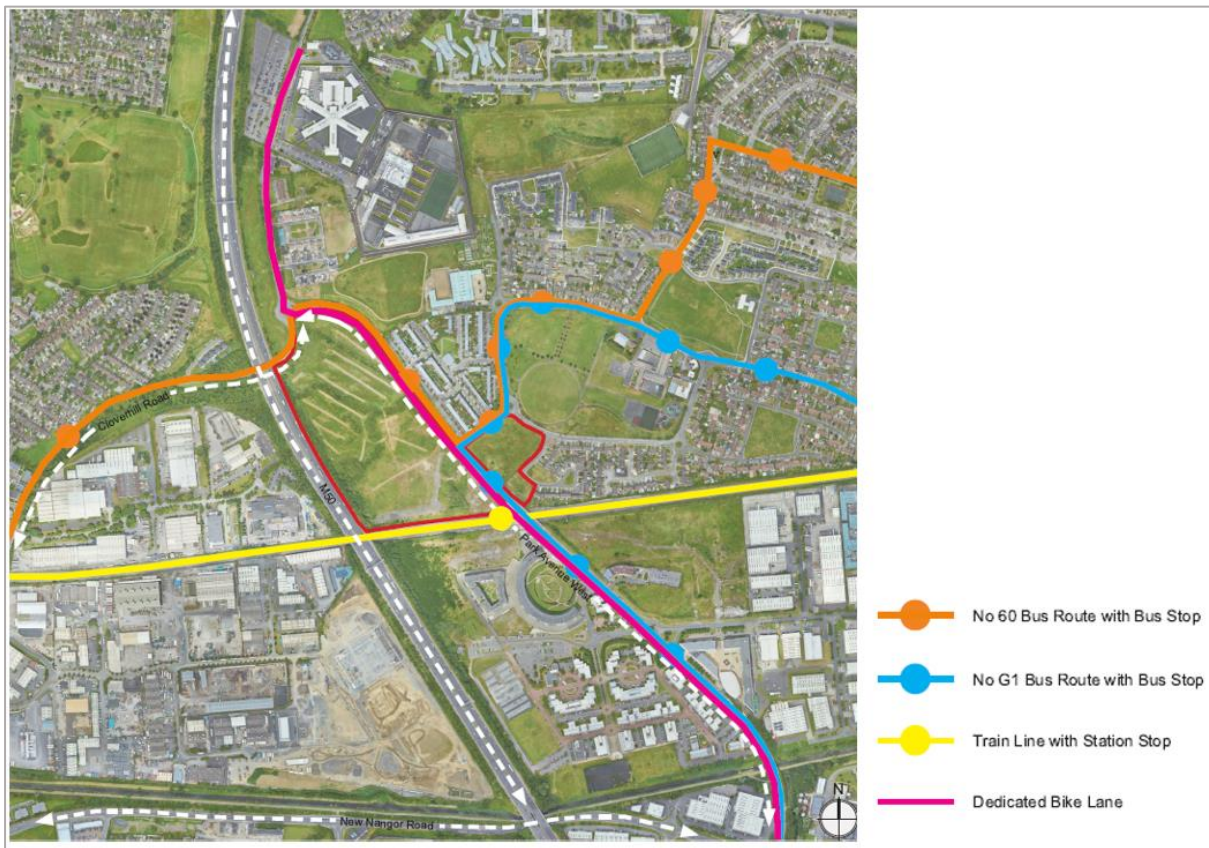


Figure 2.3 Subject site and public transport

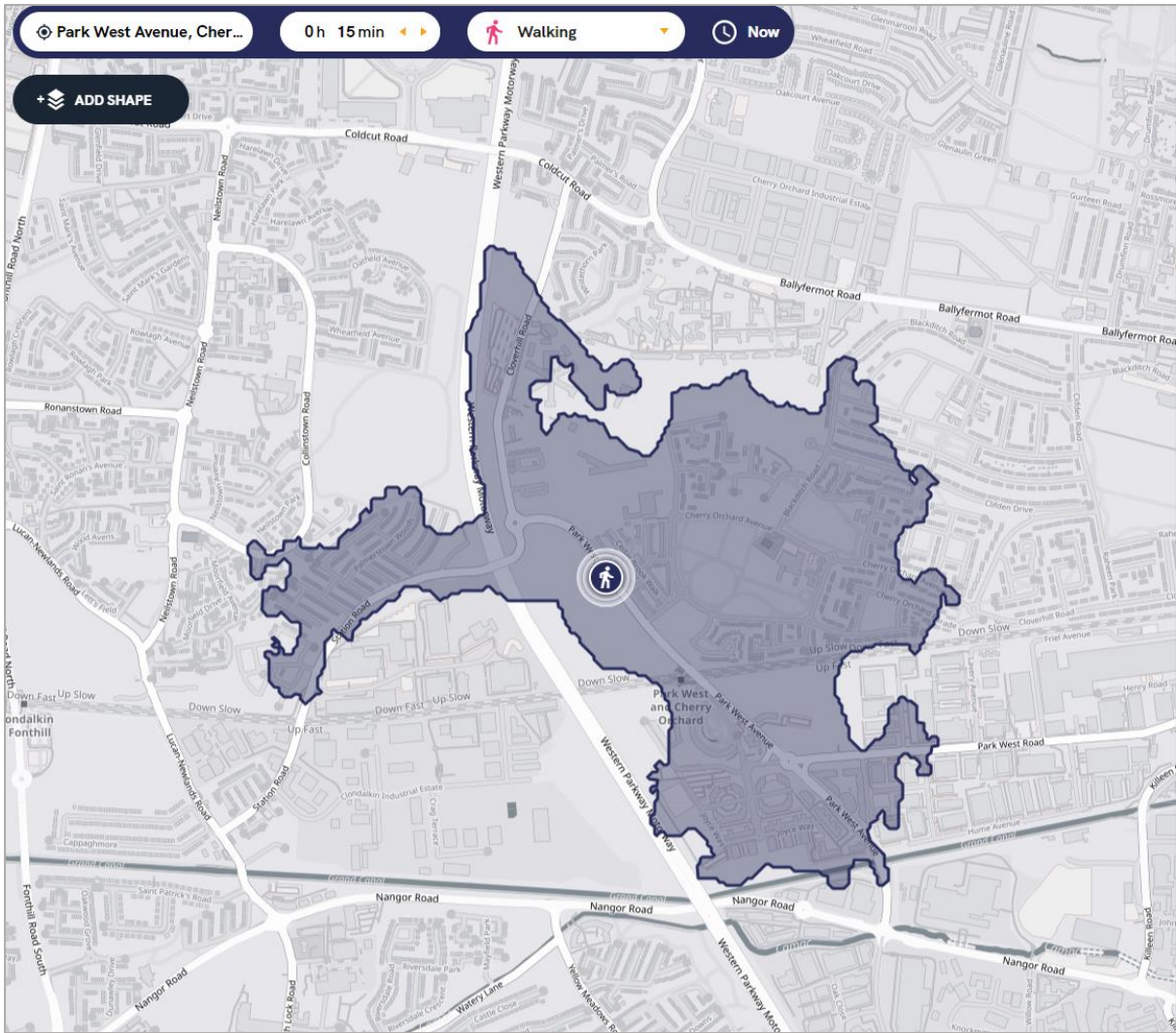


Figure 2.4 15-minute walking distance from the subject site (source: app.traveltime.com)

As shown above, the proposed access point to the subject site via Park West Avenue, will facilitate direct pedestrian linkages to Cherry Orchard Park, the existing community centre, a primary school and other facilities within 15 minutes walking distance from the site. Furthermore, the non-residential elements of the scheme that are available to general public will be directly accessible to wider Cherry Orchard community enabling the development to become a socially inclusive neighbourhood based on the principle of the 15-minute city. This approach, coupled with the provision of a continuum of housing options including cost rental housing will promote social inclusion and integration and contribute to the creation of compact growth and the consolidation of an established urban settlement supported by excellent existing and planned public transport infrastructure.

DART + South West Project (Proposed)

The DART + South West Project is the second of the infrastructural projects of the DART+ Programme expected to be delivered. The Rail Order Application for the project was submitted for statutory approval by Córas Iompair Éireann (CIÉ) on the 22nd March 2023. If approved, this rail improvement project will provide a sustainable, electrified service with increased capacity and frequency for services between Park West Cherry Orchard and Dublin City Centre.

It is expected that once this project is delivered, it will increase the train capacity to double the current (12) trains per hour per direction and increase passenger capacity from the current peak capacity of approximately 5,000 passengers per hour to around 20,000 passengers per hour per direction. The

Figure 2.4 below provides the route map proposed for the DART + South West extension which also illustrates the new route passing adjacent to the Subject Site through the Park West and Cherry Orchard train station.

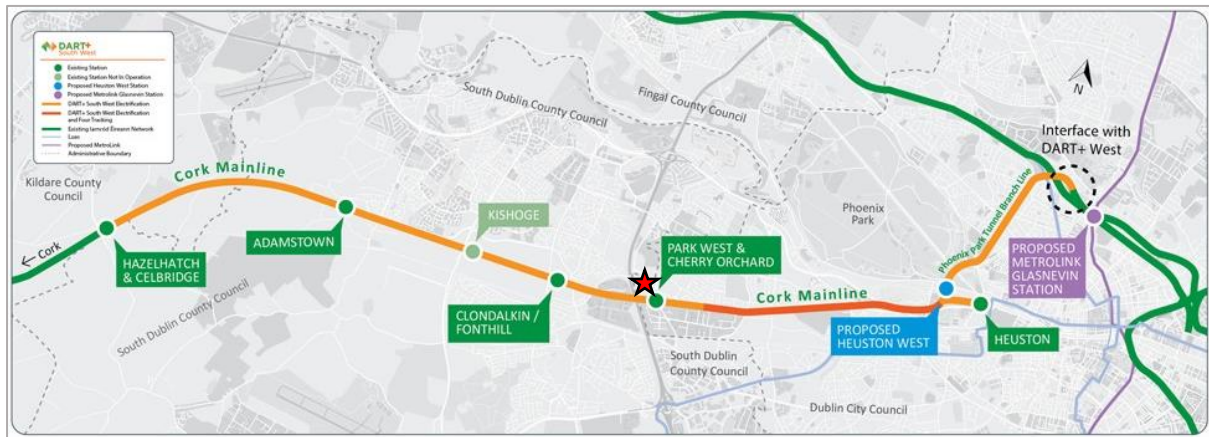


Figure 2.4 Proposed Route Map of the Dart + South West with site identified with a red star. (Source: dartplus.ie)

Part of the rail upgrade works will involve the provision of a sub station, temporary access and compound on lands within Development Site 4 as shown below. The design and layout of the application has had full regard to the proposed rail works and has incorporated suitable boundary treatment as an interim solution pending the full redevelopment of the wider lands. The submitted EIAR has also considered potential cumulative impacts that may arise from the application scheme in combination with the proposed rail upgrade works and has set out, where necessary, appropriate mitigation measures to minimise impacts on the environment. The electrification of the rail line coupled with increased capacity and frequency of the service will be of substantial benefit to residents enhancing connectivity to the city centre and providing a cleaner more sustainable mode of public transport.

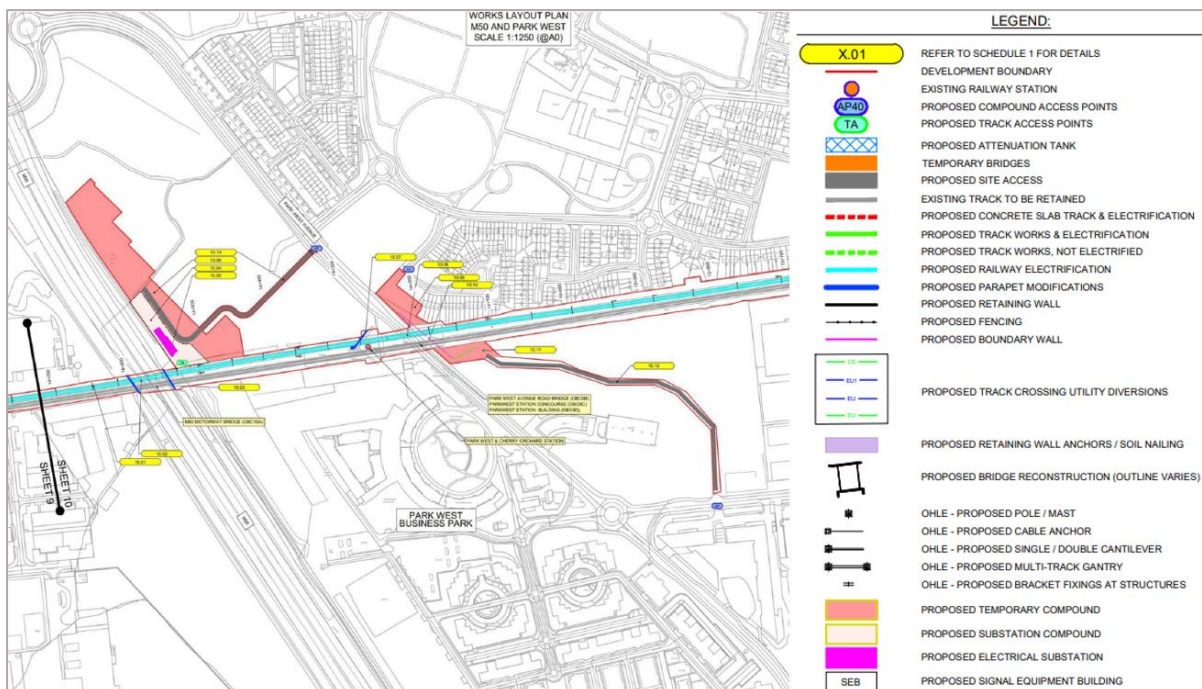


Figure 2.5 Proposed Dart + South West Layout Plan

Greater Dublin Area Cycle Network

Under the Greater Dublin Area Cycle Network, a secondary (8C) cycle network passes along the west from across the M50 to intersect to the north of Site 4 and move further north (8C1) connecting into a primary route (7A). The secondary route (8C) also continues along the east of the Subject Site toward the south, to meet the primary route (7B/N10) and the Grand Canal Greenway (N10). Figure 2.6 below further illustrates the cycle network planned under the Greater Dublin Area Cycle Network Plan, for the area surrounding the Subject Site.

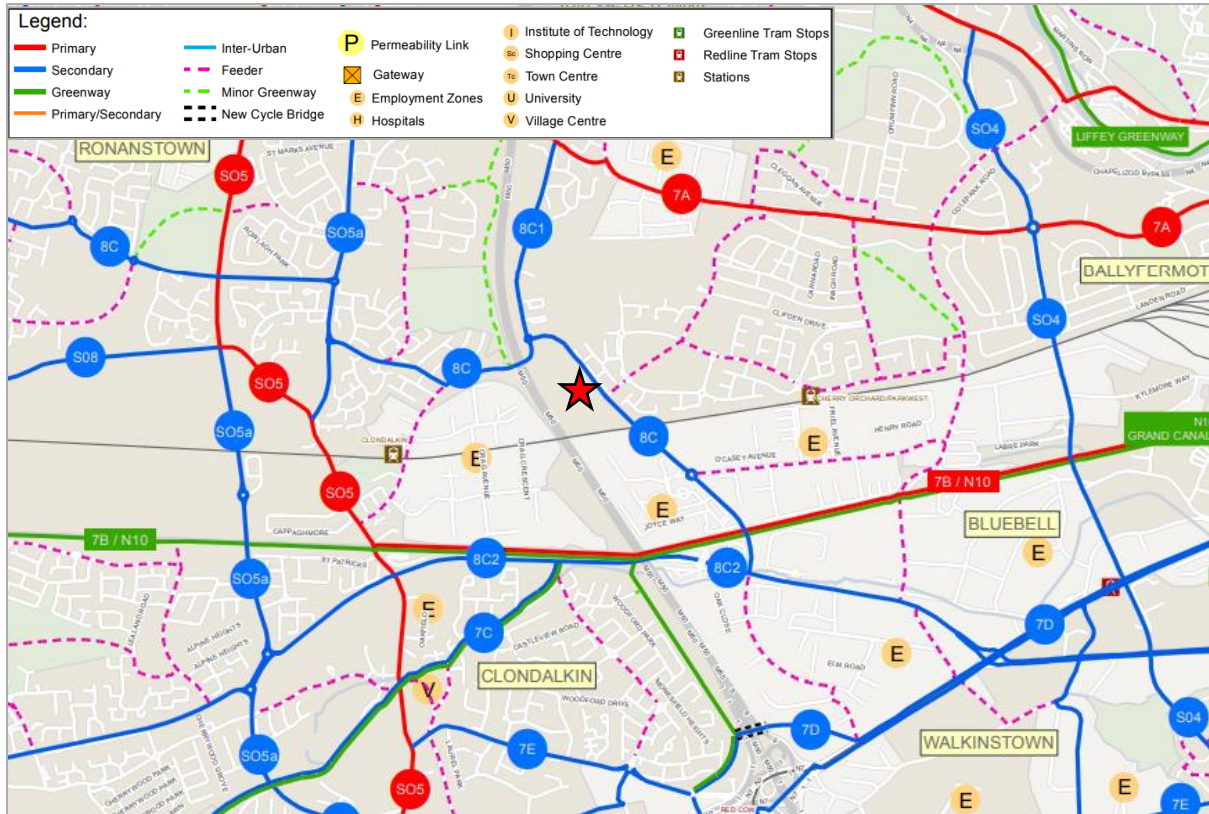


Figure 2.6 The Greater Dublin Area Cycle Network Plan 2013 (updated in 2021/22) and the subject site is marked by a red star. (Source: National Transport Authority – [Proposed Cycle Network Dublin Area](#))

BusConnects Corridor

The Subject Site is served by the Spine / Branch Route (G1) which provides further connections to the D1 / D3 spine and other local, orbital, and peak time routes including the Red Line Luas at Red Cow – these routes link the Subject Site to the west of Dublin city. The G1 spine and route 60 also provide links to G2 spine and other orbital and city bound routes – connecting the Subject Site to the east of the city, including the Docklands via the city centre.



Figure 2.7 Bus Corridors under BusConnects, serving the Subject Site which has been marked by a red star (Source: busconnects.ie)

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

2.4 Community, Social & Cultural Infrastructure

A Community, Social and Cultural Infrastructure Audit, prepared by KPMG Future Analytics and enclosed as part of this application, provides an assessment of existing community, social and cultural infrastructure within the catchment area of the application lands to identify whether the proposed development is adequately served by such uses. The Report recognises the key role that social infrastructure plays in creating successful functional neighbourhoods and how important it is to promote access to these services in order to encourage and support sustainable development.

Undertaken in accordance with the requirements and Objectives of the Dublin City Development Plan 2022-2028, the baseline analysis revealed that the application lands benefit from direct access to a range of services with more than 80 facilities located in close proximity to the subject site. The site's

strategic location bordering the Park West Business Park, and strong public transport accessibility with direct connectivity to Dublin City centre will provide future residents with greater access to additional facilities beyond the immediate catchment area. A summary of the existing community and social facilities and services serving the Subject Site within a 1km radius have been listed in the below Table 2.1.

Table 2.1 Social Infrastructure Within 1km Buffer from the Site

Social Infrastructure Type	No.
Creche	7
Primary School	4
Secondary School	1
Further Education	2
Community Facilities	12
Youth Services/Centre	1
Arts and Cultural Facilities	3
Pharmacy	4
Health Centres, Doctors, and Speciality Clinics	9
Hospitals	1
Religious Institutions	7
Sports Centres, Grounds and Stadiums	31
Total Facilities	82

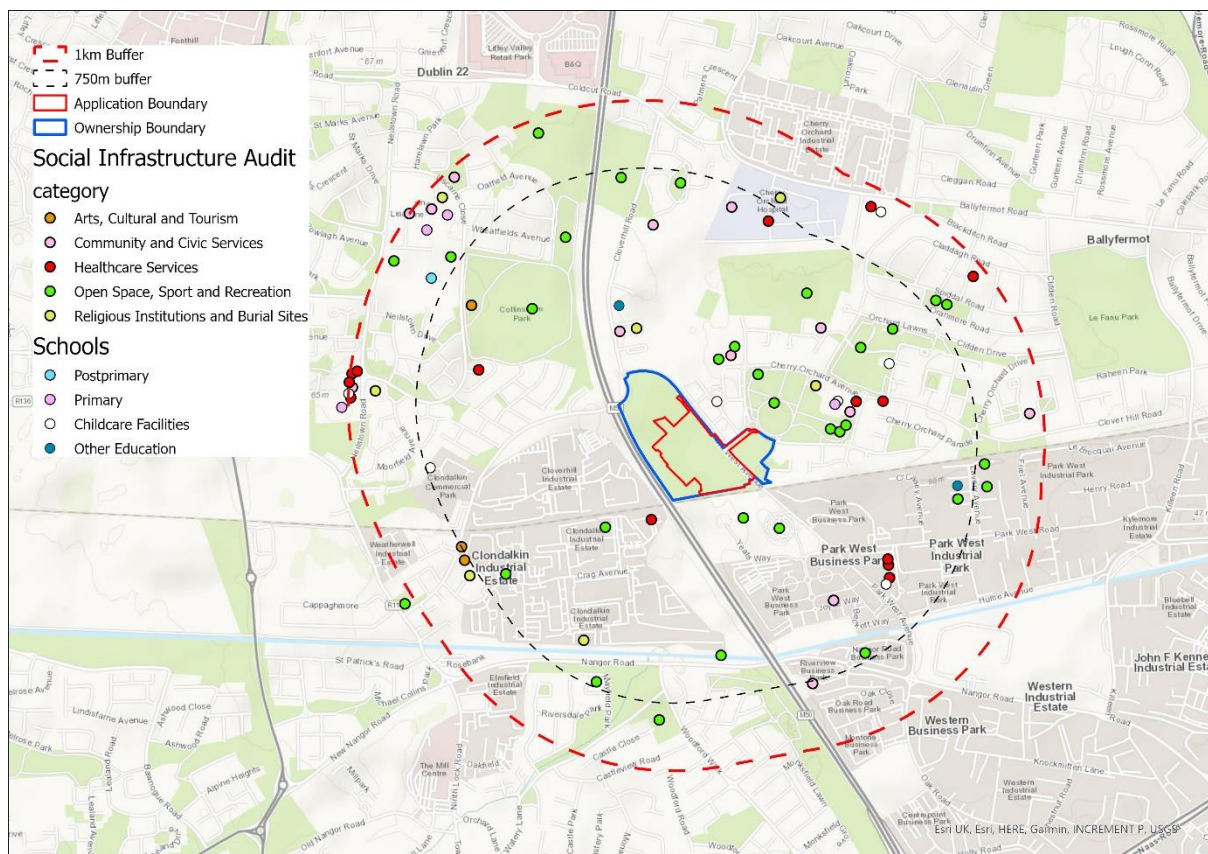


Figure 2.5 Community and Social Infrastructure within 750m-1km study area

The Audit identifies that the availability of arts and cultural facilities in this part of Dublin city is somewhat sparser than the more centrally located areas of the city, where such facilities tend to be located. However, it is noted that the subject site is well connected to central parts of the city through a variety of public transport routes / links providing direct access to such facilities for future residents of the

scheme. Furthermore, the proposed development includes the provision of flexible community, arts and cultural spaces that can respond directly to demand and accommodate future arts and cultural uses. The Report has, through evidential analysis, demonstrated that the proposed development is sufficiently served by strong and robust social infrastructure, educational and childcare networks capable of accommodating demand generated by the scheme.

It is further noted that a separate Schools and Childcare Assessment Report has been prepared as part of the planning application documentation to assess the level of existing capacity within childcare and schools' facilities and determine whether the existing services are sufficient to cater to the demand generated by the proposed development. Please refer to the enclosed Community, Social and Cultural Infrastructure Audit and Schools and Childcare Assessment Report submitted with this application for further details.

3.0 Proposed Development

3.1 Summary Overview

The proposed development principally involves the construction of a residential led mixed use scheme comprising 708no. residential apartments comprising 547no. cost rental and 161no. social / affordable units together with a convenience retail supermarket, 7no. retail / commercial units, community, arts and cultural spaces including external events space and community gardens, and a childcare facility with associated external playing space. The proposed development will also deliver high-quality landscaped public open space and will include a public plaza, play space, outdoor fitness trail, communal amenity space, internal pedestrian and cycle routes and all associated site and development works to facilitate the proposed development. Please refer to the statutory notices for full and complete description of the proposed development.

The built elements of the scheme involve the construction of 9 buildings housing 16 blocks ranging in height from 4 to 15 storeys, with the majority of the blocks being 5-6 storeys. The development layout strategy of the scheme follows established and best practice principles of good quality urban design centred on creating a sustainable and well-connected community within the Cherry Orchard area. The design and layout of the scheme coupled with the incorporation of a variety in height, form and materials will create a distinctive character and sense of place and identity for future residents. The transition of increased height and density to the south-eastern corner of the site, adjacent the train station, illustrates how the scheme is respectful of the prevailing and established character of the area but also delivers upon the vision of the Park West Cherry Orchard LAP and Dublin City Development Plan that seek higher densities and a landmark building in close proximity to the station. This approach to the design and layout of the development will result in the creation of a vibrant new urban area that is fully integrated and connected with the existing community.



Figure 3.1 Proposed Site Layout Plan (Source: VDA / CCK Architectural Design Statement)

Figure 3.1 above provides a visual representation of the scheme illustrating how the proposal represents a coherent and logical response to an underutilised site positioned in a strategic and accessible location. An overview of key development statistics is set out in the table below.

Table 3.1 Key Development Statistics

KEY DEVELOPMENT STATISTICS	
Site Area	6.27 ha
Gross Floor Area (Residential)	58,906 sqm
Density	c. 145 (net)
Plot Ratio	1.4
Site Coverage	33.2%
Height	4 -15 Storeys
Total No. of units	708
OPEN SPACE	
Public Open Space	6,123 sqm
Communal Amenity Open Space	5,596sqm
External Events Space and Community Gardens	1,157 sqm
NON-RESIDENTIAL	
Convenience Retail Supermarket	2,523 sqm
Retail and Commercial Units	373 sqm
Community and Arts / Cultural Spaces	1,222 sqm
Childcare facility	672 sqm
RESIDENTIAL	
Apartments	708
Cost Rental Apartments	547
Social / Affordable apartments	161
Part V	23%
PARKING	
Car Parking Provision	444
Bicycle Parking	1618
Motorbikes	22

The proposed development represents Phase 1 of the wider vision for the plan led redevelopment of Sites 4 and 5 of the LAP lands. The proposed development will contribute to delivering upon the LAP’s vision for Cherry Orchard in creating an attractive and identifiable place with a vibrant and active community. The scheme has the potential to act as a catalyst to kick-start the regeneration of the wider area and revitalise underutilised lands through the implementation of a fully integrated and sustainable development.

3.2 Residential Development

The residential element of the proposed development involves the construction of 708no. residential apartments comprising 547no. cost rental and 161no. social / affordable units. In terms of tenure mix, the social / affordable units are contained within dedicated blocks dispersed throughout the development in order to promote social integration whilst also carefully balancing the management needs of the Local Authority. The strategy for the block design and layout is guided by separating the scheme into two distinct but interconnected components based on aligning residential densities with locational context. The residential element of the scheme would be underpinned and supported by the commercial and community, arts and cultural uses that would result in a fully functional and integrated scheme providing future residents with easy access to a range of facilities and amenities to enhance their quality of life and living environment.

Figure 3.2 below provides a schematic overview of the block layouts in the context of densities achieved.

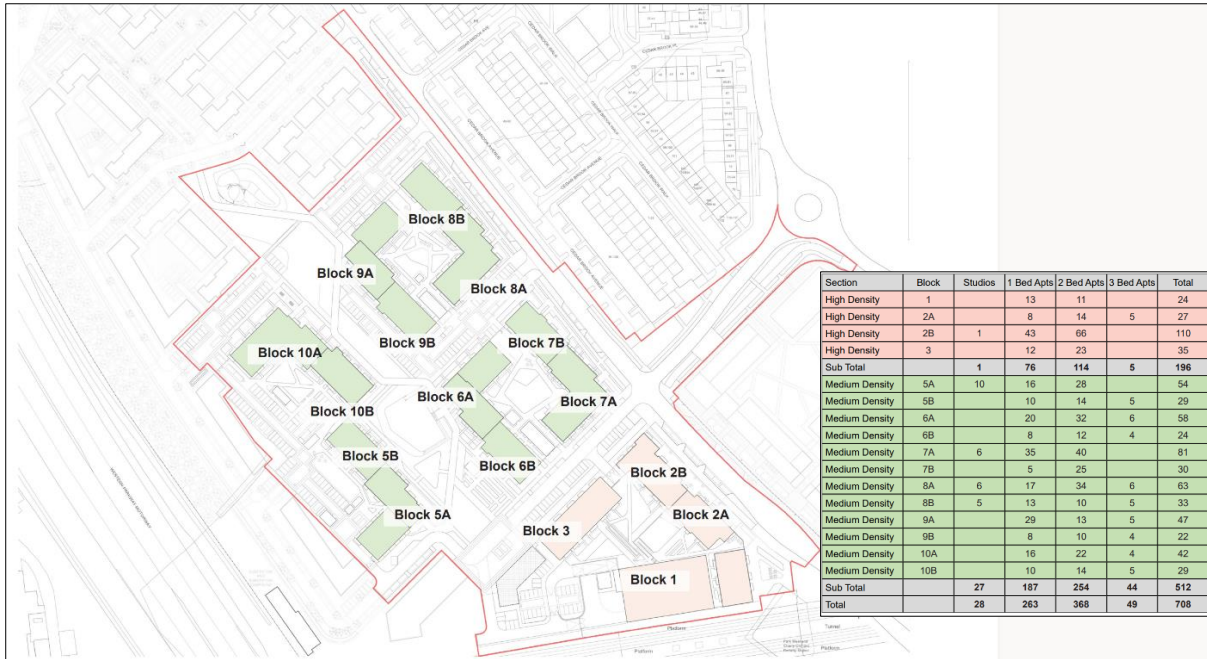


Figure 3.2 Proposed Residential Density Strategy (Source: VDA / CCK Architectural Design Statement)

The ‘High-Density’ units are arranged on a triangular plot and contained in the mixed-use Blocks 1, 2A, 2B and 3 framed around a central area of communal open space for future residents. These blocks are focused on the south-eastern portion of the site adjacent to the Park West Cherry Orchard rail station and will create a focal point and destination within the Cherry Orchard area. This approach of delivering suitable residential densities in tandem with non-residential uses in close proximity to a high frequency and high-capacity public transport node will maximise investment in public infrastructure and enable a more efficient use of strategically located lands.

Figure 3.3 below provides a CGI view of the high-density component of the scheme.



Figure 3.1 - Combined plan of Blocks 1, 2A, 2B & 3



Figure 3.2 - Verified View of Blocks 1, 2a and 2b



Figure 3.3 - North eastern elevation of Blocks 1, 2a and 2b to Park West Avenue

Figure 3.3 Block Plan and Elevation of the High-Density Area (Source: VDA / CCK Architectural Design Statement)

The ‘Medium Density’ units occupy the majority of the site and comprise mid-rise courtyard and L-shaped blocks of predominantly residential units framing areas of central communal open space. The quadrants along Park West Avenue are broken by the creation of ‘Woonerf’ home zone areas where on street parking is provided and which are overlooked by the apartments above creating a sense of safety and security for residents. This area of the site also contains the childcare facility and community and cultural / arts spaces which will create an integrated and fully functional community setting. The buildings are traversed by the landscaped Neighbourhood Park which provides a natural linkage with the high-density area and contains a variety of external uses further enhancing the sense of place and living environment for future residents.



Figure 3.4 CGI of Medium Density Area illustrating the ‘Woonerf Street’ between Block 7B and Block 8A (Source: VDA / CCK Architectural Design Statement)

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

Table 3.2 Proposed Mix of Uses and Units within each Block

Apartment Block	Storeys	Units	Density Area	GFA (m2)	Non-Residential (m2)	Non-Residential Use
Apt Building 1	6	24	High	4,594	2,523	Retail
Apt Building 2A	6	27	High	3,084.8	222	Retail
Apt Building 2B	15	110	High	10,096	307	Retail (151 sqm)/Community (156sqm)
Apt Building 3	5	35	High	3,611	424	Community
Apt Building 5A	6	54	Medium	5,032	672	Creche
Apt Building 5B	5	29	Medium	2,628	0	NA
Apt Building 6A	6	58	Medium	5,019	0	NA
Apt Building 6B	5	24	Medium	2,584	289	Community
Apt Building 7A	7	81	Medium	6,363	0	NA
Apt Building 7B	6	30	Medium	3,208.8	353	Community
Apt Building 8A	6	63	Medium	5,424	0	NA
Apt Building 8B	5	33	Medium	2,640	0	NA
Apt Building 9A	5	47	Medium	3,791	0	NA
Apt Building 9B	4	22	Medium	2,075.2	0	NA
Apt Building 10A	4	42	Medium	3,664	0	NA
Apt Building 10B	5	29	Medium	2,584	0	NA
		708		66,398.8	4,790	

The rationale for the proposed breakdown of floorspace across the scheme and the relationship between the residential and non-residential is aligned and fully consistent with the Local Area Plan. The need for additional housing to be targeted towards brownfield serviced lands in tandem with other uses in order to achieve compact urban growth and accommodate rising demand is widely supported at

national, regional, and local planning policy level. Section 2.2.1 of the Development Plan sets out the population growth pattern for the county noting that:

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

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

As a result of the high population growth being experienced in the City, housing demand will continue to increase, further strengthening the need to provide appropriately scaled housing on serviced and development ready lands. The proposed development has been designed to provide much needed affordable housing of varying sizes and typologies in close proximity to existing services and amenities. The inclusion of 28 no. studio and 263 no. one-bed units will appeal to a wider ranging demographic including an ageing population cohort that may be seeking to downsize and age in place.

Furthermore, the provision of cost-rental units as part of the proposed development will contribute to providing welcome relief to a rental market that is currently under significant pressure and malfunctioning giving rise to unaffordable rents for a large proportion of the population. To achieve the ambitious compact development targets set out in the NPF for at least 50% of all new homes to be delivered within or contiguous to the existing built-up area in Dublin and 30% in other settlements, it is crucial that the Authority support the delivery of housing at locations such as the subject site. The continuum of housing options across the cost rental and social / affordable sectors will result in a fully inclusive development that will create a multi-generational and sustainable community within the Cherry Orchard Area.

3.3 Commercial / Retail Uses

The commercial / retail element of the proposed development involves the provision of a convenience retail supermarket (2,523sq.m GFA), and 7no. independent and co-located retail / commercial units (totalling 373sq.m GFA) located within the high-density area of the site adjacent the Park West Cherry Orchard rail station. Figure 3.5 below provides a visual representation of the retail / commercial core within the context of the application site and wider area.



Figure 3.5 Location of Retail / Commercial Hub (Source: VDA / CCK Architectural Design Statement)

Positioning the commercial element of the scheme at this location was informed by the proximity of the train station and the planned BusConnects Spine Routes that will border this area of the site creating a commercial cluster around the station. This will form a transport and retail focal point within the new neighbourhood, punctuated by the landmark building ensuring that the retail / commercial hub will be accessible to the wider Cherry Orchard community. These units will benefit from increased footfall that would typically be associated with a strong public transport node which will be further strengthened when the planned Dart+ South-West upgrades have been completed increasing frequency and capacity of services to and through Park West Cherry Orchard. Table 3.3 below provides a summary breakdown of the retail floorspace proposed as part of this planning application.

Table 3-3 Breakdown of Retail / Commercial Space

Unit	Location	Area (sq.m)
Supermarket	Block 1	2523
Retail / Commercial 1	Block 2A	60
Retail / Commercial 2	Block 2A	50
Retail / Commercial 3	Block 2A	41.5
Retail / Commercial 4	Block 2A	41.5
Retail / Commercial 5	Block 2A	50
Retail / Commercial 6	Block 2A	75.5
Retail / Commercial 7	Block 2A	54.4
Total		2896

In terms of built form, the retail / commercial element of the scheme is contained within Blocks 1 and 2A and arranged in a triangular format anchored by the supermarket unit and spilling out onto a Civic Plaza where people can gather and socialise. The individual retail / commercial units are located at ground floor level of Block 2A which will complement the supermarket and will animate Park West Avenue on both sides. Car parking to serve the retail core is provided through a mixture of a dedicated off street car parking and short term bays on Park West Avenue. Landscaping and tree planting will

enhance this public realm for the new and wider neighbourhood. The design strategy for the shop frontages seeks to maximise transparency and daylight penetration to the units creating a welcoming environment while the floorplates of the individual retail units have been designed to allow for flexibility and adaptability to respond to evolving demands and needs for future tenants.



Figure 3.11 - Plan of Commercial Centre

Figure 3.5 CGI with view of the Ground floor commercial / retail core (Source: VDA / CCK Architectural Design Statement)

The subject site is located within SDRA 4 – Park West / Cherry Orchard as designated in the Dublin City Development Plan 2022-2028, a key objective of which is the delivery of compact growth and the promotion of sustainable development aligned with the principles of the 15-minute city concept. In designating lands as Strategic Development Regeneration Areas, the Plan recognises their capability of delivering significant quantities of homes and employment for the city. A key component in achieving this objective is the development of retail / commercial uses in tandem with new residential communities. This vision for the area is echoed in the LAP which incorporates the requirements for providing a safe and vibrant mixed-use environment, combined with the provision of a supermarket and associated retail and service facilities for the area (with specific development objectives for the subject site).

During the non-statutory public consultation that was undertaken in preparation of this application, a common theme that emerged was the lack of retail / commercial facilities within the Cherry Orchard area, particularly convenience / supermarket retailing. This under provision of retail / commercial use has significantly impacted upon the vibrancy and vitality of the area and needs to be urgently addressed. It is considered that the proposed retail / commercial element of the scheme will be a welcome addition

to the area, create a commercial core within the development representing an integral component of a fully functional sustainable community.



Figure 3.6 CGI view of the commercial / retail core on the Ground Floor of Block 1. (Source: GNET CGI Booklet)

The LAP requires that specific uses be defined for all ground floor retail units at certain locations within the LAP lands and that such units are required to be fitted out to a specification that facilitates turnkey letting. However, such a requirement is considered premature pending the identification of end users, which cannot happen until a grant of permission has been secured, and who will all have differing demands depending on their eventual use. For example, a hairdresser will have a completely different store layout to that of a post office. Furthermore, operators tend to prefer to be in control as to how their units are fitted out and often have templated layouts to ensure consistency across their stores. As such, it is considered appropriate that a degree of flexibility be incorporated into the labelling of these units for planning purposes and have therefore been described as ‘retail / commercial’.

Furthermore, such labelling would not preclude a café, for example, from operating from one of these units, a use that would significantly benefit the area and add an element of vibrancy to Park West Avenue complementing the wider retail offering. It is reasonable to propose that the more granular detail as to how these units will operate be agreed with the Planning Authority by way of a compliance submission post planning.

In order to provide An Bord Pleanála with the comfort that they need from a development control perspective, it is recommended that a condition to the following effect be attached to a grant of permission:

“Full details of the eventual use of the units labelled as retail / commercial shall be submitted to the planning authority and written agreement obtained prior to occupation of the units.”

This approach will facilitate any future consent containing an adequate degree of flexibility to respond to changing market demands and avoid undue vacancy. The integration of much needed supporting commercial uses to the residential core is a critical component of healthy placemaking and is compliant with a key objective of the LAP that seeks to facilitate the provision of localised retail as part of enhancing the neighbourhood centre within Cherry Orchard. Furthermore, the delivery of retail uses as part of an integrated mixed-use development will create employment opportunities for future and existing residents of Cherry Orchard in close proximity to their homes, aligning with the spirit and principles of the 15-minute city concept.

3.4 Community, Arts & Cultural Uses

The proposed development also includes the provision of community and arts / cultural uses across a mixture of internal and external spaces. These uses are dispersed throughout a number of blocks at ground floor level and have predominantly been targeted towards the centre of the application lands to provide the heartbeat to the development. Table 3.4 below provides a locational breakdown of these uses. Figure 3.7 below provides an overview of the proposed community and cultural / arts uses in the context of the other non-residential uses within the scheme.



Figure 3.7 Location of proposed community uses (Source: VDA / CCK Architectural Design Statement)

Policy Objective CUO25 of the Development Plan requires that developments of a certain scale (more than 10,000 sq. m.), and developments within SDRAs, should provide at a minimum for 5% community, arts and cultural spaces (predominantly internal) as part of the development proposal. When applied to the net residential floor space of the proposed development (c. 47,237 sq. m.), a requirement of 2,362sq.m of community space is generated. The Plan notes that the balance between the uses should be informed by an evidenced based audit of the area with the aim of addressing gaps in existing provision. The layout and form of these uses throughout the scheme has been informed by the Community, Social and Cultural Infrastructure Audit prepared by KPMG Future Analytics as part of this application. The Audit revealed that there is a need to deliver a wide range of such services noting a current under provision across the board. As such, it was considered prudent to keep these spaces relatively flexible in order to respond to changing needs and demands. Table 3.4 below provides a locational breakdown of these uses across the application lands.

Table 3-4 Breakdown of Community & Arts / Cultural Uses

Use Type	Location	Area (sq.m)
Community & Arts / Cultural	Block 2B	156
Community & Arts / Cultural	Block 3	424
Community & Arts / Cultural	Block 6	289
Community & Arts / Cultural	Block 7	353
Community Garden and External Events Space	Neighbourhood Park	1157
Total		2,379

The strategy relating to the delivery of community and arts / cultural uses has also had regard to the extensive public consultation that has taken place and the need to understand the needs of the existing communities within Cherry Orchard. It is apparent that there is a general consensus among the local community for a need for community spaces that can accommodate a broad range of activities for young and old alike where the internal spaces could be used as multi-use community halls / meeting rooms, youth cafes, event space, artist studios, dance halls and technical workshop spaces.



Figure 3.8 CGI Image of Community & Cultural Art uses on the ground floor of Block 7B (Source: Van Dijk Architects and Conroy Crowe Kelly Architects and Urban Designers)

Locating these spaces on the ground floor of Blocks 2B, 3, 6B and 7B provides for variety in ground floor uses and street frontages thus animating Park West Avenue and the internal ‘Woonerf’ Street between the high and medium density areas. The community and arts / cultural uses at Blocks 2B and 7B in particular and their proximity to Cherry Orchard Green will create a natural linkage and desire line between the existing community centre and New Cherry Orchard Park resulting in a synergy between the uses adding to the vibrancy of the area. The inclusion of a dedicated Community and Estate

Management Office will provide a supporting facility for the new community helping future residents to integrate into their new homes and community.

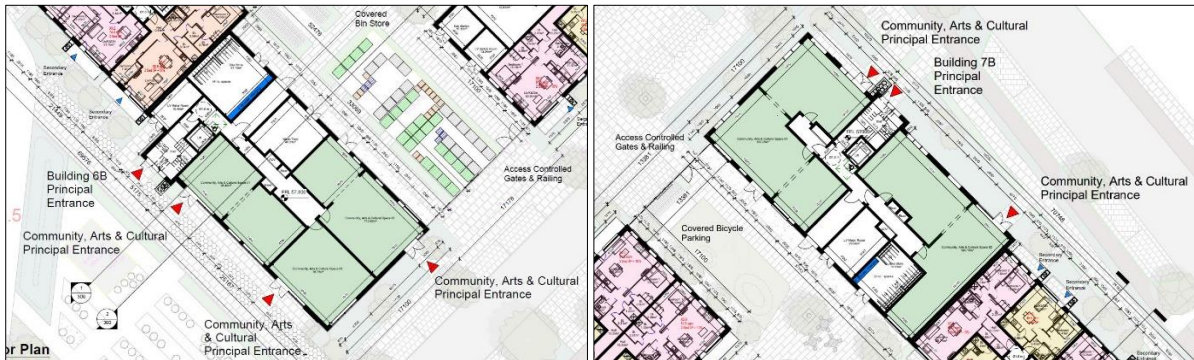


Figure 3.9 Layout Plan for the Community and Art/Cultural Units in Block 6B and 7B of the Proposed Scheme (Source: Van Dijk Architects and Conroy Crowe Kelly Architects)

The flexibility in terms of the labelling of these units is a deliberate intention to allow them to respond to ever changing demands for such spaces. It is considered that specifically identifying these units as either a community or arts / cultural use in a locational context where there are no discernible gaps in one use would inadvertently risk creating a situation where units could lie vacant if there is a lack of demand for a specific use. Such a situation would be detrimental to the vibrancy of the scheme.

The external community and arts / cultural space is located within the centre of the site representing a natural extension of the Neighbourhood Park and immediately adjacent to the internal community and arts / cultural uses located in Blocks 3 and 6B. This focal point of the site is marked by the community garden where residents will have the opportunity to plant vegetables, fruit etc that could be used in a community café giving future residents and the wider community a sense of ownership of this area. The external event space has been designed to accommodate events such as exhibitions, theatre performances, fairs, weekly markets, and more ‘fixed’ and ‘seasonal’ activities such as regular walking/activity clubs for the elderly, tidy town activities which could include all age-groups, activity classes and camps for children during the weekends or holidays. Provision will be made for pop up canopies and lighting to facilitate these events.



Figure 3.10 Outdoor Community and Art / Cultural Space

The proposed community and arts / cultural uses respond directly to issues raised by the community during the non-statutory public consultation process and have been incorporated into the design of the Phase 1 scheme to provide a fully sustainable community. The flexibility in the design and layout of these spaces and the mixture between internal and external community spaces will allow the uses to respond directly to changing demands and ensure the vitality and vibrancy of these spaces is protected.

3.5 Childcare

The proposed development also includes the provision of a childcare facility located on the ground floor of Block 5 with the associated outdoor play area positioned along the eastern elevation adjoining the Neighbourhood Park. Locating the creche at this part of the site facilitates direct access to the adjoining public open space avoiding the need to cross any vehicular routes which results in a safe and secure environment. Figure 3.11 below provides the proposed layout of the childcare facility.



Figure 3.11 Proposed Layout of Childcare Facility (Source: Van Dijk Architects)

The proposed creche has an area of 672sq.m and is capable of accommodating approximately 135 no. spaces children of varying age groups. The scale of the proposed creche has been informed by a socio-economic profile of the area and population projections arising from the scheme as detailed in the Schools and Childcare Demand Assessment prepared by KPMG Future Analytics enclosed as part of this application. The creche has been scaled with additional headroom to accommodate not only demand arising from the proposed scheme, but also future phases of development. Residual demand that exists within the wider Cherry Orchard area may also be accommodated which will improve the viability of the facility. This approach also necessitated locating the creche in the centre of the application lands to ensure greater accessibility for the wider community.

3.6 Public Open Space and Landscaping

The proposed development also includes the provision of high-quality landscaped public open space of 6,123sqm representing 12.5% of the net residential area of the application lands. The public open space includes a public plaza, multi-use playing spaces, outdoor fitness trail, amenity lawns, and Multi-Use Games Area. The design approach to the form and layout of the open space, which is an integral and central component of the scheme, has ultimately informed the movement and connectivity strategy for the development. The design and layout of the central Neighbourhood Park has enabled the development to integrate with the existing community by promoting permeability through the scheme and enhancing connectivity to the wider Cherry Orchard area. The public open space has been arranged in terms of a clear hierarchy with each area having its own distinct character and purpose as illustrated below.

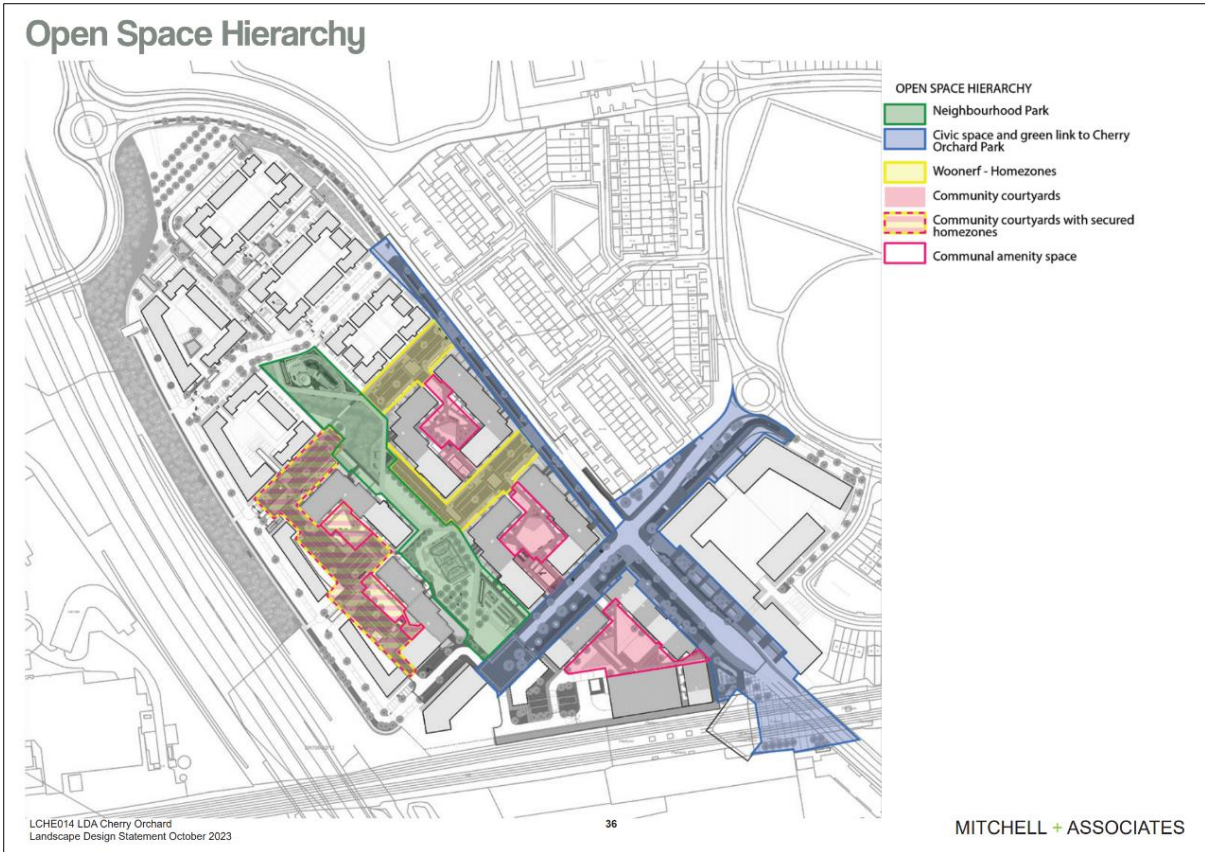


Figure 3.12 Proposed Open Space Hierarchy (Source: Mitchell + Associates)

The Neighbourhood Park

The Neighbourhood Park represents the centre point of the scheme dissecting the site east and west and linking the application lands to the Phase 2 lands to the north. The Park naturally extends into the external community space and gardens before terminating at the main east-west axis which provides a direct connection to Cherry Orchard Park. Designing this space as a car free zone augments its attractiveness as a space that is safe and secure for pedestrians and cyclists. Framing the Park with the building blocks on each side containing active ground floor uses with residential apartments above improves the passive surveillance afforded to the area, again enhancing the security and safety of the area.

Figure 3.13 below provides an aerial image of the Neighbourhood Park in the context of the wider lands illustrating the key role that it plays in connecting the various elements of the development together.



Figure 3.13 Aerial view looking south through the Neighbourhood Park (Source: VDA / CCK Design Statement)

The space has been designed as a semi-natural space that promotes a healthy lifestyle, with a focus on encouraging a nature-based experience and social interaction. The Park contains a range of facilities and amenities including a fitness trail, outdoor games areas, informal amenity lawns, external seating, picnic tables and a kick about area aimed catering to all age groups and people with varying degrees of mobility. The landscape design strategy has resulted in the creation of a fully inclusive and multigenerational public open space where people can rest, play and socialise. Biodiversity has also featured strongly in the landscape strategy for the development through the continuity of wilder native planting and the establishment of micro forest pockets throughout the development.



Figure 3.14 Aerial view looking north towards the picnic lawn, MUGA and amenity lawn (Source: VDA / CCK Design Statement)

A civic plaza is proposed as part of the development at Park West Avenue beside the rail station and at the entrance to the proposed supermarket which effectively will serve as an extension of the existing plaza. This space takes the form of a hard landscaped area with informal seating that will also promote interaction and create another social focal point within the development. The space is visually 'softened' through the provision of perennial planting and street trees.

It should be noted that the northern playground and public open space at the boundary with the Phase 2 lands is intended to serve that phase of the development but will be delivered under this permission. It was considered prudent to 'front load' this element of the scheme given its natural extension of the central Neighbourhood Park and its direct connection with the future phase of development.

Extensive engagement between the Project Team Landscape Architect and the Parks Department of Dublin City Council has taken place throughout application process to ensure the coordinated delivery of public open space that is sufficient in amenity, quantity and distribution to meet the demands of the future population and wider Cherry Orchard community. Please refer to the enclosed **Landscape Design Report** prepared by Mitchell and Associates for more detail.

3.7 Strategic Vision for Development Sites 4 and 5

The application site sits within Development Site 4: M50-Cedarbrook Avenue as identified in the Park West Cherry Orchard Local Area Plan 2019 and represents the first of four phases in the wider redevelopment of both Site 4 and Site 5: Barnville of the LAP lands. For context, an urban framework plan was initially prepared for the Park West / Cherry Orchard Area in 2002 which triggered an initial delivery of housing including the Cedar Brook and Barnville residential schemes. However, the economic crash and subsequent slowdown in construction activity resulted in widespread vacancy and undeveloped land. This resulted in Cherry Orchard being designated as an SDRA in the 2016-2022 Dublin City Development Plan and further transposed into the current Plan.

As outlined in the LAP a key focus of the Plan is the *integration of new development sites with the existing and expanding community in order to create a sustainable and integrated neighbourhood*. This resulted in the creation of 8 key development sites across the LAP lands with the capacity to deliver between 2,500 – 3,100 residential units alongside employment and retail opportunities. As outlined above, the local Cherry Orchard community has long experienced the negative impacts of delayed development in their area and a disjointed approach particularly in terms of developing non-residential uses in tandem with new housing.

Having regard to the above, it is imperative that the completion of this neighbourhood is not seen to be a protracted, piecemeal process and that a phased approach to the collective development of both sites 4 and 5 is considered. As such, a phased approach to the delivery of the wider lands has been developed and is shown in Figure 3.15 and summarised below:

- **Phase 1:** Current Planning Application – High and Medium Density Sections
- **Phase 2:** Northern Portion of Site 4
- **Phase 3:** Site 5
- **Phase 4:** Enterprise Portion of Site 4 along M50 Boundary

The proposed phasing plan divides both Development Sites into four distinct sections that are broadly aligned with the four-character areas. This approach allows for the seamless integration of each development phase and character area resulting in the creation of a holistic and connected community. In order to promote healthy placemaking it is important that these areas are not necessarily defined by a planning redline or phasing boundary, and that a deliberate transition or 'blurring' between different

permissions and/or phases is facilitated to allow for a large scheme to be read as a coherent neighbourhood, rather than a series of independent estates.

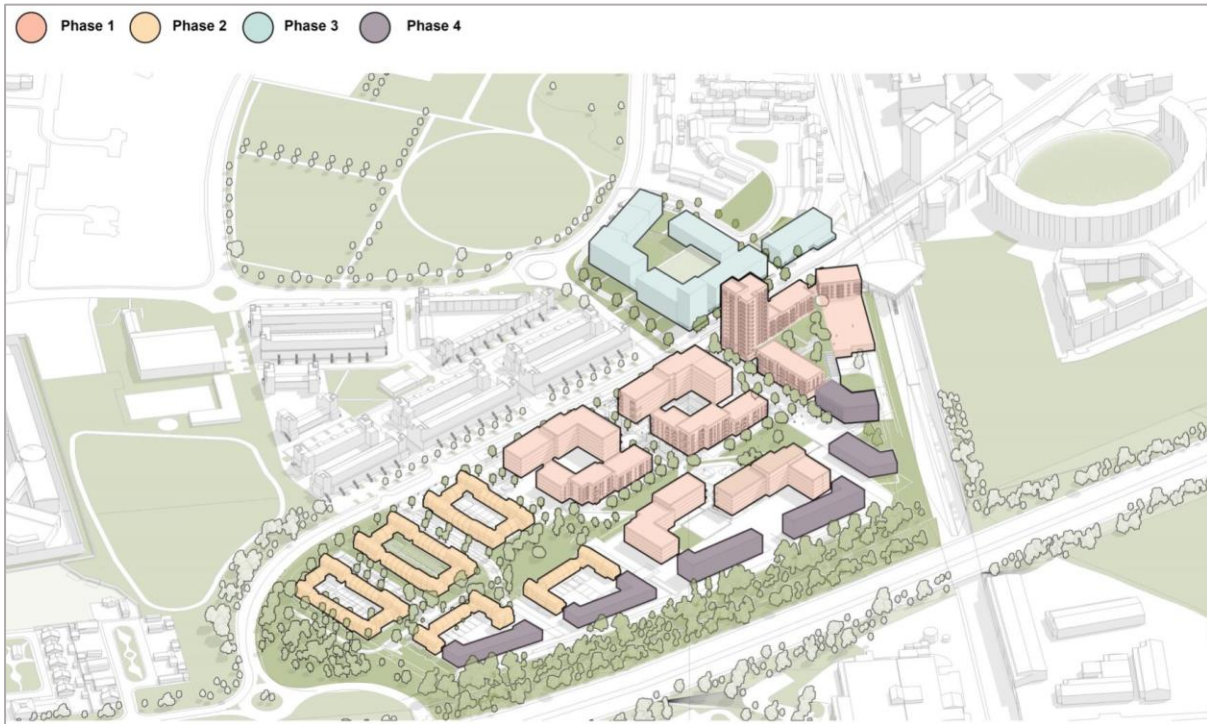


Figure 3.15 Delivery Plan for the Key Development Sites 4 and 5 of the Park West Cherry Orchard Local Area Plan 2019.

A breakdown of the total residential units and non-residential floorspace proposed for Phase 1-4 is provided in the table below. In total, the entire development of Sites 4 and 5 of the LAP lands will provide approximately 1,116 homes, and up to 22,300 sqm of non-residential uses including community, retail, commercial and employment.

Table 3.3 Break down of typology of residential units proposed in Phases 1 to 3 of the Development

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

The rationale behind this approach is centred on the need to deliver a fully integrated residential community in tandem with a variety of retail and employment opportunities. The proposed Irish Rail upgrades and the associated temporary compound located in the south western portion of Site 4 have also influenced the phasing strategy of the wider development. This has necessitated directing the bulk of the employment uses along the M50 boundary to Phase 4 when the rail upgrade works are intended on being complete (circa 2030). Furthermore, the population uplift created by the preceding phases will have contributed to creating a critical mass needed to test the viability of the intended scale of

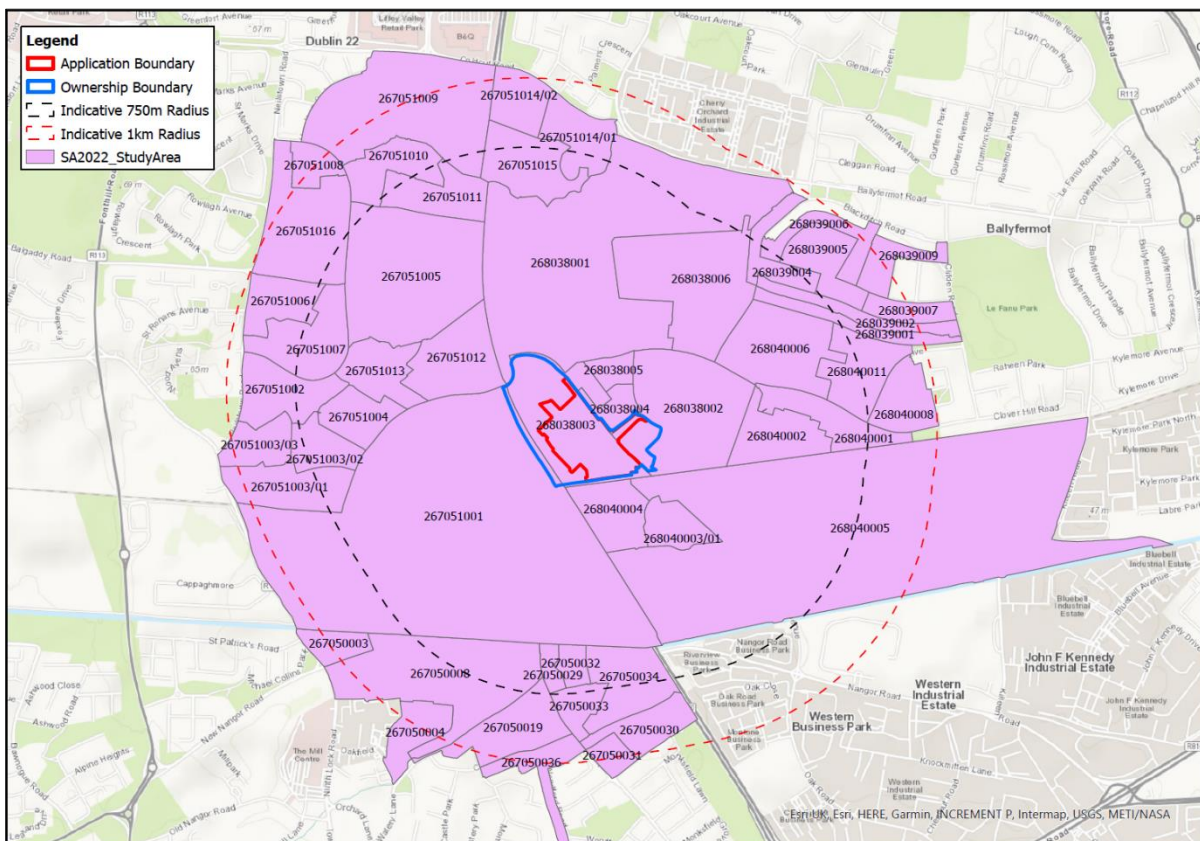
employment / enterprise uses at this location which will further benefit from the increased frequency and capacity that the rail upgrade works will bring.

3.8 Need for the Development

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

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

The Study Area catchment has been defined by c. 51 no. Census Small Area (SA) Boundaries (2022), intersected by a 1km buffer from the subject land boundaries (blue line in Figure 3.16 below). This consideration has been made on the basis that the development falls under a single ownership and hence, will be a single scheme, delivered in phases to align with the availability of essential infrastructure, services and amenities. This would further remain consistent with the Study Area defined in other reports for this scheme, specifically the EIAR, which would consider the entirety of the development in determining associated risks and any subsequent mitigation measures to be considered.



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

The Table 3.4 below, records the percentage change in population during this period to highlight overall residential patterns. As illustrated, the small areas defining the study area experienced only a slight increase of c. 0.2% between 2011 and 2016, which is contrary to the growth recorded for the Dublin Region, at 5.8% during the same period. Between 2016 and 2022, the Study Area population has experienced an exponential increase from the previous Census period, of c. 7.7%, which is similar to the population increase observed in the Dublin Region (c. 8.2%) during the 6 years following Census 2016. There is around 15% increase in the overall population for the Dublin Region during the 10-year period between 2011 and 2022 and an increase of 8% in the study area population during this period. It is noted that the increase in study area population over the 10-year period is largely owing to the population growth between 2016 and 2022.

Table 3.4: Population Change during the Census Period 2011, 2016 and 2022

Area	2011	2016	2022	2011-2016 Change#	2016-2022 Change #	2011-2022 Change#	2011-2016 Change %	2016-2022 Change %	2011-2022 Change %
Study Area	17,055	17,089	18,398	+34	+1,309	+1,343	0.2%	7.7%	7.9%
Dublin Region	1,273,069	1,347,359	1,458,154	+74,290	+110,795	+185,085	5.8%	8.2%	14.5%

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

The housing data, on the other hand, at the Study Area Level demonstrated that as of Census 2022, the ‘Average Year of Stock’ for ‘Permanent Private Households by Year of Built’ was c. 1987. This implies that the Study Area experienced the highest growth in housing roughly between 1970s and 1990 (c. 42% growth). The Study Area further experienced a significant c. 57% drop in housing stock post 1990, between 1991-2000 from c. 23% new builds to c. 9% respectively. Although there were around 23% houses built between 2000-2010 (+138% since the previous decade), there has only been c. 10% new builds since 2011, in the local area surrounding the subject site. The overall housing stock for the study area has remained unchanged between the intercensal period 2011 and 2022.

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

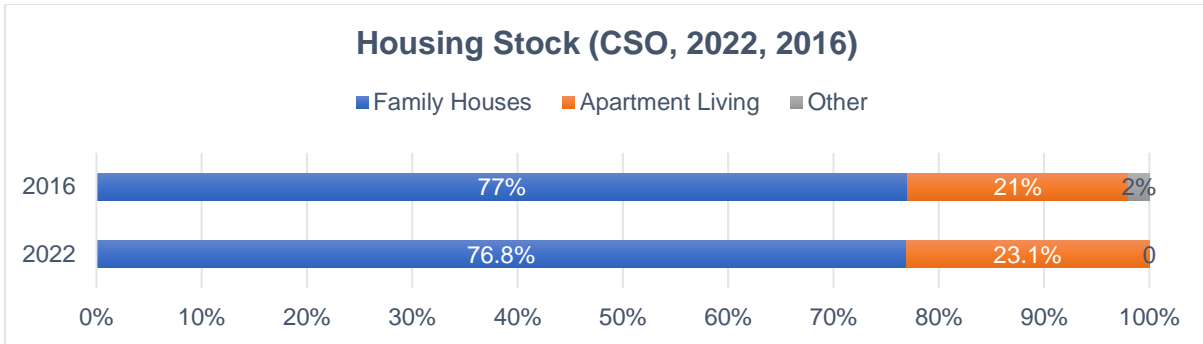


Figure 3.17 Housing Stock for the Study Area as of Census 2016 and 2022

The changing age profile for the study area between 2016 and 2022, would suggest there is a growing aging community in place, with an increase of c. 29% in the population age group 65 years and over (see Table 3.5) – this is likely a reflection of a lack of substantial new housing development coming on stream within the study area. The increase in this age group for the Dublin Region, albeit higher at c. 19%, is still lower than the study area.

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

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

Table 3.5 Population Age Group within the Study Area as per Census 2022

Age Group	Study Area		Dublin Region		State 2022 %
	2022%	Change	2022%	Change	
0-14	20.3%	3.3%	18.4%	3.5%	19.7%
15-64	69.7%	6.4%	68.1%	7.7%	65.3%
65 years and over	10%	29.9%	13.4%	18.6%	15.1%
Total	100%	7.7%	100%	8.2%	100%

The Housing Needs Demand Assessment (HNDA) carried out under the Dublin City Development Plan 2022-2028 identifies that for the years 2023 to 2028, about 38% of new households will need social housing (this includes an existing unmet need of c. 2,343 households), 18% will be able to rent, and around 29% will need affordable housing (such as cost rental or affordable purchase). The population of Dublin City is expected to grow to 638,000 in 2031, and demand for over 52,000 new households has been estimated in Dublin City between 2020 and 2031.

The proposed scheme consists of a mix of social / affordable and cost rental units, which will provide the much needed and enhanced access to good quality housing within the area. The addition of 708 no. apartment units developed to modern building control, construction and design standards will improve the overall viability of the scheme and result in a continuum of housing options to meet varying needs of future occupiers.

The proposed scheme will further encourage an influx of new population including younger and working age groups into the area. This is owing to its provision of a mix of uses catering to the diverse needs of the different age groups that will reside in it, including extending some of these services to the wider area. Moreover, the subject lands are strategically located along quality public transport corridors with

plans for further enhancements, and hence, can accommodate a high-quality high-density scheme of the scale proposed.

The study area has experienced a 7.7% increase in its population between 2016 and 2022, which is substantial given that it observed a very minor increase (of c. 0.2%) during the intercensal period 2011-2016. Housing demand within the study area will subsequently increase and continue to do so as the overall demand for housing within Dublin City also increases as a result of its growing population (in line with the HNDA targets). Housing development will hence be required to meet this growing demand. The proposed development has been designed to supply a mix of housing types to support a substantial mix of tenants and meet the housing demand for the area.

To achieve the ambitious compact development targets set out in the NPF for at least 50% of all new homes within or contiguous to the existing built-up area in Dublin and 30% in other settlements. Furthermore, the RSES, through its Dublin Metropolitan Area Strategic Plan (MASP) identifies strategic residential, employment and regeneration development opportunities on strategic development corridors, which are aligned with key public transport projects. Sites within or close to these corridors are best placed to accommodate the 113,000 residential units identified by the MASP to be fully built out in 2040.

The growth strategy contained in the RSES supports the continued sustainable growth of Dublin and its transition to a low carbon, climate resilient and environmentally sensitive region in accordance with the Dublin Metropolitan Area Strategic Plan (MASP). The RSES sets out specific population projections for Dublin City Council up to 2031, which predicts an increase of between 58,500 (low) and 70,500 (high) people by 2026 with further increase of between 84,000 (low) and 100,500 (high) people by the year 2031. The RSES projections have been used to extrapolate figures aligning with the development plan period. The adjusted population, hence, for Dublin City for the year 2028 is stated as 625,750 (low) to 640,000 (high) persons as per Section 2.2.2 under the Core Strategy in the Dublin City Development Plan 2022-2028.

The location of the subject lands, which is well served by road, bus connects, and rail infrastructure, places it in prime position to accommodate the sequential development of residential sites, to cater for the population growth envisaged. The future plans for DART+ and BusConnects will also make a significant impact on public transport and car dependency, and the layout has been designed to provide for their integration into the development by means of safe, well-overlooked routes to the station and the bus stops.

The proposal has been developed in line with the Park West Cherry Orchard Local Area Plan 2019 which seeks to promote the development of new housing which delivers integrated, balanced communities and a sustainable social mix. The Local Area Plan 2019 identifies the need to balance the conflicting demands for addressing the significant social imbalance within Cherry Orchard with the demand for additional social housing in the area. In order to achieve a balanced residential population, the Local Area Plan 2019 promotes the provision of a broad mix of residential units delivering a wide range of housing typologies, sizes, and forms of tenure catering for families of all sizes and people of all ages.

In that regard, the vision for the proposed development is supported by a series of principles which have guided the planning and design process to date. These are:

- Connectivity within the new development and to existing residential neighbourhoods and parks.
- Variety in building height, form and materials.
- Variety in building tenure, being a mix of social, cost-rental and affordable dwellings.
- Efficiency in building density and in land use, as befitting a site with good rail and bus connections.

- A distinctive character which creates a new sense of place and local identity and supporting a new civic Main Street at the station.
- Landmark buildings in key locations, such as the railway station and Park West Avenue.
- People-friendly public streets and spaces, with overlooked parks and plenty of ground level activity.
- Well defined boundaries between private terraces, semi-private courtyards and the public realm.
- A natural, landscaped buffer along the M50 motorway.
- Biodiversity in soft landscaping with an emphasis on sustainable native planting and pollinator-friendly species.

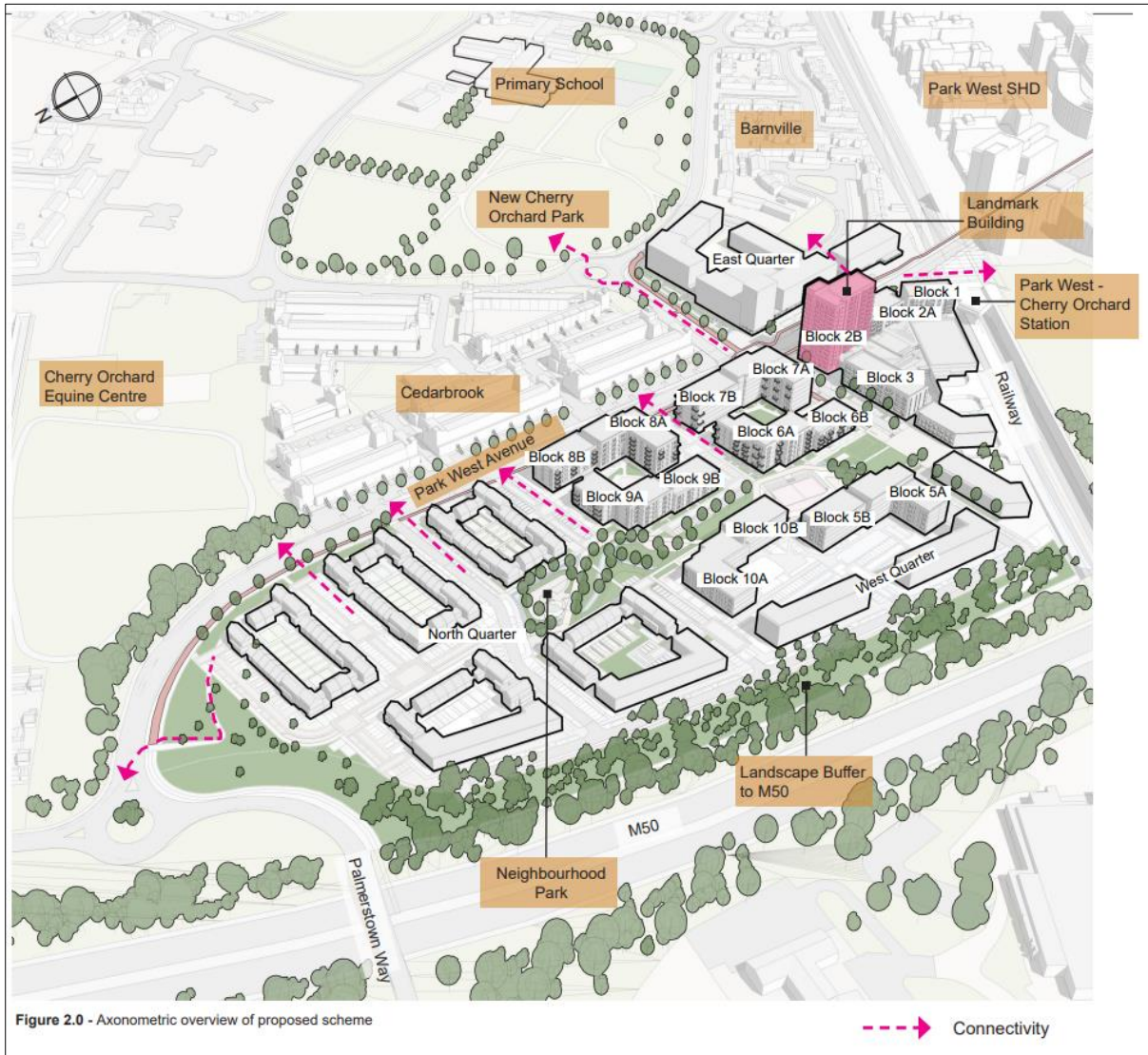


Figure 3.18 Proposed Development Layout Strategy (Source: Architectural Design Statement)

The proposed development will provide a vibrant and sustainable urban neighbourhood with a distinct character. It will be of sufficient density to sustain quality public transport, such as the planned DART+ upgrade to the rail line and Bus Connects project, and to sustain a mix of retail and commercial uses on Park West Avenue.

3.9 10-Year Planning Permission

Planning permission is being sought for a ten-year period to facilitate the coherent, orderly and phased delivery of this permission in the context of the planned development of the wider Site 4 and 5 lands. The ten-year permission will also account for a range of factors that have the potential to influence the construction period and consequently the full implementation of the permission, if approved. Such factors include, but are not limited to the following:

- The impacts of the Dart+ South-West Project on the proposed development and, in particular, the temporary construction compound on the Phase 4 lands which will be in situ for a minimum period of five years from the date the Rail Order is granted.
- The delivery of infrastructure needed to serve the proposed development.
- The scale of the commercial / non-residential offering proposed and the need to secure tenants for these uses, the requirements of whom may vary which could have the potential to impact the ultimately format that these units take.
- The construction period for the phased delivery of the complete Phase 1 scheme is expected to take 3-6 years. This is based on the need to stagger delivery owing to the inability of the cost rental market to immediately absorb 500+ units.
- The managed integration of the social units necessitates a phased delivery.
- Potential and unforeseen delays in construction.
- Alignment with the future Phase 2 permission to enable a coherent delivery of the complete scheme.

Having regard to the above, it is considered that there is a reasonable basis to seek a 10-year consent as requested. Notwithstanding this request for a 10-year permission, it is the Land Development Agency's intention to promptly commence development once the application in granted planning permission.

4.0 Relevant Planning History and Related Developments

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

4.1 Planning History

Table 4.1 summarises planning applications for Key Development Sites and other lands in the Cherry Orchard LAP Area.

Table 4.1 Planning History – Residential Schemes within the Cherry Orchard LAP Area

Reg. Ref.	Address	Summary Development Description	Decision and Date
Planning History for the Subject Lands known as Key Development Sites 4 and 5 under the Park West Cherry Orchard Local Area Plan 2019:			
<i>The subject lands are unused greenfield sites with no prior development, buildings, or feature of note.</i>			
Extant Planning Permission on designated Key Development Sites within Park West Cherry Orchard Local Area Plan (2019) Boundary			
4313/22 (Part 8)	Key Development Site 1	The proposed construction of a residential development comprising 172 no. dwellings (141 no. 3-bedroom two-storey terraced houses and 31 no. 2-bedroom two-storey terraced houses), 2 public open spaces approx. 0.83 ha /14% of site area, associated site infrastructure works/ supporting infrastructure, landscaping, public lighting, access roads/pavements, boundary treatments and provision for a link road/ pavements and cycleways to Ballyfermot. The Development also consists of a pocket park and children’s playground and 172 no. private parking spaces (1 no. in-curtilage parking per house) 14 no. on-street public car parking (includes 2 no. accessible parking spaces) and 20 no. public bicycle parking spaces.	Granted 03-10-2022
	Key Development Site 2	None	
	Key Development Site 3a	None	
	Key Development Site 3b	None	
312290	Key Development Site 6	The proposed development on a total site of 9.4 hectares will consist of 750 residential units in 7 separate blocks, ranging in height from 2 to 15 storeys, 6,175 sq. m of communal amenity space and 14% public open space. 522 no. car parking spaces and 1,676 bicycle spaces. The development also includes: Retail Unit – 156 sqm Crèche – 410 sqm (84 child spaces) Community Space – 48 sqm Café/bar – 91 sqm	Granted 16-06-2022
	Key Development Site 7	None	
	Key Development Site 8	None	
Other Extant Planning Permission for Residential Schemes within the Local Area Plan (2019) Boundary			
3403/21		Planning permission for the proposed development will consist of modifications to the permitted residential development of 86 no. residential units over retail/restaurant uses (reg. ref. 3798/18, 3941/20, 2517/21) within blocks 70 and 72 as follows: modifications to the private amenity spaces attached to 65 no. residential units at	Granted 6/12/2021

Reg. Ref.	Address	Summary Development Description	Decision and Date
		ground, first second and third floor levels to provide winter gardens in lieu of previously permitted balconies including alterations to the existing curtain walling and permitted elevations. The floor area of the apartments and private amenity spaces remains unchanged from that previously permitted. Omission of previously permitted canopy at fourth floor level. The total number of apartments (86 no.), designated car parking spaces (86 no.) bicycle parking spaces (167 no.) and gross floor area of blocks 70 and 72 all remain as previously permitted.	
SD188/0006* (Part 8)	New Nangor Road, Clondalkin, Dublin 22.	Social Housing Development comprising of two and three storey housing and apartment units (44 units in total) on a site located at New Nangor Road, bounded by Riversdale Estate & Mayfield Park, Clondalkin, Dublin 22. The proposed development shall consist of: 19 3-bed, two storey houses, 1 two storey specially adapted unit and 24 2-bed apartments in 3 storey building. The works include: Landscaping works to boundaries and new park/play area, new pedestrian access routes to adjacent shopping facilities and transport, ancillary works to landscape housing areas, and all necessary associated ancillary works on the site and adjacent areas. The housing provision includes two storey houses in terraces and adjacent to the existing two storey housing, and three storey own door apartments of 3 units addressing the new Nangor Road.	Granted 08/10/2018

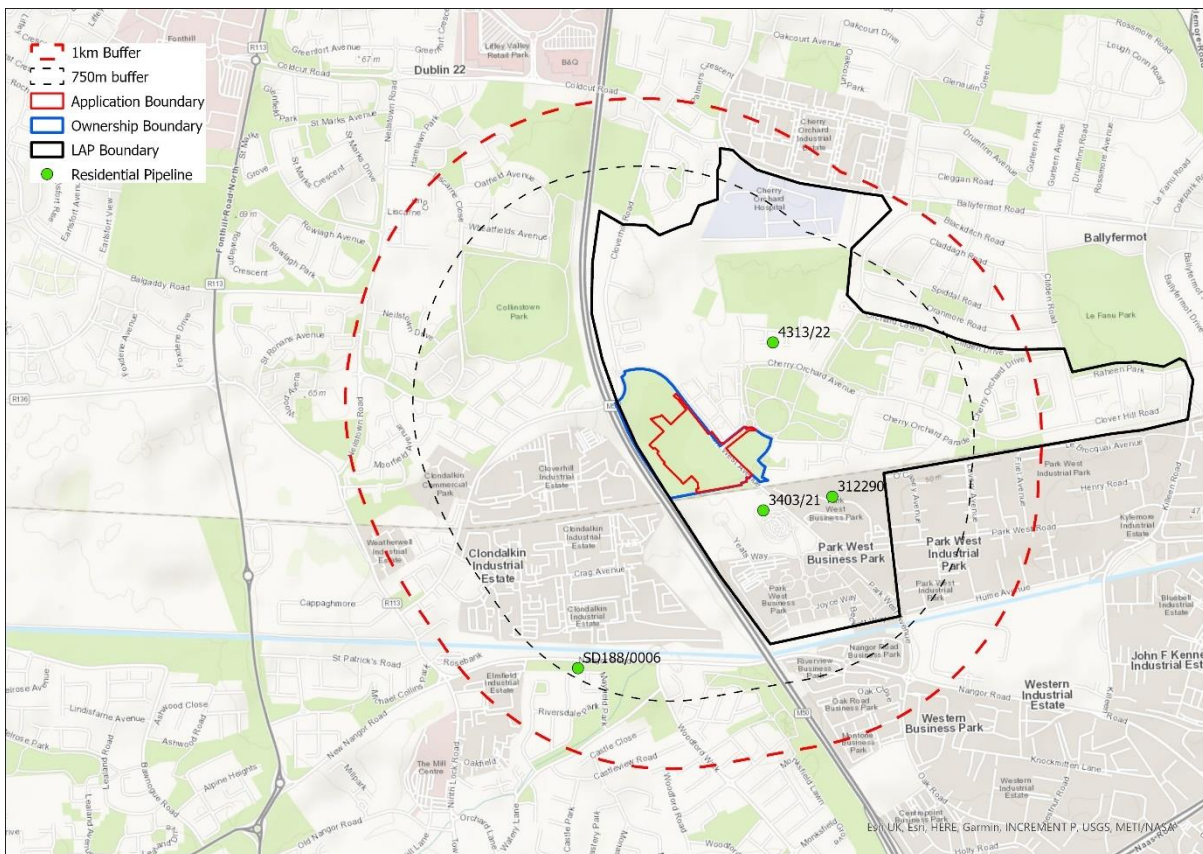


Figure 4.1 Extant Residential Schemes Granted Planning Permission within the LAP (2019) Boundary

Table 4.2 Planning History – Retail / Commercial Schemes within the Cherry Orchard LAP Area

Reg. Ref.	Address	Summary Development Description	Decision and Date
SD19A/0100*	Unit 1, Elmfield Court, Ninth Lock Road, Clondalkin	Change of use for part of existing retail unit to Off-Licence sales area.	Granted 20/05/2019
SD19A/0098*	Unit E20, Cloverhill Industrial Estate, Ballymanaggin, Clondalkin, Dublin 22	(1) Demolition of front single storey entrance building and rear storage area; removal of trees to facilitate vehicular entrance, road and associated site preparation work; (2) 630sq.m. two storey front entrance building including café and office space with flat roof and building signage; 206sq.m. single storey dispatch fridge with flat roof, level loading dock and canopy complete with associated plant; (3) roller shutter door and canopy and pedestrian doors to existing building; (4) enclosed bin store; (5) reorganisation of parking to provide 49 total parking spaces; (6) enlargement of the existing side plant enclosure; (7) all associated site, civil, drainage and landscaping works required for the construction and usage of the proposed building.	Granted 09/08/2019
SD19A/0286*	Unit 15, Cherry Orchard Industrial Estate, Ballyfermot Road, Dublin 10	Discount foodstore supermarket with ancillary off-licence sales.	Granted 05/11/2019
SD21A/0100*	Unit 15, Cherry Orchard Industrial Estate, Ballyfermot Road, Dublin 10,	Construction of a revised two storey mono-pitched Discount Foodstore.	Granted 17/06/2021
3999/21	Unit 55, Park West Road, Park West Industrial Park, Dublin 12	PERMISSION & RETENTION: The development will consist of extension of the existing office space at second floor level resulting in an overall office floorspace increase of 125 sqm approximately, construction of a new mezzanine level in the warehouse area (circa 257 sqm) and a new stairwell. Creation of 2no. openings to the south elevation and 1no. opening to the west elevation and associated site development works. The development will also include the retention of the existing office space at ground and first floor level of 250 sqm approximately.	Granted 04/02/2022
312290	Park West Avenue and Park West Road, Park West, Dublin 12	Greenseed Limited intend to apply to An Bord Pleanála for a 10-year permission for a strategic housing development at this site (c.9.4ha) at Park West Avenue and Park West Road, Park West, Dublin 12 (site bounded by Park West Avenue to the west, Park West Road to the south, Park West Industrial Estate to the east and the Dublin to Cork Mainline Railway to the north. The site is also part of the site known as Site 6 within the Park West and Cherry Orchard Local Area Plan 2019). Of a total of 70,694sq.m gross floor area (GFA) in 7no. blocks (Blocks A to G) including: 750no. residential apartment units comprising 321no. 1 bed units, 384no. 2 bed units and 45no. 3 bed units (totalling 69,989sq.m), non-residential floorspace	Granted 16/06/2022
SD20A/0309*; SD22A/0093*	3-4, Crag Avenue, Clondalkin Industrial Estate, Clondalkin, Dublin 22	Provision of 4 new information and communications technology (ICT) facility	Granted 23 Mar 2021
SD19A/0185*	3-4, Crag Avenue, Clondalkin Industrial Estate, Clondalkin, Dublin 22.	Alterations to approved plans (Grant of Permission ref PL06S.243151 and PA Reg Ref SD13A/0271 and SD18A/0068) to the previously granted planning permission for the construction of an ESB 110kV Gas Insulated Substation for the use by Crag Digital Limited in support of the development	Granted 31 Jul 2019

Reg. Ref.	Address	Summary Development Description	Decision and Date
		and to incorporate an ESB Network Substation to improve and upgrade power supply to Clondalkin and adjoining areas; the proposed ESB 110kV Gas Insulated Substation is a two storey building of gross floor area of 1,586sq.m and Client Control Room building of an area of 116sq.m; single storey 2MV ESB Substation of 38sq.m floor area is proposed to be constructed to facilitate the construction of the already granted development until completion and commissioning of the proposed ESB 110kV GIS Substation, including for 3 ESB external transformers and 3 Crag Digital Limited external transformers; alterations include for the relocation on site of previously granted client transformers, control building and energy centre ancillary building to facilitate the revised ESB 110kV Substation building layout; ESB Substation and client control building and transformer compound are to be secured with a 2.6m and 3m high palisade fence and access gates; all landscaping and ancillary site works as per previously granted planning permission SD18A/0068.	
5311/22	Block 7, Parkwest Business Campus, Parkwest, Dublin 12	The development will consist of the change of use of the ground, first and second floors from class 3 office use to class 8 for use as a health centre / clinic along with all associated works.	Granted 05 Apr 2023
SD22A/0060*	Cloverhill Industrial Estate, Cloverhill Road, Dublin 22	Change of use of 464sq.m of warehouse mezzanine storage, approved under planning reference SD18A/0031, to office use, as well as associated and ancillary internal works, elevational changes and external ground works to facilitate this new use.	Granted 19 Jul 2022

*These applications are South Dublin County Council

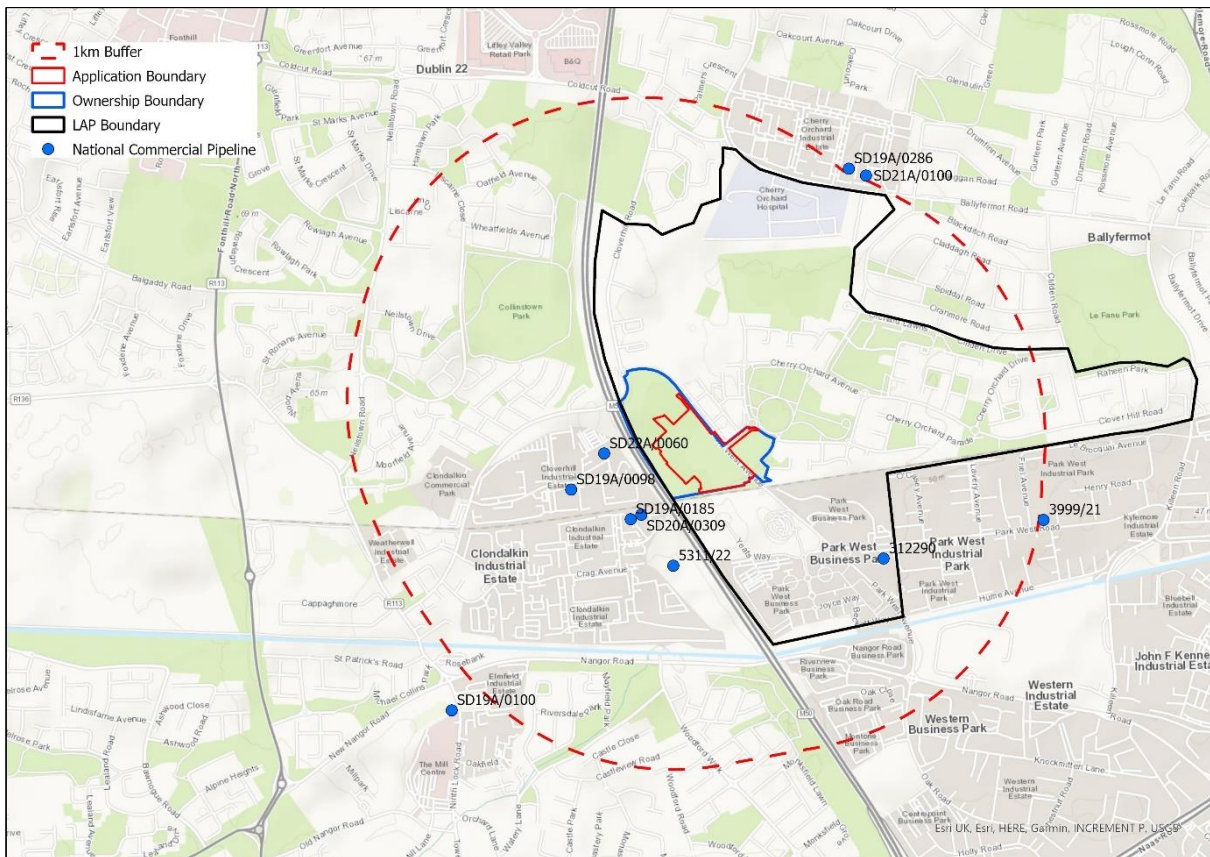


Figure 4.2 Extant Retail / Commercial Schemes Granted Planning Permission within the LAP (2019) Boundary

A review of the site history determined that the Subject Lands have no previous permissions or any feature of note – they are vacant greenfield sites.

The Subject Lands were zoned for strategic development and regeneration under the previous Dublin City Development Plan 2016-2022 and designated a key development site under the Local Area Plan 2019. The current Dublin City Development Plan 2022-2028 reemphasises this need for strategic development and regeneration within the Park West Cherry Orchard Local Area. A key focus of the Park West Cherry Orchard Local Area Plan 2019 is the integration of new development sites with the existing and expanding community in order to create a sustainable and integrated neighbourhood.

The list of planning permissions granted in the last 5 years as set out under Section 4.1 above, note that 2 out of the 8 key sites designated for further development / regeneration, have been granted planning permission – one for social housing of c. 172 units (on Site 1) and the other for a residential-led mixed-use scheme of c. 750 units.

Precedent for the Development

ABP Ref. 312290 (Key Development Site 6)

This site is adjacent to the Subject Lands to the southwest of the Park West Train Station. The proposal was granted planning permission under the Strategic Housing Development (SHD) procedures. The proposal was for a residential scheme of c. 750 no. apartments with creche some retail / commercial uses.

The scheme was permitted at a density of 137 units / ha reflecting the ambition to deliver higher density promoting efficient land use and sustainable development within the Local Area. The Local Area Plan 2019 sets out a requirement of c. 100-125 dph for this site with a total target of 550-650 units.

Although the Planning Authority in their submission noted that *the proposed density was 'relatively high', they also deemed that the site is suitable for high density development given the location is within walking distance to Park West train station and a number of bus routes.*

The Inspector's assessment in consensus with the Planning Authority's opinion also concluded that:

*"...a variable density figure across the site means that it would be difficult to set a maximum or minimum density for such a large area. What the applicant has done is to front end higher densities towards the railway station, as planned for in the LAP and graduate both building height and residential density down to the south-eastern end of the site. **I consider this to be a reasonable and rational approach to residential density and certainly not a contravention of the statutory plan.**"*

[Page 28, ABP Inspector's Report, emphasis added]

The inspector also states that a residential density of 137 units per hectare is entirely appropriate at the location and *'will do much to support and improve public infrastructure and create sustainable and viable communities.'*

The Subject Lands are positioned in a similar strategic location to the abovementioned consented SHD scheme, thus benefitting from greater transport and accessibility linkages. It is considered that a higher density at the subject site can be supported by established precedent in the immediate vicinity of the site. The site also has sufficient public transport connections, and the proposed site layout facilitates permeability and universal access throughout the site and to the wider Cherry Orchard area. The proposed development is sensitive to its context regarding quality design, height mass and urban grain, and is respectful of its surrounding architectural context.

5.0 Consultation

5.1 Dublin City Council

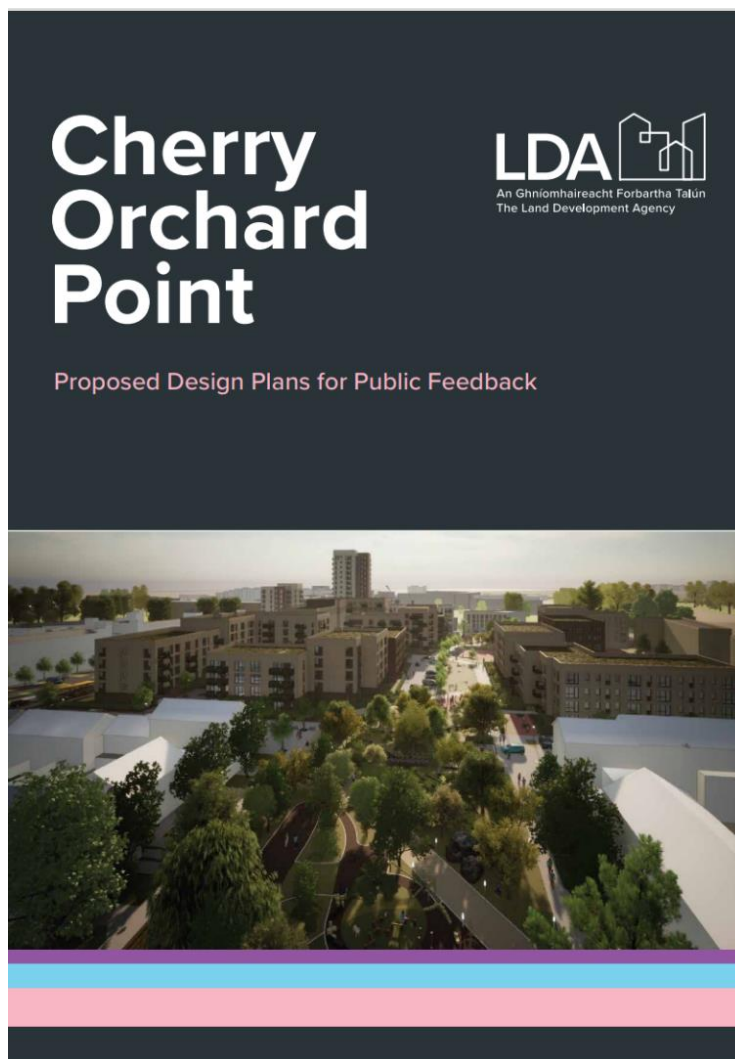
Throughout the design process extensive pre-planning engagement took place between the Land Development Agency and Dublin City Council across a range of departments and functions. Technical experts within the Design Team also consulted extensively with their counterparts in the Roads, Drainage, Parks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

5.2 Public Consultations

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

The non statutory public consultation was facilitated through the publication of a website (www.lda.ie/projects/cherry-orchard) which contained comprehensive information of the proposed development, the strategic and historical context, design principles, information on how sustainability has been incorporated into the design of the scheme and the current status of the project which will be continually updated in line with progress made on the planning application. The website also included a video ‘fly-over’ of the application lands to provide the public with a more defined locational analysis of the application site in the context of Development Sites 4 and 5 of the LAP lands.

Most importantly, the website contained the publication of a detail Public Consultation Document which guided the public through the proposals and the applicant’s wider vision for the lands and the Cherry Orchard area. The document deliberately avoided the use of overly technical language resulting in a document that was fully accessible and legible. The document encouraged active public participation and provided



dedicated contact details for the public to get in touch with comments and suggestions on the proposed development.

A number of submissions were received from various members of the public throughout the consultation process where local knowledge of historical issues that have impacted the area were raised. This information was assessed and considered and ultimately utilised in shaping the final design and layout of the scheme together with the nature and extent of the mix of uses proposed. The level of active engagement that was undertaken will foster a sense of community and create a feeling of public ownership of the overall development.

5.3 Other Consultations

A series of additional consultations and engagements with various public sector departments also took place including the Dublin City Council Childcare Committee, the Department of Defence and An Bord Pleanála when seeking an Environmental Impact Assessment Scoping Opinion. These consultations also contributed to putting forward the most appropriate development proposal for the application lands.

6.0 Planning Policy and Assessment

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

- *The National Planning Framework (2018): Project Ireland 2040*
- *A Road Map for the First Revision of the National Planning Framework*
- *Project Ireland 2040: National Development Plan 2021-2030*
- *Housing for all, A New Housing Plan for Ireland (2021)*
- *Housing for all Q1 2023 Progress Report*
- *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009)*
- *Sustainable and Compact Settlements Guidelines for Planning Authorities, Proposed Policy Approach, Consultation Paper (March 2023)*
- *Sustainable Urban Housing: Design Standards for New Apartments (2023)*
- *Urban Development and Building Heights Guidelines for Planning Authorities (2018)*
- *The Planning System and Flood Risk Management, Guidelines for Planning Authorities (2009)*
- *Climate Action Plan 2023*
- *Regional Spatial and Economic Strategy for the Eastern and Midlands Region (2019)*
- *Dublin City Development Plan 2022-2028*
- *Park West Cherry Orchard Local Area Plan 2019*

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

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

6.1 National Policy and Guidelines

6.1.1 National Planning Framework: Ireland 2040

The National Planning Framework (NPF) is the Government’s high-level strategic plan for shaping the future growth and development of the country out to the year 2040. The NPF places a major policy emphasis on the renewal and development of existing settlements, as opposed to the continual expansion and sprawl of cities and towns. Brownfield development sites in suburban areas close to public transport that can accommodate high density development are particularly sought after in terms of planning for sustainable communities of the future. Where such sites present an opportunity to make better use of under-utilised land and buildings, an even greater impetus arises for the planning system to best facilitate the redevelopment of such lands.

The core principle that runs through the framework is that of sustainable development, and the creation of sustainable high-quality communities. A key theme and recognised National Strategic Outcome of the NPF is Compact Growth. It is recognised that carefully managing the sustainable growth of compact cities, towns and villages will require the consolidation of development within the footprint of pre-existing urban settlements. The proposed development presents an opportunity to contribute to the Compact Growth of the Dublin region, and specifically addresses the following National Policy Objectives:

“NPO 1b: Eastern and Midland Region: 490,000-540,000 additional people i.e. a population of around 2.85 million.”

“NPO 2a: A target of half (50%) of future population and employment growth will be focused in the existing five cities and their suburbs.

“NPO 3a: Deliver at least 40% of all new homes nationally, within the built-up footprint of existing settlements.”

“NPO 32: To target the delivery of 550,000 additional households to 2040.”

“NPO 33: Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.”

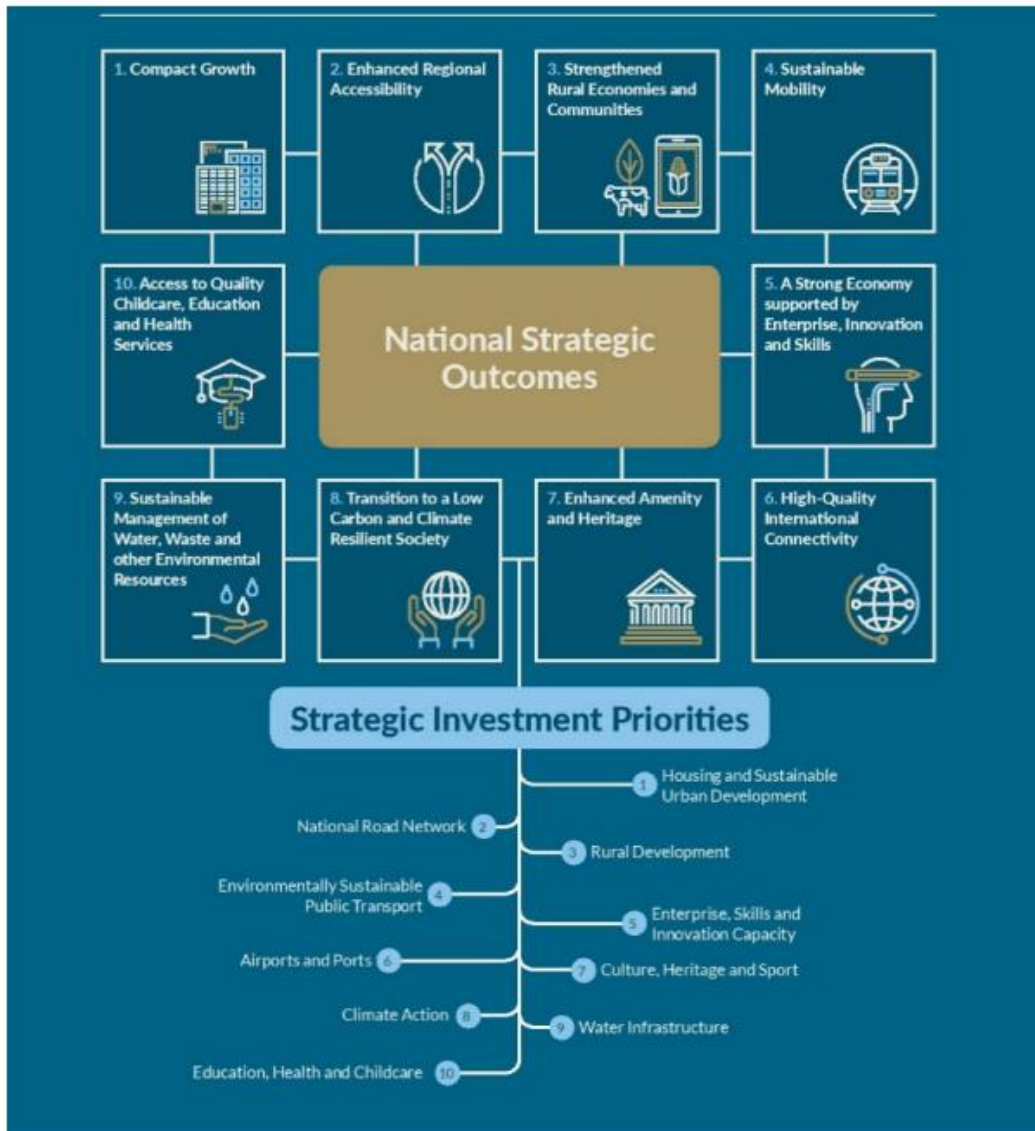


Figure 6.1 National Strategic Outcomes. (Source: NPF 2018)

The NPF envisages a national population increase of approx. one million people up to 2040, with an increase of 490-540,000 people within the Eastern and Midland Region. Further it aims to target half of this total population growth within Ireland’s five primary cities and their associated suburbs. Situated within the Cherry Orchard Local Area the subject lands are located within Dublin City. The proposed scheme will help cater for future population growth targeted at Dublin and the Eastern and Midland Region.

The subject site is located within a designated Strategic Development and Regeneration Zone Area and is adjacent to the M50 (to the west) and the Park West train station (to the south). The delivery of new homes and Sustainable Neighbourhood Infrastructure at the site would contribute to the above housing delivery targets and the continued sustainable development of the surrounding area.

The NPF recognises the challenges that Dublin faces regarding housing affordability, transport, and urban liveability. It also states that Dublin needs to accommodate a greater proportion of the growth it generates within its metropolitan boundaries offering improved housing choice, transport mobility and quality of life. At the metropolitan scale, focus on a number of large regeneration and redevelopment projects is required, particularly with regard to underutilised lands within the canals and the M50 ring and a more compact urban form, facilitated through well designed higher density development.

The proposed development, in that regard, represents a tangible and viable opportunity to develop underutilised zoned lands to provide the much-needed housing for the Cherry Orchard area. The scheme will deliver compact growth on lands that are strategically positioned in close proximity to the train station and bus corridor, including a number of other facilities and services, and is fully compliant with the policy objective of the NPF.

6.1.2 A Road Map for the First Revision of the National Planning Framework

The Government announced in June 2023 that it has commenced a first revision of the National Planning Framework and published a Road Map to set out the process and intention for the revision.

The Road Map document sets out that the changes context, influenced by high-level drivers such as climate transition, population and demographics and digitalisation which is influencing the revision the NPF. It also sets out the context for the proposed revision, indicates the organisational and governance structures that will be established to oversee and inform the revision, outlines the intended timeframe for delivery and stages of delivery, and to communicate the consultation process.

Preliminary results from Census 2022 show that national population growth is broadly in line with the overall NPF population projection to April 2022, but with regional discrepancies. In addition, significant net in-migration to Ireland as a consequence of persons displaced by the Russian invasion of Ukraine and separately, and an increase in those seeking International Protection, have led to an accelerated increase in population and pressure for accommodation in 2022/2023.

Since the publication of the NPF in 2018 there have been a number of significant and critical developments in relation to planning policy, guidance and legislation, as well as governance and institutional change. Also, within this time, unprecedented, unforeseen events have occurred with ongoing consequences, such as the impacts of Covid-19 particularly in relation to trends in commuting patterns and the emergence of established blended working.

The Road Map sets out the following indicative schedule for the revision:

- 1 Pre-Draft Stage (March 2023 – July 2023)
- 2 Development Stage (July 2023 – October 2023)
- 3 Draft Stage (November 2023 – January 2024)
- 4 Amendment Stage (February 2024)
- 5 Final Stage (March 2024)



Figure 6.2 Indicative Schedule for the First Revision of the National Planning Frameworks. (Source: A Road Map for the First Revision of the NPF).

There is a Programme for Government (PfG) commitment to the statutory mandate to update the NPF in 2024. The PfG reiterates that the NPF recognises the ‘*crucial importance of balanced regional development, clustered and compact growth, and improved connectivity to deliver economic prosperity and environmental sustainability*’.

In that regard, the proposed development is consistent with the principles of the NPF and seeks to deliver a scheme that promotes clustered and compact growth, improved connectivity that ultimately delivers economic prosperity and environment sustainability. The proposed scheme has been carefully designed in line with best practice principles of good quality urban design centred on creating a sustainable and well-connected community within the Cherry Orchard area.

6.1.3 Project Ireland 2040: National Development Plan 2021-2030

The National Development Plan 2021-2030 (or “NDP”) was published in 2021 as an updated version of the previous National Development Plan 2018-2027. As part of Project Ireland 2040, the NDP sets out the Government’s over-arching investment strategy and budget for the period 2021-2030.

It is an ambitious plan which places a major focus on improving the delivery of infrastructure projects to ensure both speed of delivery and value for money across all projects. The Document sets out funding to underpin key Government priorities, including allocations which will support the realization of critical goals laid out in *Housing for All – a New Housing Plan for Ireland* (September 2021). The NDP underpins the overarching message of the National Planning Framework (“NPF”).

Given the location of the subject site and its close proximity to existing services such as public transport and amenities, it is considered that the proposals align with the principles outlined in the National Development Plan. Moreover, the development also aligns with the principles and objectives of the 'Housing for All – a New Housing Plan for Ireland 2021' (see below).

6.1.4 Housing for All, A New Housing Plan for Ireland (2021)

A new National Plan addressing housing supply has been launched for the period 2021-2030. The Government's overall objective is that every citizen in the State should have access to good quality homes to purchase or rent at an affordable price built up to a high standard and in the right place offering a high quality of live. According to '*Housing for All – A New Housing Plan for Ireland*' (2021), Ireland needs an average of 33,000 homes constructed per annum until 2030 to meet targets set out for additional households as outlined in the National Planning Framework up from approximately 20,000 homes a year. The Plan identifies that new homes need to satisfy demand across four tenures – affordable, social, private rental and private ownership and be constructed within the context of specific development targets for the five cities and major towns.

Housing for All sets out a series of actions across four pathways aimed at addressing the housing crisis by delivering 33,000 homes every year underpinned by the following objectives:

- Supporting Homeownership and Increasing Affordability
- Eradicating Homelessness, Increasing Social Housing Delivery and Supporting Social Inclusion
- Increasing New Housing Supply
- Addressing Vacancy and Efficient Use of Existing Stock.



Figure 1:
Four Pathways
to Housing for All

Figure 6.3 Four Pathways to Housing For All. (Source: Housing for All – A New Housing Plan for Ireland 2021)

Each pathway contains a number of measures to help achieve these objectives through enabling a framework of a more sustainable housing system that will meet current and future housing needs. Pathways 1 and 3 are of particular reference to the proposed development as detailed below.

Pathway 1: Supporting Home Ownership and Increasing Affordability

Housing for All has identified a target of 54,000 homes to be delivered up to 2030 as a means of increasing housing affordability through improved supply. Issues with housing affordability are well commented on as house prices continue northward with more and more people being pushed out of the market. Whilst the Plan outlines a suite of policy and financial measures aimed at increasing affordability, it is imperative that supply of high-quality residential schemes that seek to deliver affordable housing. **The proposed development, through the provision of 161no. social/affordable units, is supported by the wider aims and objectives of Housing for All which seek to support home ownership and increase housing affordability through increased supply.**

Pathway 3: Increasing New Housing Supply

The proposed development seeks to deliver 708no. apartment units, comprising of 547no. cost rental and 161no. social / affordable units, integrated within a residential led mixed use scheme across 16 blocks contained within 9 buildings ranging in height from 4 to 15 storeys. The Plan

notes the important role that increasing housing supply will play on reducing pressures on an already constrained market. The Plan further recognises the need to encourage the activation of planning permissions to assist in achieving the objective of increasing new housing supply.

The Plan also highlights how viability and costing issues have impacted upon the implementation of extant planning permissions that could otherwise provide a significant contribution to the Country's housing stock. **The proposed development is an integral component to the redevelopment of the wider Cherry Orchard/Park West lands. The addition of 708 no. apartment units developed to modern building control, construction and design standards will improve the overall viability of the scheme and result in a continuum of housing options to meet varying needs of future occupiers.**

6.1.5 Housing for All Q1 2023 Progress Report

This is the seventh progress report for Housing for All, which details the progress and measure achieved during Quarter 1 of 2023. In 2022, 29,851 new homes were completed, exceeding the Housing for All target of 24,600 for the year. This builds on the 20,553 new homes built in 2021. Government has stated it's committed to achieving the 2023 target of 29,000 new homes, which would deliver a total of 79,404 new homes over the period 2021 to 2023.

A total of 7,349 homes were recorded as having commenced in the first quarter of 2023, a 5% increase on Q1 2022.

It should be noted that the housing targets in Housing for All envision a significant increase in annual targets in the years up to 2030, rising from 29,000 in 2023 to 40,500 in by 2030.

6.1.6 Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009)

The Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas and the accompanying Urban Design Manual: A Best Practice Guide (2009) set out the criteria on planning for sustainable neighbourhoods under four main themes, namely, provision of community facilities, efficient use of resources, amenity or quality of life issues and conservation of the built and natural environment.

The Guidelines advocate that an urban design and quality-led approach to creating urban densities will be promoted, where the focus will be on creating sustainable urban villages and neighbourhoods. A varied typology of residential units is promoted within neighbourhoods in order to encourage a diverse choice of housing options in terms of tenure, unit size, building design and to ensure demographic balance in residential communities.

6.1.7 Draft Sustainable and Compact Settlement Guidelines for Planning Authorities (2023)

The Public Consultation on the Draft Sustainable and Compact Settlements Guideline for Planning Authorities (2023) remains open until Friday October 5th, 2023¹. On finalisation, the Guidelines will

¹ "At the time of the making of this application, a draft of the forthcoming Sustainable and Compact Settlement Guidelines for Planning Authorities is available for public consultation. Those Guidelines will set national planning policy and guidance in relation to the planning and development of settlements and housing. At the time of the making of a decision on this application, those guidelines may be final. We expect those guidelines to include a transitional provision, so that they are not relevant to pending applications. If we are wrong, and the guidelines apply, we invite the Board to exercise its powers under section 175(5) of the Planning and Development Act 2000 (as amended), which allows the Board to request such further information in relation to the consequences for proper planning and sustainable development in the area in which it is proposed to situate the proposed development as

replace the Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities published in 2009.

The Guidelines set out policy and guidance in relation to the planning and development of urban and rural settlements with a focus on residential development and the creation of sustainable and compact settlements. The Guidelines once finalised will also be accompanied by a non-statutory Design Manual illustrating the best practice guidance on how the policies and objectives of the Guidelines can be applied. They will be a key resource to planning and development teams across the public and private sector in designing the sustainable settlements of the future.

The Guidelines will have a renewed focus on the renewal of existing settlements and on the interaction between residential density, housing standards and quality design and placemaking to support sustainable and compact growth. The Sustainable and Compact Settlement Guidelines expand on the high-level strategy of the NPF and set out detailed growth criteria to support the development of sustainable and compact settlements.

With regard to densities in general, the proposed policy approach seeks to indicate recommended density ranges for Cities, Metropolitan Towns², Large Towns³ (10,000+ population), Small and Medium Sized Towns (>1,500 to 10,000 population) and Rural Towns and Villages (>1,500 population). In each settlement, recommended density ranges would be set for (i) central areas that comprise the city or town centre and surrounding neighbourhoods; (ii) urban areas that comprise the early stages of residential and mixed-use development around the central areas; and (iii) suburban or edge areas.

For Dublin and Cork, the designated area considered for density ranges include City Centre; City Urban Neighbourhoods; City Suburban/Urban Extension; Metropolitan Town; Metropolitan Villages.

The Draft Guidelines sets out that ‘City Urban Neighbourhoods’ include: (i) the compact medium density residential neighbourhoods around the city centre that have evolved overtime to include a greater range of land uses; (ii) town centres designated in development plans, and (iii) lands around an existing or planned high capacity public transport node or interchange (as defined in Table 3.7 of the Draft Guidelines) – all within the city and suburb area.

Table 3.7 of the Draft Guidelines states, “Lands within 1,000 metres (1km) walking distance of an existing or planned high-capacity urban public transport node or interchange, namely an interchange or node that includes DART, high frequency Commuter Rail, light rail or MetroLink services; or locations within 500 metres walking distance of an existing or planned BusConnects Core Bus Corridor stop...”

The Table 3.6 of the Draft Guidelines provides the Summary of Density Ranges, and has been reproduced below:

Table 6.1 Summary of Density Ranges for Cork and Dublin Areas as set out in the Draft Guidelines

Areas	Centre	Urban	Suburban / Edge
Dublin / Cork	100-300 dph	50-250 dph	40-80 dph (+150 dph)

The Proposed Development demonstrates a strong density, which has been carefully considered on the basis of its location adjacent to ‘...an existing and planned high-capacity public transport node or interchange’. The subject site is adjacent to the Park West and Cherry Orchard train station, which is an existing commuter rail corridor, with a Rail Order for a DART+

the Board may specify, in order to allow the applicant to respond on the relevance of the Guidelines to the application.”

² Towns outside of the city and suburbs but within the Metropolitan ‘MASP’ areas identified in Regional Planning Strategies.

³ Excluding MASP towns.

SW extension submitted in March 2023 for this line. The proposed scheme is also proximate to the G SPINE BusConnects. The delivery of the scheme in tandem with the delivery of the DART+ SW and BusConnects corridor extension will further enhance connectivity and access to and from the area to the rest of the city and beyond.

In that regard, the proposed scheme with a net site area of 4.87 hectare, and a total of 708 units proposed, achieves a density of 145.5 units per hectare (in Phase 1). This would be well within the limit of the density range of 50-250 dph, set out under the Draft Guidelines (as set out in Table 6.1).

It is further submitted that the Dublin City Development 2022-2028 also sets out a density range for SDRAs between 100-250 dph. Given that the subject site falls within SDRA 4 as detailed in Chapter 13 of the Development Plan, the scheme is in compliance with the overall Settlement Strategy for SDRAs and hence, the core strategy for the Development Plan. Section 6.5 and 6.6 of this Report further set out the rationale for density and its subsequent compliance with the wider development objectives of both the Development Plan and the Local Area Plan for these lands.

6.1.8 Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2023)

The Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2022, published in December 2022, has now been updated with the principal purpose to remove the planning requirement that 'Built-To-Rent' (BTR) accommodation be identified as a separate development type, with specific design standards. The amendments essentially require that the same standards should apply to BTR development as those for all other apartment development. 7 no. Specific Planning Policy Requirement are detailed in the guidelines providing design parameters and standards for new apartment developments.

All other aspects of the Apartment Guidelines remain unchanged, save for updated references where applicable.

The purpose of the Guidelines is to provide a consistent set of national design standards for apartments. The guidelines recognise that apartment development will be crucial to meet forecast housing needs in a sustainable manner while avoiding further urban sprawl as targeted by the NPF. The NPF signals a clear shift in Government policy towards securing more compact and sustainable urban development, to enable people to live nearer to jobs and services. The Guidelines are prepared in the context of work undertaken by the Economic and Social Research Institute (ESRI) which forecasts a need for around 600,000 new households in Ireland, half of which is to be met in five cities (Dublin, Cork, Limerick, Galway, and Waterford), for 'a mid-range' scenario to 2040. This, in the broad terms means that there is a need for around 300,000 new homes in Ireland's cities to 2040, with half of these located in already built-up area. In that regard, the Guidelines notes that,

“This will necessitate a significant and sustained increase in housing output and apartment type development in particular.” (p. 6)

The need for additional apartment development is driven by a variety of other factors including: a long-term move towards smaller average household size, an ageing and more diverse population, with greater labour mobility, and a higher proportion of households in the rented sector.

Chapter 3 contains national design standards for floor area, safeguarding higher standards, dual aspect ratios, floor to ceiling height, lift and stair cores, internal storage, private amenity space and security in apartments. Apartment design parameters addressed in the guidelines include:

- General locational consideration;
- Apartment mix within apartment schemes;
- Internal space standards for different types of apartments;
- Dual aspect ratios;
- Floor to ceiling height;
- Apartments to stair/lift core ratios;
- Storage spaces;
- Amenity spaces including balconies/patios;
- Car parking; and
- Room dimensions for certain rooms.

Chapter 4 of the Guidelines further contains national design standards for communal facilities including access and services, refuse storage, communal amenity space, children’s play space, car parking and bicycle parking in apartments.

The Proposed Development is assessed against relevant National apartment standards in detail in Section 6.5 ‘Development Management Standards’, of this report with reference to the enclosed Housing Quality Assessment.

6.1.9 Urban Development and Building Heights: Guidelines for Planning Authorities

The Urban Development and Building Heights: Guidelines for Planning Authorities were introduced in 2018 with a view to redefining planning and development policy with respect to building height in Ireland’s urban areas. Following the strategic objectives of the National Planning Framework, the Guidelines seek to “enable a shift away from unsustainable “business as usual” development patterns and towards a more compact and sustainable model of urban development”. The relevant Special Planning Policy Requirements and development management criteria are stated and responded to below.

Through various provisions, including Specific Planning Policy Requirement (SPPR) 1, the Guidelines encourage planning authorities to assess planning applications on their merit, on a case-by-case basis:

SPPR 1: *“In accordance with Government policy to support increased building height and density in locations with good public transport accessibility, particularly town/ city cores, planning authorities shall explicitly identify, through their statutory plans, areas where increased building height will be actively pursued for both redevelopment, regeneration and infill development to secure the objectives of the National Planning Framework and Regional Spatial and Economic Strategies and shall not provide for blanket numerical limitations on building height.”*

SPPR 2: *“In driving general increases in building heights, planning authorities shall also ensure appropriate mixtures of uses, such as housing and commercial or employment development, are provided for in statutory plan policy. Mechanisms such as block delivery sequencing in statutory plans could be utilised to link the provision of new office, commercial, appropriate retail provision and residential accommodation, thereby enabling urban redevelopment to proceed in a way that comprehensively meets contemporary economic and social needs, such as for housing, offices, social and community infrastructure, including leisure facilities.”*

Such an approach to development management requires planning authorities to review planning applications in light of a variety of factors and contexts including proximity to urban centre, proximity to public transport, proximity to retail and other services, existing urban context, architectural design beyond height (scale, massing, materiality, solid void, ratios, etc.), visual impact, integration into the existing built environment, impacts on daylight and sunlight etc.

The Guidelines articulate the need to promote increased heights in suitable locations along public transport corridors and in established urban areas, such as the subject site. Increased heights have the potential to support a more efficient use of land and contribute to securing a critical mass to support existing services and businesses within the locality. It is noted that:

“In relation to the assessment of individual planning applications and appeals, it is Government policy that building heights must be generally increased in appropriate urban locations. There is therefore a presumption in favour of buildings of increased height in our town/city cores and in other urban locations with good public transport accessibility.”

The proposed development is consistent with the above guidance and policy requirement for density and building heights. Located along the G1 Spine BusConnects public transport corridor, the subject site is well served by several existing bus routes, as well as the Commuter Rail service from the adjacent Park West train station. The BusConnects programme will introduce bus services into the city at a frequency of up to every 4 minutes during weekdays with a stop along Park West Avenue (between Site 4 and Site 5). In addition, the extension of the existing DART line under the DART+ South West project, when approved, will increase the train capacity to double the current (12) trains per hour per direction and increase passenger capacity from the current peak capacity of approximately 5,000 passengers to around 20,000 passengers per hour per direction.

As such, the building heights achieved by the proposed scheme, ranging from 4 to 15 storeys with the majority of the blocks being 5-6 storeys, follows established and good practice principles of good quality designed. The transition of increased height and density to the south-eastern corner of the site, adjacent to the train station, illustrates how the scheme is respectful of the prevailing character of the area. **The proposal is specifically in compliance with the requirements of the LAP which seeks to promote building heights ranging from 2-4 storeys up to 7-8 storeys (24m) in close proximity to Train Station, with opportunity for place marker landmark building of up to 60m.**

Section 6.6 and 6.7 of this Report cover further details on the proposed height strategy for the development and also provides an assessment of the height strategy and its subsequent compliance with the requirements of the LAP and DCC CDP.

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

The Planning System and Flood Risk Management Guidelines were issued by the Minister of the Environment, Heritage and Local Government under Section 28 of the Planning and Development Act 2000. These Guidelines introduce comprehensive mechanisms for the incorporation of flood risk identification, assessment, and management into the planning process. Implementation of the Guidelines will be achieved through actions at the national, regional, local authority and site-specific levels. The role that floods risk should play at different levels of the planning system is summarised below:

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

Figure 6.4: Mechanisms for the incorporation of flood risk identification, assessment, and management

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

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

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

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

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

concerned with the movement of traffic to more sustainable approaches concerned with multi-modal movement and streets as places.

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

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

The Architectural Design Statement further provides a detailed assessment demonstrating the compliance of the proposed scheme with the requirements of the DMURS Guidelines. It is also submitted that a 'DMURS Report and Statement of Design Consistency' has also been submitted along with this Planning Application which sets out as detailed assessment of the scheme's alignment with the requirements of the DMURS Guidelines.

6.1.12 Climate Action Plan 2023

The Climate Action Plan 2023 (CAP23) is the second annual update to Ireland's Climate Action 2019. This plan is the first to be prepared under the Climate Action and Low Carbon Development (Amendment) Act 2021, and following the introduction, in 2022, of economy-wide carbon budgets and sectoral emissions ceilings.

The supplementary Annex of Actions, approved by the Irish Government and published on 7 March 2023, provides the specific actions required to implement the targets set out in the Plan, and includes information regarding outputs, Lead Departments, timelines and stakeholders. The plan implements the carbon budgets and sectoral emissions ceilings and sets out a roadmap for taking decisive action to halve our emissions by 2030 and reach net zero no later than 2050, as committed to in the Programme for Government. Climate Action Plan 2023 sets out how Ireland can accelerate the actions that are required to respond to the climate crisis, putting climate solutions at the centre of Ireland's social and economic development.

Climate Action Plan 2023 envisaged six vital high impact sectors with reduction targets set out up until 2030. It is stated the target for building better that we will achieve 45% commercial/public and 40% residential reduction in emissions by 2030, by increasing the energy efficiency of existing buildings, put in place policies to deliver zero-emissions new builds and continue to ramp up our retrofitting programme.

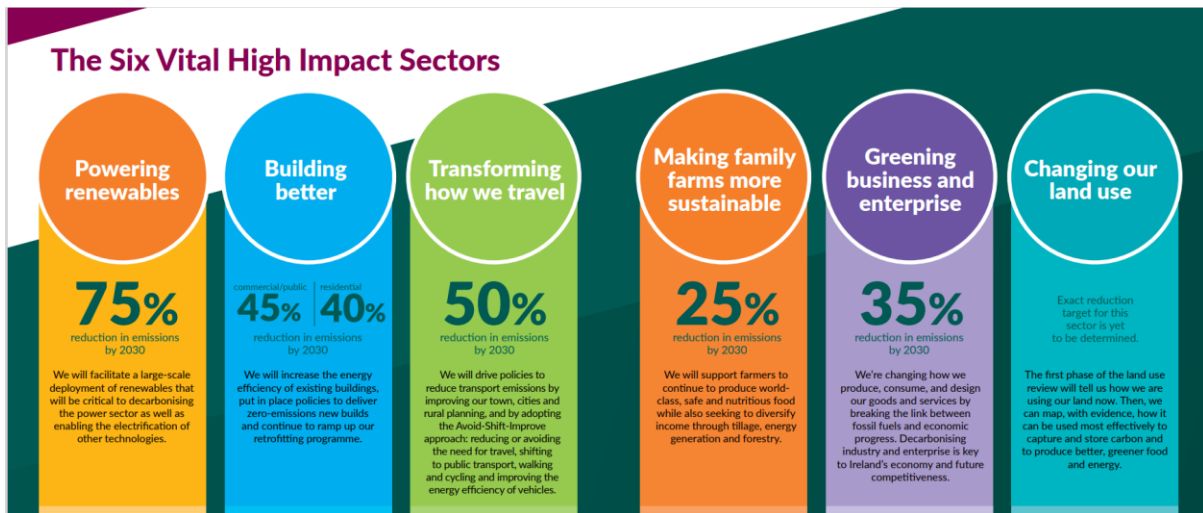


Figure 6.5 High Impacts Sectors (Climate Action Plan, 2023)

6.2 Regional Policy

6.2.1 Eastern and Midland Region Regional Spatial and Economic Strategy (RSES)

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

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

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

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

- **RPO 3.2:** Local Authorities, in their core strategies shall set out measures to achieve compact urban development targets of at least 50% of all new homes within or contiguous to the built-up area of Dublin City and suburbs and a target of at least 30% for other urban areas.
- **RPO 4.3:** Support the consolidation and re-intensification of infill/brownfield sites to provide high density and people intensive uses within the existing built-up area of Dublin city and suburbs and ensure that the development of future development areas is co-ordinated with the delivery of key water infrastructure and public transport projects.
- **RPO 4.8:** Support the regeneration of underused town centre and brownfield / infill lands along with the delivery of existing zoned and serviced lands to facilitate significant population growth and achieve sustainable compact growth targets of 30% of all new homes to be built within the existing built-up urban area.
- **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.

- **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’[1], ‘Sustainable Urban Housing; Design Standards for New Apartments’ Guidelines[2], and ‘Urban Development and Building Heights Guidelines for Planning Authorities’.
- **RPO 5.5:** Future residential development supporting the right housing and tenure mix within the Dublin Metropolitan Area shall follow a clear sequential approach, with a primary focus on the consolidation of Dublin and suburbs, and the development of Key Metropolitan Towns, as set out in the Metropolitan Area Strategic Plan (MASP) and in line with the overall Settlement Strategy for the RSES. Identification of suitable residential development sites shall be supported by a quality site selection process that addresses environmental concerns.
- **RPO 9.3:** Support local authorities, approved housing bodies and other sectoral agencies in the provision of a greater diversity of housing type and tenure, including social and affordable housing and exploring new models of low-cost rental and affordable homeownership.
- **RPO 9.4:** Design standards for new apartment developments should encourage a wider demographic profile which actively includes families and an ageing population.
- **RPO 9.10:** In planning for the creation of healthy and attractive places, there is a need to provide alternatives to the car and to prioritise and promote cycling and walking in the design of streets and public spaces. Local authorities shall have regard to the Guiding Principles for ‘Healthy Placemaking’ and ‘Integration of Land Use and Transport’ as set out in the RSES and to national policy as set out in ‘Sustainable Residential Development in Urban Areas’ and the ‘Design Manual for Urban Roads and Streets (DMURS)

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

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

The uplift in the local population generated by the proposed development will contribute to the compact development targets set out in the National Planning Framework i.e., at least 50% of all new homes within or contiguous to existing built-up area in Dublin and 30% in other settlements. Furthermore, the RSES, through its Dublin MASO (as above) identifies strategic residential, employment and regeneration development opportunities on strategic development corridors, which are aligned with key public transport projects. Sites within or close to these corridors are best placed to accommodate the 113,000 residential units identified by the MASP to be fully built out in 2040.

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

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

growth is among the most critical functions of the local planning system over the lifetime of the Dublin City Development Plan 2022-2028.

With the proposed upgrades to the DART South West corridor planned adjacent to the Development Sites, and the additional upgrades planned, to the existing local road network; open space; retail / commercial; community and art / cultural infrastructure; the proposed development will have a positive, indirect and significant benefit in terms of addressing and overcoming some of the infrastructural constraints that future development in the area will benefit from.

6.3 Local Policy

6.3.1 Dublin City Development Plan 2022-2028

The Dublin City Development Plan 2022-2028 was adopted at a Special Council meeting on the 2nd of November 2022. The plan came into effect on the 14th of December 2022.

6.3.1.1 Core Strategy

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

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

The proposed scheme, by providing 708 new homes and over 6,000 sqm of public open space, will be essential in delivering upon the objectives for the Park West and Cherry Orchard SDRA and its role as part of the Core Strategy. This will be further supported by the subsequent phases of the Cherry Orchard Point site, which will subsequently provide an addition c. 400 units, ultimately delivering a total of c. 1,100 units across Key Development Sites 4 and 5 of the LAP area.

It is respectfully submitted that the proposed scheme will be in compliance with the DCC CDP targets for Population and Housing, in that, the development will be delivering a total of c. 1,100 units (across 3 Phases), of which Phase 1, the subject of this application will be providing c. 708 no. units of various typologies. It is also noted that scheme provides a mix of Cost Rental and Social / Affordable Housing, which is also in line with achieving the housing targets for Social Rent and Affordable Constraint housing, the demand for which has been identified at c. 10,200 and c. 7,800 units respectively, in the HNSA Estimated Housing Need for the current Plan Period. Moreover, the LAP area for Park West Cherry Orchard is envisaged to deliver c. 3000 homes spread across 8 key sites with varying residential densities. The proposal will be delivering c. 33% of the total target for the LAP spread across 2 key sites.

6.3.1.2 Housing

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

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

The Dublin MASP seeks to promote compact sustainable growth and accelerated housing delivery by targeting future development along high-quality public transport corridors. The application lands are strategically located along the M50 and in close proximity to the Park West Cherry Orchard Rail Station. The subject site is presently in a greenfield condition representing a gross underutilisation of lands capable of delivering high-quality housing in tandem with community, retail, and recreational spaces. This deliberate approach to the design and layout of the scheme will provide future residents with direct access to a multitude of facilities and amenities, reducing reliance on the private car and encouraging healthier more sustainable travels patterns in line with the principles of the 15-minute city concept. The provision of cost rental and social / affordable housing will contribute to creating a continuum of housing options available to the wider community and improve housing affordability in the area. The high-quality design of the scheme and permeable layout will help create community cohesion and provide a distinct sense of place for future residents.

6.3.1.3 Climate Action

As acknowledged in the Dublin City Council Climate Action Plan (CCAP) (2019-2024), the effects of climate change are already impacting Dublin City at a significant rate and are very likely to increase in their frequency and intensity. The Council has been active in progressing policies and projects such as the Climate Action Plan for Dublin City Council which sets a target of 40% reduction in the Council's greenhouse gas emissions by 2030. As a signatory to the Covenant of Mayors Dublin City has a more ambitious target of 55% by 2030 and carbon neutrality by 2050, in line with the EU Green Deal ambitions. The Development Plan set out policies under Chapter 3 that necessarily cross-references other sections of this plan which ensures the approach to climate action adopted in this development plan means that every chapter of the plan contributes to the overall effort to adapt to and mitigate the impacts of climate change.

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

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

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

6.3.2 The City Centre, Urban Villages and Retail

Dublin's urban centres comprise the city centre, which is the prime retail destination for the country, surrounded by a network of inner and outer suburban centres of different scales. Changes in economic conditions, technological advances, retail trends, changing consumer behaviours and the impacts and changes brought about by the Covid-19 pandemic have and continue to result in new patterns of work and lifestyles. The Development Plan has taken strategic approach to support and promote the city centre and the city's urban villages and retail. This includes promoting and consolidating the role of urban villages and neighbourhood centres and recognising the importance of placemaking and an attractive public realm.

In line with the Retail Planning Guidelines, 2012, the DCC Retail Strategy seeks to promote town centre vitality through the sequential approach to development. New retail development should relate to this retail hierarchy, and it should located in the designated centre and be of a scale compatible with the function and capacity of the centre.

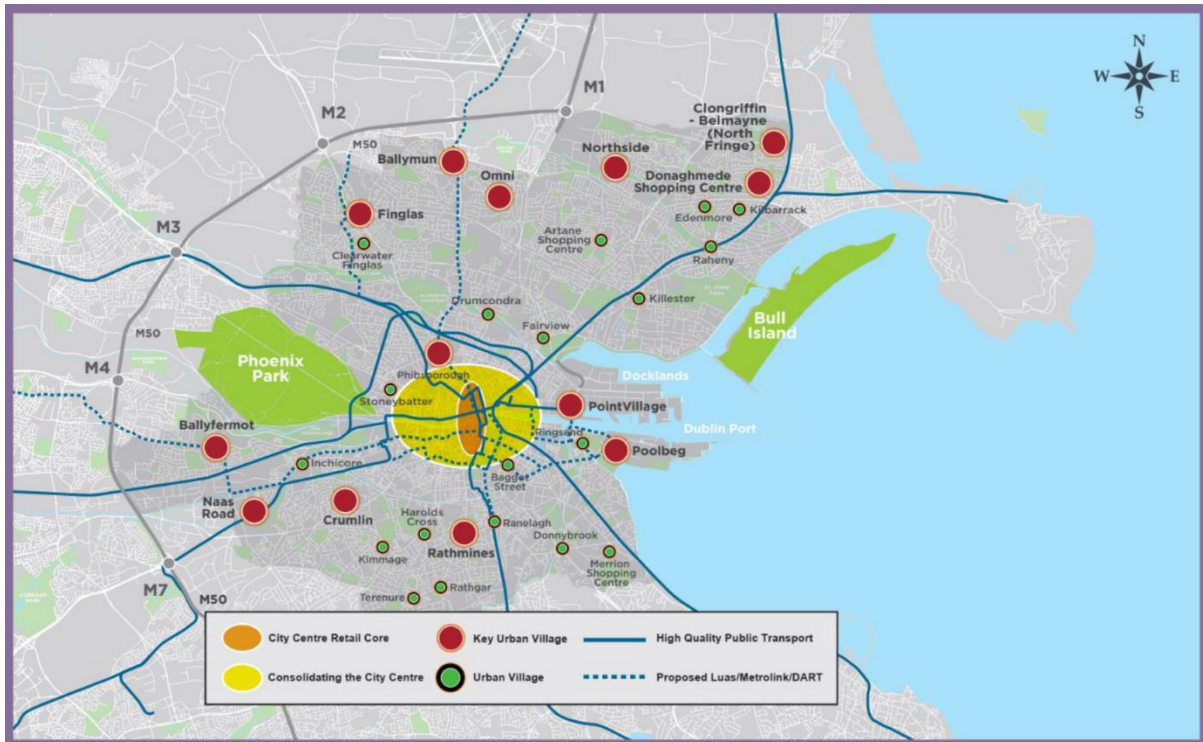


Figure 6.6: Retail Hierarchy for Dublin (Dublin Retail Hierarchy, 2022)

Specific policies are set out in the Development Plan to ensure the vibrancy and sustainability of the urban and village centres. Such as:

- CCUV3: Sequential Approach - To promote city centre and urban village vitality through the sequential approach to retail development, enable good quality development in appropriate locations, facilitate modal shift and to deliver quality design outcomes.
- CCUV6: Large Scale Retail / Mixed Use Developments - To ensure that large scale retail / mixed use development proposals match the capacity of existing and planned public transport; provide good quality street environments to provide safer and more attractive settings for people to shop / do business; and incorporate cycle and pedestrian friendly designs in line with the Retail Design Manual 2012.

The proposed scheme is a residential led mixed-use development which includes the provision of a convenience retail supermarket and small commercial units. The proposal has been examined against relevant requirements and policy which will ensure the integrity and sustainability of the urban centres in Dublin City. The proposed supermarket will support the daily needs of residents of the proposed development, whilst providing a much-needed amenity for the wider community. Design for the street front has been arranged to provide active frontage and passive surveillance, contribute further to the neighbourhood.

6.3.3 Sustainable Movement and Transport

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

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

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

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

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

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

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

The proposed scheme benefits from the public transport with regular train services directly adjacent to the site and DART+ planned in the near future which will provide higher frequency public transport to the area. The design of the proposed scheme has incorporated active travel mode with pedestrian and cyclist friendly layout and infrastructure promoting sustainable transport mode. Abundant bicycle parking spaces are provided throughout the proposal with designated EV charging spaces and car sharing spaces for car uses. It is considered the proposal is in compliance with the policies and standards listed in the Development Plan and provide a high-quality mixed-use development with appropriate density in a public transport hub location.

6.3.3.1 Strategic Development Regeneration Areas

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

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

the plan period for significant residential and employment uses developed in tandem with high quality social and community infrastructure and amenities, served by excellent public transport.

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

Section 13.6 of the DCDP sets out a series of guiding principles for SDRA 4 which establish the key objectives for the area. These guidelines principles are based upon the objectives for the area as set out in the adopted Park West Cherry Orchard Local Area Plan (2019), which is set out in greater details in Section 6.5 of this chapter of the EIAR.

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

Urban Structure

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

Land Use & Activity

- *Ensure the Local Area Plan delivers private, council and affordable housing, schools, sports and recreational facilities, retail facilities and employment opportunities in consultation with local community and youth services.*
- *Deliver new residential units in a mix of unit types and tenures to cater for people across all spectrums of their lifecycle, with higher densities sought in proximity to the railway station.*
- *Create a local neighbourhood focal point within Cherry Orchard neighbourhood enhancing existing services and amenities and providing new local retail provision.*
- *Create a new commercial destination in the vicinity of the train station, with mixed use and supermarket provision, together with landmark buildings and civic spaces.*
- *Enhance existing open space areas and develop a connected network of green spaces and green infrastructure to maximise their potential use by the existing and future generations.*
- *Support opportunities and initiatives which promote education and aim to address unemployment supporting economic activity through the provision of existing and future services and businesses in the area.*
- *Support and facilitate the provision of additional school places to serve the existing and emerging communities.*
- *Support and facilitate the development of a Community and Social Enterprise Hub.*
- *Support the provision of mixed employment uses in proximity to the M50 boundary.*
- *Consolidate and improve the existing sports and recreation facilities and promote the provision of new recreational facilities.*

Height

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

Design

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

Green Infrastructure

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

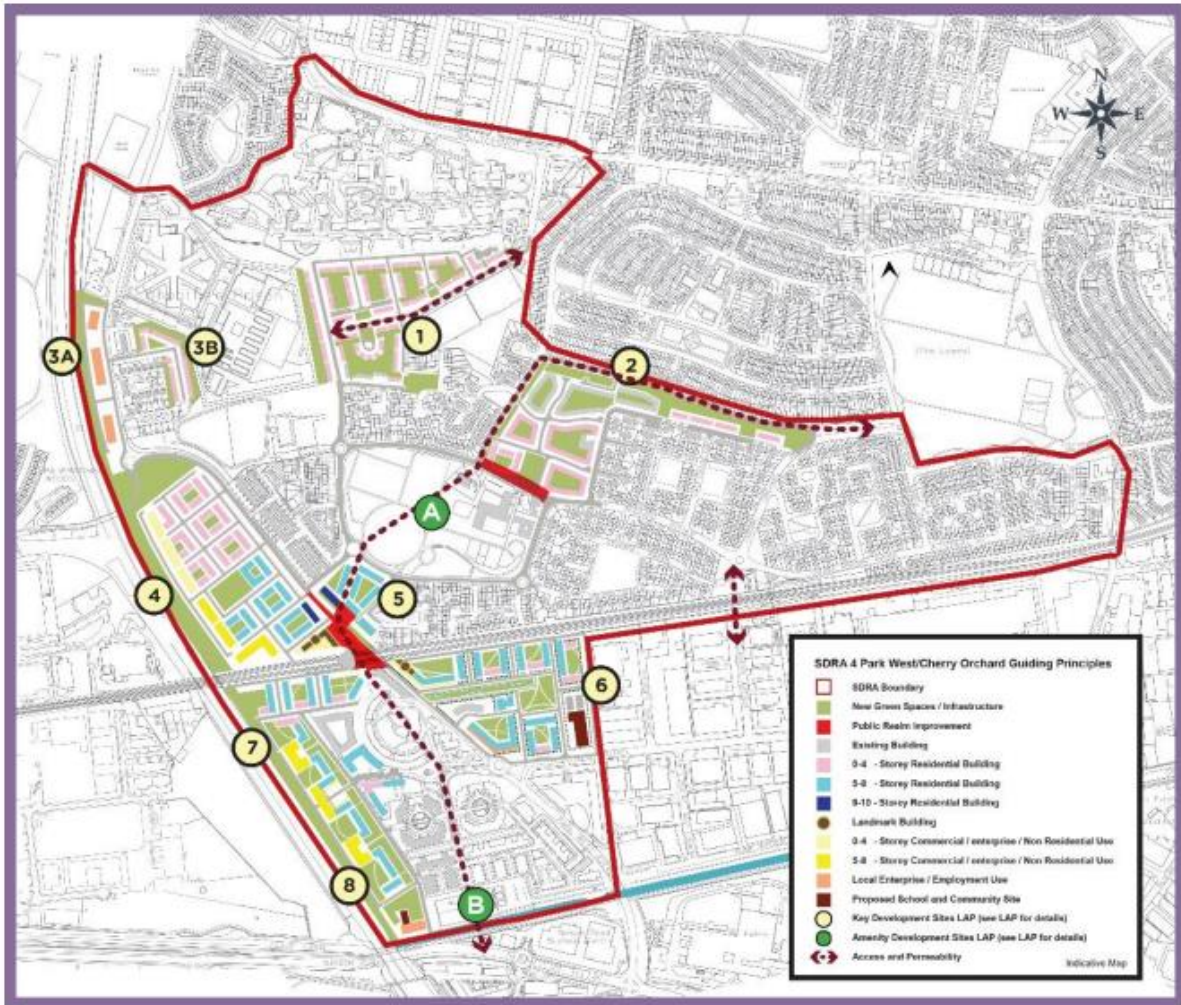


Figure 6.7: SDRA 4 Park West/Cherry Orchard (Dublin City Development Plan, 2022)

The proposed scheme will deliver a high quality, residential led mixed use scheme at a core part of SDRA adjacent to the train station. It will be a key role in delivering upon the vision for the compact growth and sustainable development of this new neighbourhood, providing for a range community, commercial, art / cultural, and employment-based uses.

Further detail on how the scheme supports the principles identified in relation to SDRA 4 under Section 13.6 of the DCDP, has been set out in Section 6.6 of this report. This section also provides an overview of the scheme’s alignment with the Park West Cherry Orchard Local Area Plan 2019.

6.4 Land-Use Zoning

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

The overall zoning strategy is based on the following principles:

- To ensure that land-use zoning across the city spatially facilitates the aims of the core strategy and the objective to develop a compact, connected, low carbon, and climatically resilient city.
- To ensure that land is appropriately zoned in order to accommodate the expected growth needs of Dublin City within the timeframe of the plan and to ensure the protection of community and social

infrastructure, and critical ecosystems services, through the application of appropriate land-use zoning designations in order to provide adequate facilities and amenities to meet the growing needs of the city.

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

The subject site is zoned ‘Z14 Strategic Development and Regeneration Area (SDRA)’, specifically SDR4 – Park West / Cherry Orchard under the Dublin City Development Plan 2022 - 2028.

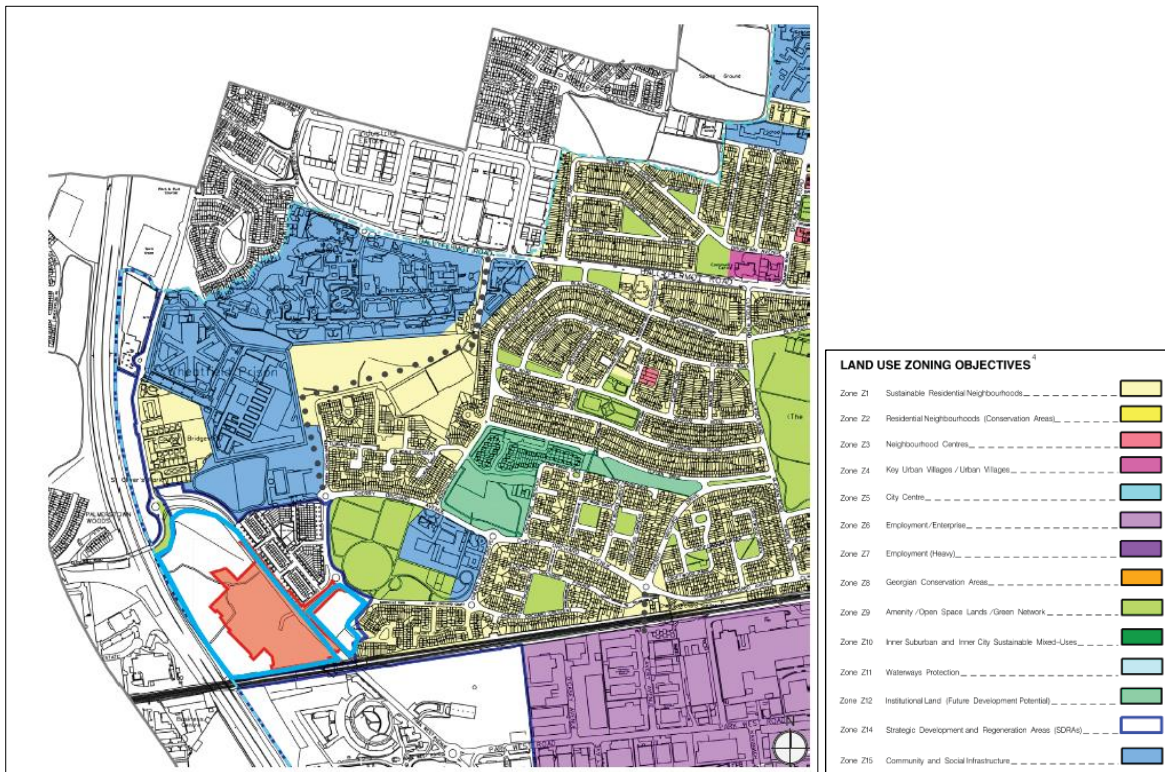


Figure 6.8 Zoning Map as per Dublin City Development Plan 2022-2028 (Ownership (blueline) and Application (redline) Boundary Annotated)

The zoning objective for lands under Z14 zoning is,

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

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

The Park West Cherry Orchard Local Area Plan (2019), as highlighted under Section 6.6, is the local statutory policy document of relevance. Therefore, any application made will need to demonstrate compliance with the key items of both the Dublin City Development Plan 2022-2028 (SDRA 4) as well as the key Development Principles of the Local Area Plan (2019). Any conflict between the documents is resolved by the City Development Plan taking precedence.

The Subject Site forms part of the key Development Site 4, which has been zoned for 'Mixed use' with a portion to the south zoned for 'Neighbourhood Centre'. The Site is designated for a mix of low, medium, and high-density development and the subsequent 'Proposed Uses' under the Local Area Plan 2019, is 'Predominantly Residential' with some 'Mixed-use'.

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

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

The proposed development involves a residential-led mixed use scheme with, community, cultural / arts spaces, a convenience retail supermarket, retail / commercial uses, a creche facility, mobility hub as well as sufficient public open space, all of which are permissible under the Z14 zoning objective ascribed to the subject site. The proposed scheme would hence, be acceptable in principle and is in accordance with the proper planning and sustainable development of the area.

6.5 Development Management Standards

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

Of the Development Standards as part of the Dublin City Development Plan 2022-2028, the following are considered to be most relevant to the proposed scheme and have illustrated compliance.

6.5.1 Neighbourhood Development

The importance of sustainable neighbourhood development and healthy placemaking is set out in Policy QHSN12

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

- *build on local character as expressed in historic activities, buildings, materials, housing types or local landscape in order to harmonise with and further develop the unique character of these places;*

The existing developments within the vicinity of the subject lands include a broad range of building material and typology from traditional brick dwellings in Barnville Park to the more contemporary Cedar Brook scheme that utilises coloured render and timber cladding. The material palette has been selected to be robust and durable with brick as the primary cladding material to ensure a high-quality finish. The utilisation of contrasting brick tones, simple details and soldier courses on the external elevations of the building will provide a distinctiveness and unique character to the area.

- *integrate active recreation and physical activity facilities including community centres and halls as part of the 15-minute city;*

The provision of community, arts, cultural and high quality external public open and recreational spaces throughout the development represent the deliberate integration of physical activity as part of the overall design concept in line with the 15- minute city concept.

- *encourage sustainable and low carbon transport modes through the promotion of alternative modes and ‘walkable communities’ whereby a range of facilities and services will be accessible within short walking or cycling distance;*

The proposed development includes dedicated pedestrian and cycle linkages throughout the development and will promote a modal shift in transport options and encourage increased walking and cycling.

- *promote and implement low traffic neighbourhoods to ensure a high-quality built environment and encourage active travel in delivering the 15 minute city model.*

The layout of the internal streets has been carefully considered to prioritise pedestrian and cycle mobility over the private car.

- *promote sustainable design through energy efficiency, use of renewable energy and sustainable building materials and improved energy performance;*

The overall scheme is designed to comply with Nearly Zero Energy Building (NZEB) standards for both the residential and retail elements of the scheme. The delivery of a high density scheme on zoned, serviced land in close proximity to high-quality public transport represents a more energy efficient use of land that is currently vacant. The design and layout of the apartment units have been strategically orientated to maximise daylight and sunlight penetration to the units and areas of communal open space to improve efficiency. Robust and durable materials that will require little maintenance have also been incorporated into the design of the scheme.

- *promote the development of healthy, liveable and attractive places through public realm and environmental improvement projects;*

The proposed development includes the provision of high-quality landscaped public open space of 6,123sqm representing 12.5% of the net residential area of the application lands. This is in line with the requirements under Chapter 15, Section 15.8.6 of the Development Plan, which requires that a minimum of 10% of the net development be Public Open Spaces. It is submitted that the proposed scheme is providing public open space in excess of the minimum requirement at 12.5%.

This Public Open Space proposed consists of the entirety of the ‘Neighbourhood Park’ (centre spine) running along the centre of the site. This is expected to be delivered in full under Phase 1 of the scheme, rather than as a piecemeal development. However, it is prudent to note that even though the entire Public Open space is being delivered under Phase 1 of the scheme (subject of this planning application), only part of the Public Open Space that falls within the

Phase 1 redline boundary should be counted towards the Phase 1 contribution of Public Open Space for the scheme.



Figure 6.9 All Public and Communal Open Spaces and External Community, Arts and Cultural Spaces Proposed

The public open space includes a public plaza, multi-use playing spaces, outdoor fitness trail, amenity lawns, and Multi-Use Games Area. The design approach to the form and layout of the open space, which is an integral and central component of the scheme, has ultimately informed the movement and connectivity strategy for the development. The design and layout of the central Neighbourhood Park has enabled the development to integrate with the existing community by promoting permeability through the scheme and enhancing connectivity to the wider Cherry Orchard area. The public open space has been arranged in terms of a clear hierarchy with each area having its own distinct character and purpose.

It should be noted that the community garden, event space and picnic lawn that has been proposed as part of the scheme should not be calculated toward the contribution of Public Open Space as it is part of the 5% provision of community, arts and cultural uses.

- cater for all age groups and all levels of ability / mobility and ensuring that universal design is incorporated to maximise social inclusion;

A total of 186no. units have been designed to Universal Design Standards which will enable homes to be adaptable and respond to changing personal requirements to deliver a fully inclusive and socially cohesive neighbourhood. This is in line with the Housing Options for an Ageing Population Policy Statement 2019, which requires that 50% of the apartments in excess of the minimum sizes should be designed in accordance with the guidance as set out in the Universal Design Guidance for Homes in Ireland 2015. This is to ensure that the scheme is inclusive of the growing ageing population as well as people that require assistance or are disabled, and hence, suitable to cater to older people, mobility impaired people, people living with dementia and people with disabilities.

- *provide the necessary inclusive community facilities and design features to promote independence for older people and to maximise quality of life;*

The proposed development includes the provision of internal and external flexible community, arts and cultural space. The footpaths throughout the scheme have been designed to be wide enough to accommodate all users including those with mobility dependence and encourage independence for older people to maximise their quality of life.

- *have regard to the Guiding Principles for 'Healthy Placemaking' and 'Integration of Land Use and Transport' as set out in the Regional Spatial and Economic Strategy and national policy as set out in 'Sustainable Residential Development in Urban Areas' and the 'Design Manual for Urban Roads and Streets (DMURS)';*
- *are designed to promote safety and security and avoid anti-social behaviour.*

The design and layout of the scheme promotes healthy placemaking by delivering a new sustainable community that will benefit from direct access to a range of community, commercial, social and recreational uses in close proximity to their homes. The introduction of a landmark building and central Neighbourhood Park will create focal points where people can gather and socialise together. The movement strategy for the proposed development explains and supports the rationale behind the urban plan of the proposed new development at Cherry Orchard Point, and in particular the new pedestrian and cycle priority junction occurring between Park West Avenue, Cherry Orchard Green and the development's 'New Street', which provides a primary access route into the development site. The strategy is compliant with all relevant national, regional, and local planning and development policies, as well as overarching urban design policy and guidance documents, with particular reference to DMURS. A key principle behind the urban plan is pedestrian and cyclist priority, ease of use, and preference for 'active travel' over 'inconvenient' car use.

In summary, the proposed scheme represents a residential mixed-use development, built to highest quality delivering community and art / cultural uses, convenience store, smaller retail / commercial uses, and a range of open space amenities. It is considered that the proposed scheme will play a key role in delivering the objectives of Policy QHSN12 for the wider Park West and Cherry Orchard area.

The '*DMURS Report and Statement of Design Consistency*' submitted as part of this Planning Application further demonstrates that considerable regard has been had to the guidance as set out in the DMURS.

6.5.2 Heights and Density

The proposed site forms part of the Park West-Cherry Orchard Strategic Development Regeneration Area (SDRA) and subject to the provision for the Park West Cherry Orchard Local Area Plan (2019). Specific guidance on densities for the site are set out in the LAP and are reflected in the development capacities for the area identified in the DCC CDP. Appropriate heights for the site have also been set out in the LAP, which provides a framework for a cohesive urban structure. The proposed development

aligns with the objectives of the LAP, whilst the design approach responds appropriately to the height and form of development in creating a high-quality streetscape.

It is respectfully submitted that the proposed scheme systematically follows the guidance as set out under the specific site brief for Sit 4, in that the height strategy has carefully considered the LAP requirement to ensure a gradual change in building heights with no significant marked increase in height within transitional areas. The proposal is fully compliant with the site specific development objective on height, which requires,

“High density residential development is sought in proximity to the train station, scaling down in height and density towards the northern half of the site. Lower density residential development will be considered to the northern half to “kick start” development. Building heights along Park West Avenue, opposite Cedarbrook shall range up to four stories to the northern end and up to six stories to the southern end...” (p. 70)

Figure 6.10 below illustrates the comparison of the height strategy as set out in the LAP Site Specific Brief for the Site 4 and the height strategy for the proposed scheme.

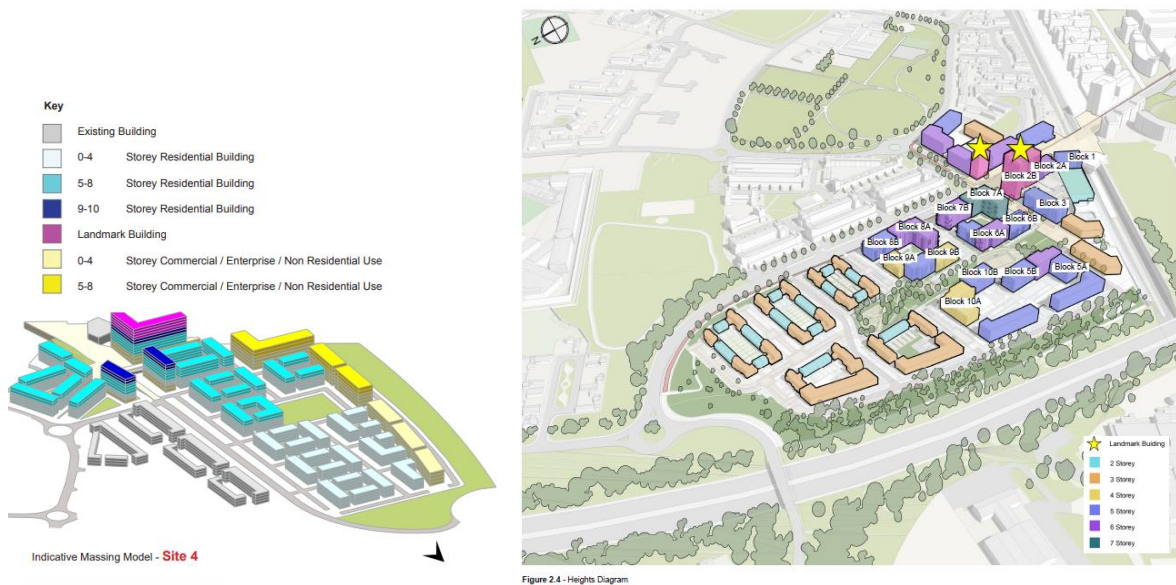


Figure 6.10 Height Strategy for Site 4 in the LAP (left) and for the Proposed Scheme (right).

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

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

Appendix 3 (Achieving Sustainable Compact Growth Policy for Density and Building Height in the City) of the DCC CDP sets out guidance for appropriate areas for increased density and height.

With regards to building heights, the guidance states that *“Building heights significantly define the character of cities and neighbourhoods. They are generally expressed in terms of either their overall height or their number of storeys. Height to width ratio can also be used to help define the slenderness of a taller building. Consideration of what constitutes a tall building can be subjective and also depends on context. For example, a 6-storey building in the city centre may not be considered as high, whereas such a proposal in a low-density suburb, may be construed differently.*

The main determining factor in considering appropriate heights is the need to create exemplar urban development with attractive streets, spaces and public areas that integrate successfully with the surrounding area. The key factors that will determine height will be the impact on adjacent residential amenities, the proportions of the building in relation to the street, the creation of appropriate enclosure and surveillance, the provision of active ground floor uses and a legible, permeable, and sustainable layout.”

With regards to density, it is stated that *“Higher density development allows land to be used more efficiently, assists in regeneration and minimises urban expansion. Higher densities maintain the vitality and viability of local services and provide for the critical mass for successful functionality of public transport facilities.”*

It is noted that the strategic approach is that the highest densities should be located at the most accessible and sustainable locations. Sustainable densities in accordance with the standards set out in the Guidelines on Sustainable Residential Development in Urban Areas 2009 will be supported. An urban design and quality led approach to creating sustainable development will be promoted.

It is also noted that there should be a focus not just on maximising density to maximise yield, but on a range of qualitative criteria and the consideration of a wide range of other factors including architecture, urban design, community facilities and infrastructure, green infrastructure, and quality placemaking.

At juncture it would be prudent to note that the DCC CDP, under Appendix 3 Section 4, in relation to SDRA lands, requires that,

“All proposals for greater height than the prevailing context and intensification in SDRA’s must demonstrate compliance with the performance-based criteria set out under Table 3...”

It is respectfully submitted that the criteria as set out under Table 3 under Appendix 3, is fully consistent with the SPP3 of the Urban Development and Building Heights Guidelines for Planning Authorities (2018). In addition, the LAP also states that, for all development proposals the *‘...performance criteria will be applied when assessing building heights at appropriate locations as opposed to numerical limitations, in accordance with the recently published ‘Urban Development and Building Height Guidelines for Planning Authorities’ as required under SPPR3.’*

Therefore, a greater detail on the how the scheme satisfies the objectives the LAP and the subsequent Building Heights Guidelines (2018) which the DCDDP is also largely compliant with, is set out in Section 6.7 of this Report.

6.5.3 Residential Unit Type and Mix

The LAP’s vision is to achieve *‘a good mix of residential typologies for people across all spectrums of their lifecycle and benefit from access to local shops, schools, parks and community and recreational facilities...’*. Although the LAP has broader objectives on achieving varying typologies to accommodate families of all sizes and catering to people of all ages, there is not quantitative standard set out in the LAP that is required to be achieved. It however acknowledges that densities and typologies can be reflective of the location and vary accordingly.

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

In that regard, Policy SPPR 1 states that housing 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.

The proposed development comprises 42% 1 bed units, 7% 2 bed (3 person units), 42% 2 bed (4 person units) and 9% 3 bed units. Accordingly, the proposed development accords fully with SPPR 1. This would be in compliance with the requirements of SPPR1, the DCDP as well as the LAP.

6.5.4 Green Infrastructure

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

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

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

Green infrastructure and nature-based solutions are a core element of the proposed scheme, and has is embedded within the movement strategy within and beyond the subject site.

The large neighbourhood park running the length of the development lands is the focus for passive and active amenity space for the new residents. The park is permeable to pedestrians and bicycles and is well over-looked by active edges.

The scheme site layout and the landscape plan follow the All-Ireland Pollinator planting code through the inclusion of native wildflower meadow planting, pollinator friendly street trees and tree planting, shrub and ground cover planting, swale planting and green roofs. The planting specification includes specimens that will flower throughout the year from spring to autumn, prioritises native planting and chooses pollinator friendly species of horticultural and ornamental planting.

6.5.5 Green/Blue roofs

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

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

Green roofs are proposed across each block of the proposed scheme in line with Policy SI23, with additional green roofs to ancillary structures including bin storage units.

6.5.6 Surface Water Management and SuDs

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

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

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

6.5.7 Public Open Space and Recreation

Section 15.6.12 of the DCDP, in relation to Public Open Spaces states,

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

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

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

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

- *The design and layout of the open space should complement the layout of the surrounding built environment and complement the site layout.*
- *Open space should be overlooked and designed to ensure passive surveillance is achieved.*
- *The space should be visible from and accessible to the maximum number of users.*
- *Inaccessible or narrow unusable spaces will not be accepted.*
- *The level of daylight and sunlight received within the space shall be in accordance with the BRE Guidelines or any other supplementary guidance document.*
- *Any new public open space on the site should be contiguous to existing open space or natural feature (i.e. river corridors and canal bank) to encourage visual continuity and optimise value of ecological networks.*
- *Protect and incorporate existing trees that are worthy of retention into the design of new open spaces.*
- *Retain and incorporate other existing natural features into the design to reinforce local identity, landscape character, and amenity.*
- *Landscaping works should be integrated with overall surface water management and SuDS strategy such that landscaping plans may include associated biodiversity areas or wetlands which can reduce / better manage surface water run-off.*
- *Landscaping schemes should provide a hierarchy of different types of planting throughout the development in order to give visual variety. Permeable surfaces will be encouraged*

- *Materials must be appropriate, durable and of a good quality. The texture and colour of materials must be sympathetic to the locality and be an integral part of the design.*
- *Street furniture should be sited such that it does not provide an obstacle for people with disabilities and should be designed so that it is fully accessible where feasible.*
- *Age friendly measures should be incorporated into the design.*
- *Permeability and accessibility for all users, particularly disabled persons should be provided.*
- *Cycle and pedestrian friendly routes should be accommodated.*

The proposed development also includes the provision of high-quality landscaped public open space of 6,123sqm representing 12.5% of the net residential area of the application lands. The public open space includes a public plaza, multi-use playing spaces, outdoor fitness trail, amenity lawns, and Multi-Use Games Area. The design approach to the form and layout of the open space, which is an integral and central component of the scheme, has ultimately informed the movement and connectivity strategy for the development. The design and layout of the central Neighbourhood Park has enabled the development to integrate with the existing community by promoting permeability through the scheme and enhancing connectivity to the wider Cherry Orchard area. The public open space has been arranged in terms of a clear hierarchy with each area having its own distinct character and purpose.

Section 6.5 of this Report sets out in detail the breakdown of open spaces proposed under the scheme, including demonstrating that the proportion of Public Open Space provision for the scheme is in line with the requirements of DCDP.

Additionally, Section 3.6 of this Report on 'Public Open Space and Landscaping' in tandem with the Landscape Design Report submitted along with this application, provide complete details on the rationale for the design / layout to ensure coordinated delivery of public open space that is sufficient in amenity, quantity and distribution to meet the demands of the future population and wider Cherry Orchard community.

6.5.8 Community and Social Audit

Section 15.8.2 of the DCDP sets out the requirement for Community and Social Audit:

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

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

A separate Social Infrastructure Audit has been prepared and submitted as part of the associated planning application addressing the requirements of the DCDP. The proposed scheme will address current and future needs through provision of community, arts and cultural spaces delivered across 13no. community and arts / cultural units (totalling 1,222sq.m GFA),

and associated external events space and community gardens (1,157sq.m), and a childcare facility (672sq.m GFA). The need for additional uses in the wider Cherry Orchard Point development will be assessed and provided for in planning applications for subsequent phases.

6.5.9 Dual Aspect

Section 15.9.3 of the DCDP states that: *The Specific Planning Policy Requirement 4 requires a minimum of 33% dual aspect units in central and / or accessible urban locations and 50% of units in suburban and / or intermediate locations.*

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

The proposed development is located in accessible location, directly adjacent to Park West and Cherry Orchard train station. The proposed scheme complies with the requirements of the DCDP and SPPR4 of the Apartment Guidelines with 40% of units being dual aspect. The geometry and orientation of the urban blocks was designed in such a manner that there are no single aspect north facing apartments within the development.

6.5.10 Daylight and Sunlight

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

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

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

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

In addition, the national policy on the assessment of daylight and sunlight is set out in both the Apartment and Building Heights Guidelines, both of which refer to BR 209 and BS 8206-2. For clarity, the DCC CDP also states that appropriate and reasonable regard should be taken of government policies, including the Urban Development and Building Height Guidelines for Planning Authorities (2018) and the Sustainable Urban Housing: Design Standards for New Apartments (December 2020), in the completion of sunlight and daylight assessments.

The site layout, urban blocks, receiving environment and individual apartments have been designed with regard to the principles and guidance of the recently published BR 209 2022 Site Layout Planning for Daylight and Sunlight: a Guide to Good Practice (3rd edition 2022). Specialist consultants collaborated with the architects and urban designers throughout the design process and conclude that the performance of the proposed scheme could be considered very favourable. The probability of such a sizable scheme to achieve full compliance would be unrealistic while also considering that it has undergone multiple design iterations to substantially improve its performance with regard to daylight.

A full and comprehensive Daylight and Sunlight Assessment and Report accompanies this planning application.

6.5.11 Separation Distances

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

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

A minimum of 22m between directly opposing upper floor ‘primary’ windows of habitable rooms is achieved throughout the scheme with some minor deviations made in response to a need to maximise passive surveillance.

This is a traditional metric for separation distances and originally aimed at traditional housing and privacy to the rear bedroom windows. Many urban streets would struggle to achieve a separation distance of 22m without damaging the height to width ratio, and there is no expectation or requirement for such privacy between opposing front first floor bedroom windows.

Where increased passive surveillance of communal open space, or the public realm is required, additional or ‘secondary’ windows are proposed. The reduced separation distance between the corners of the high-density buildings is considered to be appropriate and have no material impact on the quality and amenity of the corner apartment.

6.5.12 Sustainable Movement and Transport

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

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

- *Access and Design Standards*
- *Traffic and Transport Assessments*
- *Mobility Management and Travel Planning*
- *Service Delivery and Access Strategy*
- *Design and Construction Standards and Processes for Roads and Footpaths*
- *Cycle and Car Parking Standards and Management*

All of these requirements have been addressed within the relevant associated planning application documents submitted along with this application. Additionally, a brief summary of the finding from the above reports has been provided under Sections 6.9, 6.10, 6.11, and 6.15 of this Planning Report.

6.5.13 Plot Ratio and Site Coverage

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

Indicative plot ratio standards are provided in the DCDP, with Regeneration Areas having an Indicative plot ratio of 1.5-3.0. The proposed scheme, under Phase 1, has a plot ratio of 1.4.

The DCDP states that site coverage is the percentage of the site covered by building structure, excluding the public roads and footpaths, being particularly relevant in urban locations where open space and car parking standards may be relaxed. Similar to the above, indicative site coverage standards are provided for each area of the city, with Regeneration Areas having an indicative site coverage standard of 50-60%. The proposed scheme has a site coverage of 33.2% and this is inclusive of the podium between the Blocks 1, 2A, 2B and 3).

6.6 Park West - Cherry Orchard LAP 2019

Dublin City Council adopted the Park West - Cherry Orchard Local Area Plan (LAP) in October 2019 in accordance with Section 20 of the Planning and Development Act 2000 (as amended). The vision of the Plan is to make Park West - Cherry Orchard an attractive and identifiable place with a vibrant and active community. To provide a good mix of residential typologies that will cater for all people and residents will benefit from the provision amenities including local shops, schools, parks and community and recreational facilities. The LAP establishes statutory planning framework to allow future development to be managed in a co-ordinated and sustainable manner, providing for the needs of existing and future communities.

'The past ten to twenty years has seen significant, albeit sporadic changes, to the physical character of Park West and Cherry Orchard. Previous plans for development fell foul to economic recessions leaving some new developments isolated and un-connected to neighbouring amenities. With new plans in place for significant investment in public transport infrastructure, including in particular, the provision of an electrified DART line to serve the Park West – Cherry Orchard train station, it is timely to put in place a plan that can maximise the benefit from public investment and help provide much needed housing for the City, located within sustainable and attractive emerging neighbourhoods.'

As set out in Section 6.3.3.1, the objectives for the lands as set out in the LAP have been incorporated into the City Development Plan (2022), specifically through the areas identification as a Strategic Development Regeneration Area (SDRA) 4.

The LAP sets out individual site briefs for each of the 8 key development sites, which set out the vision, aspirations, and development objectives for each. The site being considered as part of this planning application forms the southern portion of Development Site 4 (M50-Cedarbrook Avenue). The wider Cherry Orchard Point development site identified for the purpose of development constitutes the entirety of Development Sits 4 and adjoining Development Site 5 of the LAP.

Figure 6.11 and Figure 6.12 below set out the key development sites and amenity sites and proposed land use strategy, notably Site 4 and Site 5 to which the proposed development is pertaining to.

It is relevant to note at this juncture that in addition to the site-specific briefs, the LAP under Section 4.6.4 also states: "In consideration of the existing and planned public transport infrastructure in the area, this location is considered **appropriate for medium to high density** residential and commercial development to maximise this investment in public infrastructure."

Therefore, it is submitted that the development layout strategy for the proposed scheme follows a systematic approach in alignment with the requirements of the LAP and SDRA Guidelines for the site.

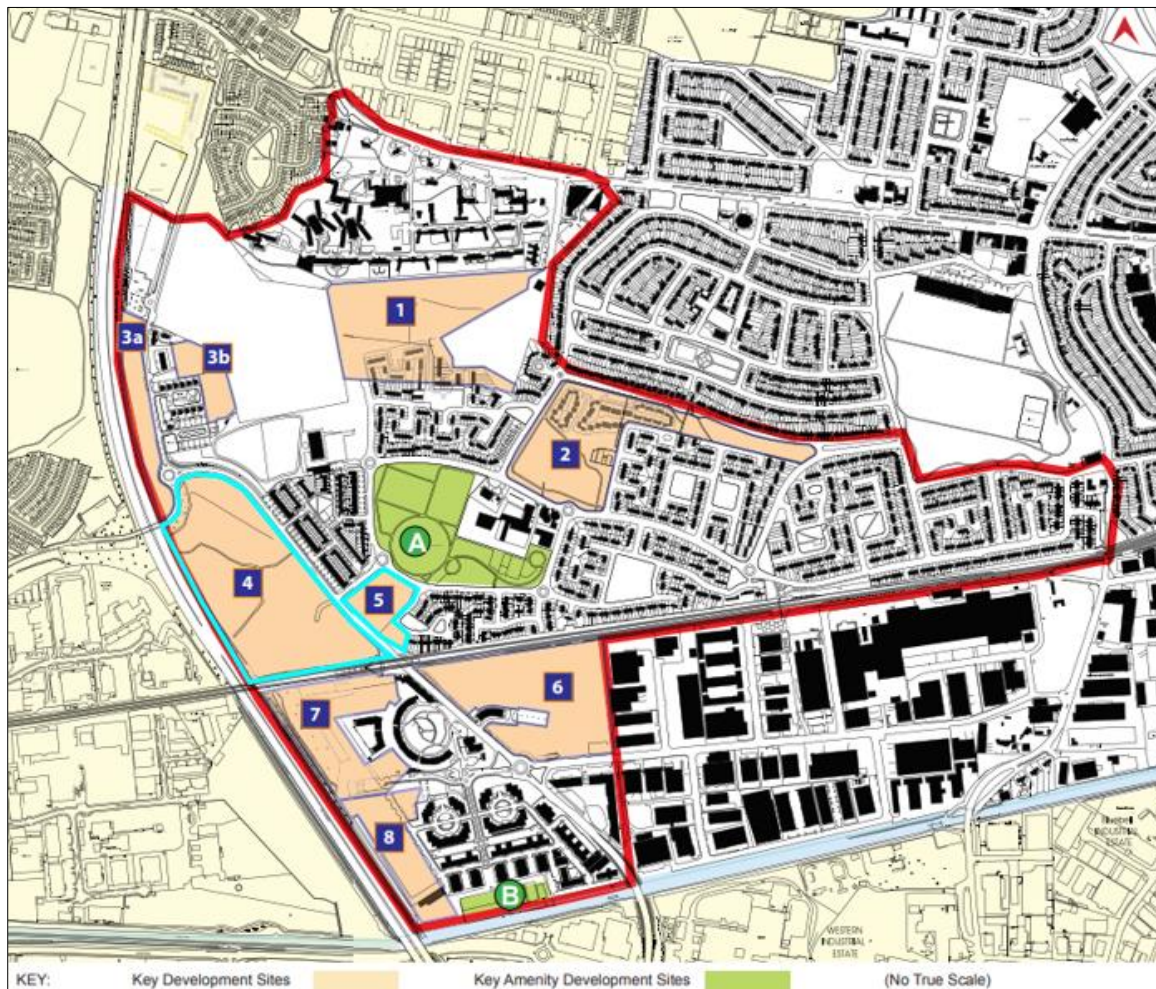


Figure 6.11 Key Development Sites and Amenity Sites with proposed development sites 4 & 5 in blue

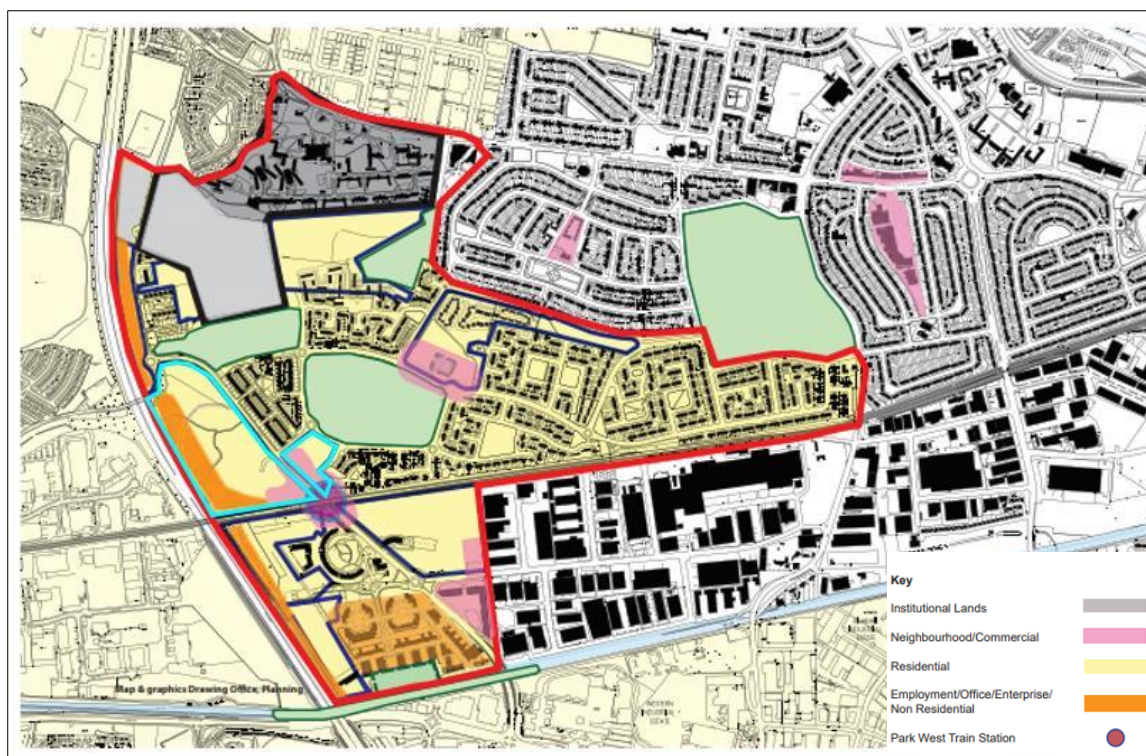


Figure 6.12 Proposed Land Use Strategy with proposed development sites 4 & 5 in blue

The LAP includes individual Site Briefs for the 8 Key Developments Sites which make up the area.

Objectives for Key Development Site 4 (M50-Cedarbrook Avenue Site)

The Site Brief for Site 4 sets out the following overarching development objectives:

- *Proposed Use: Predominantly Residential, with enterprise and commercial along the M50 and next to the Train Station. (c. 80/20 split).*

The land mix for the proposed Phase 1 scheme delivers a residential led mixed development, with a split of 89% residential / 11% non-residential. Delivery of subsequent phases, including enterprise and commercial uses along the M50, will results in the targeted 80/20 split.

- *Density: 75 DPH average (Ranging from 50 – 125 DPH).*

The net density of the proposed Phase 1 scheme is 145 DPH. It is acknowledged that the density is somewhat in excess of the average density set out for the Site. However, it should also be noted that a large proportion of the site is part of a future development, which is not part of the current proposal. Hence, the residential density of the site is estimated across the net site area of c. 4.87 hectares, that is 708 units across the net site and this amounts to around 145 DPH.

This increase in density has been arrived at through an optimised approach to detailed design, whilst remaining consistent building height strategy for the scheme, and in delivering the range of uses and amenities sought. The southern portion of Site 4 in which Phase 1 is located is where the LAP states that the highest densities should be focused.

The LAP recognises that for each key sites identified, it is important that housing design and density is appropriate to its location, reflecting the significance of the SDR designation as a resource for the future of the city, and cognisant of national planning policy, Development Plan policy and current legislation. Therefore, the LAP sets out a graded approach to density, with different density ranges for different sites, considering the built context, proximity to the train station and bus routes and the desire to integrate with existing residential developments.

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

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

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

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

It is submitted that the proposed density for the scheme has been carefully considered to align with the above approach and requirement. The scheme is adjacent to a current Commuter Rail Corridor with plans underway for a DART+SW extension of this line, which as noted in Section 2.3 will subsequently increase the capacity and frequency in passengers and travel.

Moreover, the development layout strategy of the scheme follows established and best practice principles of good quality urban design centred on creating a sustainable and well-connected community within the Cherry Orchard area. The design and layout of the scheme coupled with the incorporation of a variety in height, form and materials will create a distinctive character and sense of place and identity for future residents. The transition of increased height and density to the south-eastern corner of the site, adjacent the train station, illustrates how the scheme is respectful of the prevailing and established character of the area but also delivers upon the vision of the Park West Cherry Orchard LAP and Dublin City Development Plan that seek higher densities and a landmark building in close proximity to the station. This approach to the design and layout of the development will result in the creation of a vibrant new urban area that is fully integrated and connected with the existing community.

At juncture it would be prudent to note that the DCC CDP, under Appendix 3 Section 4, in relation to SDRA lands, requires that,

“All proposals for greater height than the prevailing context and intensification in SDRA’s must demonstrate compliance with the performance-based criteria set out under Table 3...”

It is respectfully submitted that the criteria as set out under Table 3 under Appendix 3, is fully consistent with the SPP3 of the Urban Development and Building Heights Guidelines for Planning Authorities (2018). In addition, the LAP also states that, for all development proposals the *‘...performance criteria will be applied when assessing building heights at appropriate locations as opposed to numerical limitations, in accordance with the recently published ‘Urban Development and Building Height Guidelines for Planning Authorities’ as required under SPPR3.’*

Therefore, a greater detail on the how the scheme satisfies the objectives the LAP and the subsequent Building Heights Guidelines (2018) which the DCDP is also largely compliant with, is set out in Section 6.7 of this Report.

- Heights: Ranging from 2-4 storeys up to 7-8 storeys (24m) in close proximity to Train Station, with opportunity for place marker landmark building of up to 60m.

The range of heights set out in the proposed scheme are consistent with those set out in the LAP, including the delivery of a taller landmark building to the south of the site. Section 6.7 on 'Height' further illustrates how the development management criteria for increased building heights have been incorporated into the proposed scheme.

- Estimated Capacity: 600 – 700 units, subject to detailed design:

Detailed design has resulted in an optimised capacity for the site. The Proposal under Phase 1, which is the subject of this planning application will deliver c. 708 units on part of the Site 4. The Development Layout Strategy and Phasing Plan for the scheme, proposes an additional c. 150 no. units on Site 4, to be delivered under a later Phase. This brings the total capacity on Site 4 to around 850 units. This is resulting in a higher quantum of housing than that projected in the LAP. However, it is submitted that given its SDRA designation and locational context next to a Bus and Rail corridor with future upgrades envisaged for both, the proposal would be considered appropriate, can easily integrate within the existing infrastructure, and support future growth while ensuring that suitable physical, social, and community infrastructure is provided in tandem with the residential development.

- *Supporting Infrastructure Requirements: Convenience retail to be provided. Local Park and Ride facility to be provided including provision for cycle parking facilities, as one of the supporting requirements when development site 4.*

A new 2,523sq.m sqm retail convenience retail store is bring provided, in addition to smaller complimentary commercial units, which will help to establish a new core to the wider development. The scheme also provides for bicycle parking spaces in line with the maximum standards set out under the DCC CDP by providing a total of 1,618 spaces under Phase 1 of the scheme (See Section 6.9.1 for detailed breakdown).

With regard to the provision of a park and ride facility, at the early design stage of the process, the Design Team duly considered the possibility of providing a park and ride facility in close proximity to the station and whether this could be delivered as part of a coherent integrated development. It was determined that delivering such a development would result in an inefficient use of strategically located land and would be contrary to longer term planning and environmental objectives that promote a reduced reliance on the private car as a principal mode of transport. Furthermore, it was considered that such a facility would risk compromising the wider vision and key principles of the LAP, namely the creation of a vibrant and sustainable Urban Area and the promotion of more sustainable modes of transport.

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

- *A new mixed-use development is sought for this site.*

The proposed scheme at Cherry Orchard Point is a new, large scale, mixed-use residential development located on lands alongside Park West Avenue and adjacent to the Park West Train Station. The proposal seeks to provide a vibrant and sustainable urban neighbourhood with a distinct character. The scheme has been designed to confirm with the density and height requirements of the LAP and also aligns with the principles for SDRA lands under the DCC CDP. The scheme is envisaged to sustain quality public transport, such as the proposed DART+SW extension to the rail line and the Bus Connects project. The scheme, in that regard proposes a

mix of uses including retail, commercial, community and art / cultural uses across four Phases. Section 3.0 of this Report sets out the detailed description of the variety / mix of uses proposed under this scheme.

- *Having regard to air, noise and amenity concerns associated with residential development next to the M50, the western strip of the site shall accommodate commercial/enterprise/employment uses such as may include own door office units, enterprise units or a community enterprise centre. Consideration also to be given to community uses that require large floorplates. It is required that these buildings shall be multi-storey where feasible to mitigate against noise from M50 traffic.*

The Proposed Phasing Plan as detailed in Section 6.0 of the Architectural Design Statement, divides the Development into four distinction sections. Phases 1, 2 and 4 are within Site 4 of the LAP and Phase 3 is within Site 5. Phase 1 forms the subject of this planning application; Phase 2 comprises of the low-medium density section to the north of Site 4 and Phase 3 comprises of high-density development on Site 5. Phase 4 of the development includes development on the western strip of the Site – which is designated by the LAP for accommodating commercial / enterprise / employment uses within the site. A large section of Phase 4 strip is required to facilitate the DART+ South West works, which is currently the subject of a Rail Order. These works are estimated to be completed in 2030, which will hold the development of Phase 4 in the medium to long term.

It is submitted that the Phasing Plan for the subject site in tandem with the delivery of the DART+ SW corridor will further ensure that the development aligns with the objective SDRAO1 of the DCC CDP on Phasing, which seeks to ensure that large scale development proposals are developed in accordance with agreed phasing plans to ensure that adequate social and physical infrastructure is delivered in tandem with the development.

- *Mixed use development in the vicinity of the train station will be sought, having regard to the noise levels associated with the station. Commercial ground floor development that animates the streetscape will be particularly sought. The site shall make provision for a large convenience store to the immediate north of the train station, to serve the entire LAP area.*

The proposed scheme, in alignment with the site-specific development objectives of the LAP seeks to develop an underutilised land by providing for a mixed-use development with residential units (c. 66,399 sqm. GFA), retail units (7 no. units across c. 373 sqm. GFA), a convenience supermarket (c. 2,523sq.m GFA), a new public park as well as indoor and outdoor community, arts and cultural uses (13 no. units across 1,222 sqm. GFA) which will have a direct, positive effect upon the existing area. The Development will be an active, mixed-use civic street focused on the railway station, bus stops and the new anchor supermarket. The overall development for the current Phase 1 application and future phases proposes ground shops on either side of the street, high-quality landscape, and street trees, as well as new, safe crossing points, which will animate this stretch of road.

- *High density residential development is sought in proximity to the train station, scaling down in height and density towards the northern half of the site. Lower-density residential development will be considered to the northern half to “kick-start” development. Building heights along Park West Avenue, opposite Cedarbrook shall range up to four stories to the northern end and up to six stories to the southern end.*

The height strategy of the proposed Phase 1 scheme is delivering highest densities closest to the train station, with a gradual reduction to the north, consistent with those set out in the LAP. The building form and layout is carefully considered with the site strategy of siting the high density and mixed-use area of the site adjacent to the train station. The density decreases to a medium density to the north of this and the lowest density in the next Phase. The part of the site where the landmark tower is proposed is identified as the a “landmark building” in both the LAP

and the DCC CDP's Guiding Principles for SDRAs. The transition scale from the landmark tower at Block 2B is accommodated by Block 2A and Block 3. Block 2A transitions to a 6-storey volume while Block 3 is 5-storeys in height. See Section 6.7 for a full detailed assessment of the height strategy for the proposed scheme.

- *Consideration will be given to a landmark building (up to 60m) in close proximity to the train station along the southern half of the site.*

A tall building of 51.7 m is proposed adjacent to the train station, which will function as a local landmark.

- *The residential quarter shall include provision of a new neighbourhood park linking into the overall Green Strategy for the LAP. Where feasible, retention of planting to old field boundaries will be encouraged.*

The proposed Phase 1 scheme supports the overall green strategy but providing landscaped public open space of 6,123sqm including a public plaza, multi-use playing spaces, outdoor fitness trail, communal amenity space of 5,596sqm.

- *Adequate separation distances shall be required between residential, and enterprise/employment uses. This may incorporate a central green space to function as a transition zone.*

The layout of proposed residential blocks has been designed to enable an appropriate transition to enterprise and employment uses along the western portion of the site in subsequent phases. The woodland buffer along the M50 is continued and reinforced with native microforest planting and the landscape design seeks to retain part of the town-land boundaries hedges as part of the proposed New Park. The natural biodiversity edge of the site comprising of native microforest planting and native wildflower meadow connects both into the existing woodland planting along the M50 but also creates an ecological steppingstone in the east-west direction, further connecting to Cherry Orchard Park.

- *The development of this site will require a number of new access points onto Park West Avenue, and any future development (both residential and/or commercial/enterprise/employment) will be required to front onto and provide a strong active street frontage to Park West Avenue with limited setbacks where possible in order to create a strong urban street edge and contribute positively to the enhancement of Park West Avenue as a strategic north south link.*

Vehicular, pedestrian and cyclist access routes to serve the proposed development are provided from new entrances to the east of the site along Cedar Brook Avenue and Park West Avenue, in line the movement strategy of the LAP. The design approach ensures the development blocks provide strong active street frontage to Park West Avenue.

- *Examine possibility of providing local park and ride facilities at this location in close proximity to the rail station.*

At the early design stage of the process, the Design Team duly considered the possibility of providing a park and ride facility in close proximity to the station and whether this could be delivered as part of a coherent integrated development. It was determined that delivering such a development would result in an inefficient use of strategically located land and would be contrary to longer term planning and environmental objectives that promote a reduced reliance on the private car as a principal mode of transport.

- *Development of the site will include for the provision of a glass bottle recycling bank ideally within close proximity to other community/retail uses identified for the site.*

The provision of a glass bottle recycling bank can be incorporated into the scheme at detailed design stage subject to agreement with the Planning Authority as a compliance submission. It is envisaged that such a facility would be located within close proximity to the retail supermarket. Notwithstanding, the Operation Waste Management Strategy for the development requires that all commercial tenants appropriately segregate their waste and make dedicated provision for the recycling of glass.

6.7 Height

The Park West Cherry Orchard LAP, under Section 4.6.5 sets out the height strategy guidance for building heights for each of its “key sites” in response to specific considerations, including proximity to commercial centres, proximity to Railway Station, the role of the street or space in the movement hierarchy, views and prospects, the need to respect adjoining residential amenity and the potential to provide important local landmarks for legibility. The LAP also acknowledges requirements under the ‘Urban Development and Building heights Guidelines for Planning Authorities’ (2018), in relation to the need for cities and towns to grow ‘upward’ in an effort to achieve compact urban growth, and states, ‘*Taller landmark buildings that further reinforces this space as a destination node of activity will be prioritised...*’.

The Dublin City Development Plan 2016-2022, now reinstated in the current DCC CDP, also identifies the Park West Cherry Orchard LAP area as a location suitable for ‘landmark focal points in the vicinity of the Train Station and next to the M50 to act as place makers and enhance the new identity of the area’. The LAP in line with this requirement has set out specific objectives, under Section 4.6.6 of the LAP, one of which relates to height of buildings in the vicinity of the rail station or adjoining the M50,

“To provide 2/3 mid-rise buildings (up to a max of 60 metres) in the vicinity of the rail station or adjoining the M50 to enhance the identity of the area.” (p. 53)

This is also reiterated under the site-specific development objectives set out under Chapter 5 of the LAP for ‘Site 4’, which states,

“Consideration will be given to a landmark building (up to 60m) in close proximity to the train station along the southern half of the site.” (p.70)

In regard to the above, the LAP has identified Site 4 as a suitable location for a landmark building, as it would be location adjacent to the train station as well as the M50 corridor. In compliance with this requirement, Phase 1 of the proposed development, subject of this planning application includes a *slender* 15-storey (c. 51m) landmark building (in Block 2B) on the corner of Park West Avenue adjacent to the Train Station and emphasises the presence of a new neighbourhood for Cherry Orchard. This also marks the transport and retail focus of Cherry Orchard Point, and the intersection of pedestrian and cycle routes through and from the development site, introducing safer, better connections to the rail station and to Cherry Orchard Park to the east of the site, via Cherry Orchard Green.

In the assessment of the height strategy for the proposed scheme, regard has also been had to requirements of the current DCC CDP, which sets out ‘Key criteria’ for all proposals for increased urban scale and height. In accordance with the SPPR 1, the DCC CDP identifies the Park West/Cherry Orchard LAP as one of the key locations appropriate for accommodating more intensive form of development, including increased height. The DCC CDP also notes that development proposals that align with the Guiding Principles set out under SDRA in Chapter 13, will be supported and that the ‘all proposals for greater height than the prevailing and intensification in SDRA’s must demonstrate compliance with the performance-based criteria set out in Appendix 3, Table 3, of the development plan.

It is also noted that Chapter 13 of the DCC CDP, for SDRA 4 (Park West/Cherry Orchard) in relation to heights as set out 'to provide building heights in keeping with the height guidance set out for each individual site of the Park West Cherry Orchard Local Area Plan 2019'. The LAP in relation to building heights (under section 4.6.5) notes that,

'All future development proposals will be required to be submitted for planning approval and a strategy of applying performance criteria will be applied when assessing building heights at appropriate locations as opposed to numerical limitations, in accordance with the recently published 'Urban Development and Building Height Guidelines for Planning Authorities' as required under SPPR3.' (p. 52)

For consistency and in alignment with the requirements of the LAP, this section has carried out a detailed assessment of the 'Development Management Criteria' set out under Section 3.2 of the *Urban Development and Building Heights: Guidelines for Planning Authorities* (2018). It is also submitted that this would remain consistent with the performance-based criteria set out in Appendix 3, Table 3, of the development plan.

The Guidelines have acknowledged the need to move away from blanket and generic height limitations prescribed in Development and Local Area Plans. This guidance document was prepared with the intention of 'reviewing building height restrictions' and "... to shift away from energy intensive "business as usual" development patterns and create more mixed, more dynamic and more sustainable cities and towns, that carefully employ the delivery of increased building heights to tackle our problems with urban sprawl" (Minister's Foreword).

The Guidelines further articulate the need to promote increased heights in suitable locations along public transport corridors and in established urban areas such as the subject site. Increased heights have the potential to achieve increased residential densities, support a more efficient use of land and contribute to securing a critical mass to support existing services and businesses within the locality.

Section 3.1 of the Guidelines states that:

*"In relation to the assessment of individual planning applications and appeals, it is Government policy that building heights must be generally increased in appropriate urban locations. There is therefore a **presumption in favour of buildings of increased height in our town/city cores and in other urban locations with good public transport accessibility**" (emphasis added).*

The Guidelines reflect upon the National Planning Framework in relation to compact growth and suggest there is significant scope to accommodate anticipated population growth and development needs, whether for housing, employment, or other purposes, by building up and consolidating the development of our existing urban area. The Guidelines further state that it would be possible to provide substantially more population growth within existing built-up areas where there is more infrastructure already in place, rather than in greenfield locations which would require services. This approach is consistent with the Park West Cherry Orchard Local Area Plan 2019 which identifies specific locations within the LAP lands that can accommodate increased height and landmark buildings.

Section 3.2 of the Guidelines outlines the development management criteria that applications will be assessed against in relation to increased building heights. In response to this, the Table below demonstrates how these criteria have been incorporated into the proposed scheme.

Table 6.2 Building Height Development Management Criteria Compliance at the Scale of the City

AT THE SCALE OF THE RELEVANT CITY/TOWN	
DEVELOPMENT MANAGEMENT CRITERIA	DEMONSTRATION OF COMPLIANCE
<p><i>The site is well served by public transport with high capacity, frequent service and good links to other modes of public transport.</i></p>	<p>The subject site is located within Development Site 4 of the Park West Cherry Orchard Local Area Plan and has been identified as a suitable location capable of accommodating a landmark building due to the proximity of the railway station and the M50. The LAP identifies a series of key development objectives for the subject site, one of which is to consider ‘a landmark building (up to 60m) in close proximity to the train station along the southern half of the site.’</p> <p>The application lands are well connected to high quality public transport with high capacity and frequency which will be further enhanced upon the implementation of the Dart+ SW Project and proposed Bus Connects plans. As noted in Section 2.3 of this Report, it is expected that once the Dart+SW project is delivered, it will increase the train capacity to double the current (12) trains per hour per direction and increase passenger capacity from the current peak capacity of approximately 5,000 passengers per hour to around 20,000 passengers per hour per direction. The BusConnects programme will introduce bus services into the city at a frequency of up to every 4 minutes during weekdays with a stop along Park West Avenue (between Site 4 and Site 5). The proposed development is currently also served by a number of bus routes (G1, G2 and 60) that provide direct connectivity to the city centre. As per the Spine frequency tables published by BusConnects, the G1 and G2 routes during weekdays run between 5 am and 11pm. The buses run every 12-15 minutes between 6 am and 10 pm, with the frequency slightly reducing during 5-6am and 10-11pm, with a bus every 30 minutes.</p> <p>For further details on the assessment of capacity of these routes, including the current capacity of the Commuter Lines (Train Station), please refer to the TTA submitted with this application by Waterman Moylan.</p> <p>It is therefore considered that the subject site is suitable for higher density development and increased building heights. The proposed 15 storey tower building will create a focal point and act as a place-maker enhancing the new identity of the area.</p>
<p><i>Development proposals incorporating increased building height, including proposals within architecturally sensitive areas, should successfully integrate into/ enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views. Such development proposals shall undertake a landscape and visual assessment, by a suitably qualified practitioner such as a chartered landscape architect.</i></p>	<p>The proposed development was designed in order to allow the increased building height to successfully integrate with the site’s surroundings. As detailed in the enclosed Architectural Design Statement prepared by Van Dijk Architects, the site layout and building scales have been determined by the constraints and opportunities presented by the existing site conditions, in particular through the creation of varied building typologies, principally by targeting the landmark building towards the station creating an entrance and focal point</p>

	<p>to the scheme which transitions in scale towards the northern lower density area that will be the subject of the Phase 2 planning application.</p> <p>The proposed development will deliver the redevelopment of a currently underutilised site that is currently failing to provide any architectural and aesthetic benefit to the existing built realm, which is not noted as being architecturally sensitive. The development's height has been carefully designed and proposed, such that is lowest at the interface with the lower height residences to the north and tallest to the south away from perceived sensitive uses. This transition in height specifically aligns with the requirements of the Site Specific Development Objectives for Site 4, in the LAP - which seeks to provide for a higher density residential development in proximity to the train station, scaling down in height and density towards the northern half of the site.</p> <p>A Landscape Visual Impact Assessment has also been prepared by Mitchell and Associates Landscape Architects as part of the submitted EIAR which assesses the potential impacts of the proposed development.</p> <p>The Assessment notes that the designed scheme seeks to consolidate a key part of the urban plan and harmonise and integrate the development within the existing landscape and the broader urban environment, in line with the Dublin City Development Plan 2022-2028, the Park West and Cherry Orchard LAP, and associated policies and objectives. It must do this whilst adhering to national planning policy which seeks the densification and the provision of increased height on appropriate urban sites. The design rationale and detail employed seeks to mitigate potential negative effects on the landscape character and visual amenity of the area by:</p> <ul style="list-style-type: none"> • Establishing an integrated relationship between the proposed development and surrounding buildings, infrastructure and the broader urban landscape beyond, incorporating aspects of current and emerging trends in built-form, scale, texturing, colour and materials; • The insertion, positioning and detailed modelling of the buildings, in order to assist in the appropriate visual assimilation of their mass • Appropriate architectural detailing to assist in the integration of the external building facades –including the modulation of openings and fenestration; • Rationalisation of all services elements and any other potential visual clutter and its incorporation internally within building envelopes (as far as practically possible); • Simplification and rationalisation of the proposed roof lines, including green roofs • Use of appropriate materials in the architectural expression of the buildings. In this
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	<p>instance, brick is used in the facades across the scheme, with variation in colour, pattern, texture and tone occurring in the individual character areas or emphasising specific parts of facades. This approach reinforces the articulation of the massing of the blocks, as well as lending importance and interest to specific areas.</p> <ul style="list-style-type: none"> • The provision of community uses within the development, including public open space and associated amenities, in turn combining with internal cultural spaces. • The provision of secure communal spaces with each residential block. • Sustainable approach to nature-based drainage and to enhance biodiversity. • Detailing in the architectural and landscape design to mitigate wind and shadow effects to create good microclimates. <p>It is considered that the proposed building height strategy for the scheme successfully manages to both consolidate the development through carefully considered increased buildings heights whilst also working sensitively with the existing context and prevailing pattern of development within the area.</p>
<p><i>On larger urban redevelopment sites, proposed developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and height to achieve the required densities but with sufficient variety in scale and form to respond to the scale of adjoining developments and create visual interest in the streetscape.</i></p>	<p>The proposed development will urbanise an underutilised vacant site with the civic plaza at the station becoming a shared space for surrounding neighbourhoods and the existing Cherry Orchard community. Furthermore, the proposed development also provides for the creation of new streets with high-quality public realm and active frontages significantly enhancing the vibrancy and vitality of the area.</p> <p>The siting and massing of the proposed blocks framed along a central axis defined by the Neighbourhood Park allows for suitable densities to be achieved whilst also safeguarding the residential amenities of future occupiers. The Neighbourhood Park also promotes legibility and wayfinding through the site, the design of which incorporates variety in planting, landscaping and play features to create visual interest across the scheme.</p> <p>In designing the building height strategy for the proposed scheme, full consideration was given to the future phases of development to deliver sufficient variety in scale and form responding directly to both existing and planned future development for the area.</p> <p>The proposed development makes a positive contribution to placemaking through the delivery of a landscape strategy that provides a series of distinct spaces varying in use, scale and character but intrinsically linked with shared surfaces and walkways. The inclusion of a central amenity space acts as a focal point within the development that anchors and orientates</p>

to and from the perimeter spaces creating a sense of place aligning with the principles of place making.

Pedestrian and cycle routes are provided throughout the scheme to prioritise sustainable modes of travel and further connect the scheme to the surrounding lands to improve permeability and connectivity.

In this respect, the proposed increased building heights have delivered a more efficient use of underutilised lands and enabled the delivery of a more appropriate residential density for the lands. The proposed development is considered to be of an appropriate scale, height and massing that complements the existing urban form, will establish a more appropriate height context for the wider Cherry Orchard lands whilst successfully introducing a high quality element of architecture to the site, making optimal use of the brownfield lands.

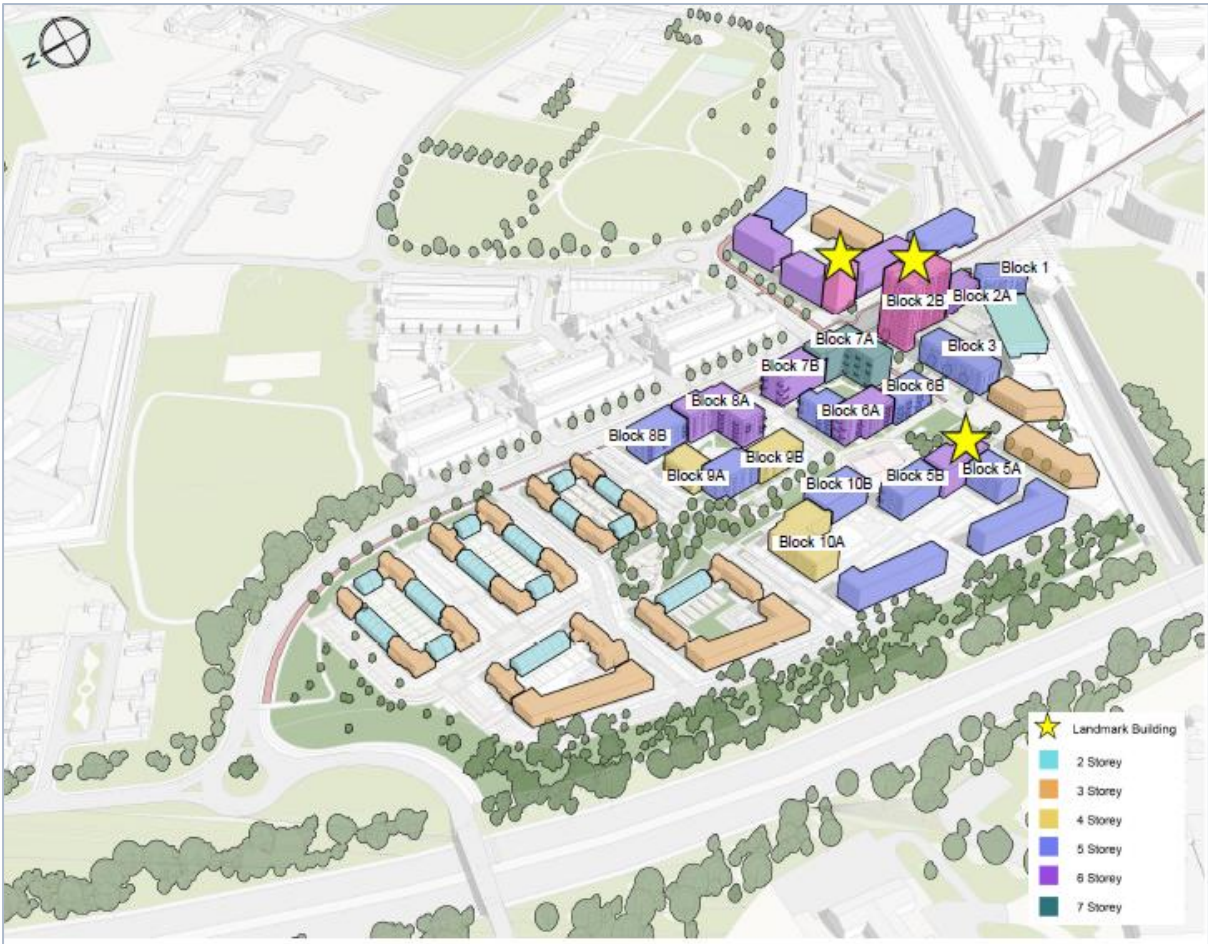


Figure 6.13 Proposed Building Height Strategy for Application Site and Wider Lands (Source: VDA / CCK Design Statement)

Table 6.3 Building Height Development Management Criteria Compliance at Scale of Street

AT THE SCALE OF DISTRICT/NEIGHBOURHOOD/STREET	
DEVELOPMENT MANAGEMENT CRITERIA	DEMONSTRATION OF COMPLIANCE
<p><i>The proposal responds to its overall natural and built environment and makes a positive contribution to the urban neighbourhood and streetscape.</i></p>	<p>The proposed development was designed in full cognisance of its natural and built environment with increased heights targeted away from both existing and planned residential properties. The redevelopment of the site will represent a significant improvement and positive contribution to the existing urban neighbourhood and streetscape.</p> <p>Currently, the site is vacant and in a relatively poor physical condition, where horses have been entering the lands to graze. There are no features on the site of any architectural merit and the expansive vacant nature of the site appears removed and disconnected from the existing neighbourhood and Park West Avenue streetscape.</p> <p>The existing site fails to provide an adequate urban edge to an urban site that is strategically located in close proximity to high capacity and high frequency public transport nodes. The proposed development is more reflective of the urban environment within which the site lies, is a welcome transition from low-rise low-density housing across the phased development of the wider lands and is therefore considered to make a positive contribution to the neighbourhood and streetscape.</p>
<p><i>The proposal is not monolithic and avoids long, uninterrupted walls of building in the form of perimeter blocks or slab blocks with materials / building fabric well considered.</i></p>	<p>The massing, materiality and fenestration of the proposed blocks will ensure that the scheme is not monolithic in its appearance. The siting of the blocks broken by Woonerf streets, a central Neighbourhood Park, variation in height and punctuation of the facades ensures that there are features of interest and rhythm and creates the impression of a collection of buildings rather than a singular urban block. In addition, the proportion and mass of the proposed landmark building have been considered with regard to the 'slenderness' ratio and the visual impact of the block from all angles. As per Section 9.0 of the Architectural Design Statement, a maximum slenderness has been envisaged, to align with the requirements as per Table 4, Appendix 3 of the DCC CDP. A slenderness ratio of 4:1, 5:1 and 8:1 is achieved as illustrated in Figure 6.14 below.</p> <p>The material palette has been selected to be robust and durable with brick as the primary cladding material to ensure a high-quality finish. Building elevations have been designed with a palette of contrasting brick tones, simple details and soldier courses to distinguish the unique character areas and landmark buildings within the site. The colour palette includes buff brick, red brick and dark grey brick. A buff render finish has been chosen at the internal podium courtyard side of the high-density</p>

	<p>residential blocks and at the upper levels of the inner courtyard elevations of the medium density blocks.</p> <p>The proposal has avoided long uninterrupted walls of building and has been designed with the aim of providing a development that is appropriate for the site and its surroundings.</p>
<p><i>The proposal enhances the urban design context for public spaces and key thoroughfares and inland waterway/ marine frontage, thereby enabling additional height in development form to be favourably considered in terms of enhancing a sense of scale and enclosure while being in line with the requirements of “The Planning System and Flood Risk Management – Guidelines for Planning Authorities” (2009).</i></p>	<p>The proposed development includes the provision of high quality landscape public and communal open space. The design approach to these areas has resulted in coherent and integrated public spaces that contribute to the creation of a sense of place and identity. The public spaces have incorporated a range of uses and features including natural play areas and passive recreation areas.</p> <p>The scale of the site and it’s current vacant condition provides an opportunity to incorporate a significant uplift in the quality of the landscaping of the lands which will have an amenity value extending beyond its immediate boundaries. The open space within the site has been designed to provide a high quality of interconnecting open amenity spaces of varying scale and character across the site which has enabled additional height to be introduced on the lands as a means of enhancing scale and enclosure.</p> <p>A Site-Specific Flood Risk Assessment Report has been prepared by Waterman Moylan Consulting Engineers and is enclosed as part of this application. The SSFRA confirms that the residual risk of flooding from any potential source is low.</p>
<p><i>The proposal makes a positive contribution to the improvement of legibility through the site or wider urban area within which the development is situated and integrates in a cohesive manner.</i></p>	<p>The organisational layout of the proposed buildings and the location of the landmark building will aid legibility and wayfinding through the site and to the station. The development offers a variety of open spaces and provision of a central Neighbourhood Park provides an amenity offering for residents that is adequately overlooked making it secure and ideal for fostering community adhesion.</p> <p>The scheme has incorporated a series of future connections to the future phases of development of the Cherry Orchard lands. This approach will result in the logical and coherent redevelopment of the area that will promote pedestrian permeability through the site utilising existing and upgraded connectivity to the existing communities.</p> <p>The proposed development represents a significant improvement on the current vacant condition of the site from a legibility perspective which currently has no permeability or connectivity to wider lands.</p>

<p>The proposal positively contributes to the mix of uses and/ or building/ dwelling typologies available in the neighbourhood.</p>	<p>The introduction of additional residential, community, cultural / arts and commercial development at the location will bring a substantial vibrancy and life to the area and create employment opportunities for future residents and the existing community. The extensive consultation that was undertaken in advance of the lodgement of this planning application revealed that the existing Cherry Orchard community is suffering from a dearth of retail and community-based uses and the proposed development will comprehensively address this shortfall.</p> <p>The lands are presently vacant and provide no benefit to the local area in their current form. The continuum of housing options proposed across varying tenure types will ensure that the proposed scheme is accessible to all people and will ultimately result in the delivery of a fully inclusive and sustainable community.</p>
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Figure 6.14 Elevation of the Landmark Building illustrating the Slenderness Ratio. (Source: Architectural Design Statement).

Table 6.4 Building Height Development Management Criteria Compliance at scale of Site

AT THE SCALE OF THE SITE/BUILDING	
DEVELOPMENT MANAGEMENT CRITERIA	DEMONSTRATION OF COMPLIANCE
<p>The form, massing and height of proposed developments should be carefully modulated so as to maximise access to natural daylight, ventilation and views and minimise overshadowing and loss of light.</p>	<p>The siting, massing and scale of the blocks have been designed so as to distribute their components and offer variety in building height, form and materials. This will ensure that daylight and sunlight can penetrate the proposed apartment units and areas of external open space. Furthermore, the siting of the buildings has been carefully considered to avoid any undue overlooking between the proposed blocks and the new residential units contained within and also the adjacent properties at Cedarbrook.</p> <p>A Daylight, Sunlight and Overshadowing Assessment has been prepared by Lawler Sustainability and is enclosed as part of this application.</p> <p>The proposed scheme has been designed by VDA & CCK Architects in conjunction and collaboration with Lawler Sustainability from the outset utilising the daylight</p>

	<p>and sunlight assessment as a key design informer. This iterative process has facilitated the improvement and refinement of the design to ensure access to natural daylight has been maximised and overshadowing minimised</p>
<p><i>Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight provision outlined in guides like the Building Research Establishment's 'Site Layout Planning for Daylight and Sunlight' (2nd edition) or BS 8206-2: 2008 – 'Lighting for Buildings – Part 2: Code of Practice for Daylighting'.</i></p>	<p>The Daylight, Sunlight and Overshadowing Assessment prepared by Lawler Sustainability concludes that a compliance rate of 97.09% is achieved which illustrates the high-quality design and layout of the scheme ensuring an excellent level of residential amenity for future occupiers.</p>
<p><i>Where a proposal may not be able to fully meet all the requirements of the daylight provisions above, this must be clearly identified and a rationale for any alternative, compensatory design solutions must be set out, in respect of which the planning authority or An Bord Pleanála should apply their discretion, having regard to local factors including specific site constraints and the balancing of that assessment against the desirability of achieving wider planning objectives. Such objectives might include securing comprehensive urban regeneration and or an effective urban design and streetscape solution.</i></p>	<p>As discussed above, the accompanying Daylight Sunlight and Overshadowing Assessment has analysed the sDA (Spatial Daylight Autonomy) received in all habitable rooms in order to provide a clear understanding of the daylight performance within the residential portion of the proposed development. The proposed scheme consists of 708 units of which contain a total of 1,855 habitable rooms. As per the criteria set out in BR 209:2022/BS EN 17037:2018, the sDA value in 1,852 habitable rooms meet or exceed their target values in the summer and winter time calculations. As per the criteria set out in IS EN 17037:2018, 1,801 habitable rooms are achieving compliance under this standard. Thus, indicating a compliance rate of 97.09%.</p> <p><i>In addition, throughout the design process, various mitigation measures were implemented to ensure that effects sustained by neighbouring properties as well as the effects within the proposed development itself were kept to a minimum. Specific design strategies include:</i></p> <ul style="list-style-type: none"> ▪ <i>Re-designing of internal layouts to reduce room depths. Window widths increased where possible in habitable spaces to maximise daylight.</i> ▪ <i>Balcony positions were assessed to optimise daylight penetration to spaces below.</i> ▪ <i>Incorporating dual aspect features where possible.</i> ▪ <i>Further adjustments to window sizes.</i> <p>Compensatory Design Measures have also been implemented into the design of the proposed development where rooms are not achieving the daylight provision targets. Table 12 of the Assessment identifies all rooms which do not achieve the recommended level of daylight provision and highlights the compensatory design measure that has been introduced to further enhance the amenity value of that room. Such measures include increased window openings, wider external balconies, larger apartment floor plates, and larger bedroom areas.</p> <p>The proposed development has been designed in response to national guidance which seeks to increase density in prime central locations which are well serviced</p>

	<p>by public transport. The development seeks to deliver on the objectives of the NPF and RSES, while also being sensitive to the surrounding context. Furthermore, any perceived impact on the character of the area owing to increased heights should be considered in the context position of the application site and the lack of any vertical development on the lands. Such site conditions are atypical and uncharacteristic of an urban setting in close proximity to a rail corridor. As outlined above, the current underutilisation of the application site should not impede its redevelopment at an appropriate scale and density as evidenced in the proposed scheme.</p>
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Figure 6.15 Contiguous Sections showing transition in height across the lands (Source: VDA / CCK Design Statement)

Table 6.5 Building Height Development Management Criteria Specific Assessments

SPECIFIC ASSESSMENTS	
<p><i>Specific impact assessment of the micro-climatic effects such as downdraft. Such assessments shall include 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</i></p>	<p>A Wind and Microclimate Modelling Assessment has been prepared by BFluid and is enclosed as part of this application.</p> <p>The Analysis provides a qualitative and quantitative wind microclimate modelling study, which concludes that</p> <p><i>The development is designed to be a high-quality environment for the scope of use intended of each areas/building (i.e. comfortable and pleasant for potential pedestrian), and the development does not introduce any critical impact on the surrounding buildings, or nearby adjacent roads.</i></p>
<p><i>In development locations in proximity to sensitive bird and / or bat areas, proposed developments need to consider the potential interaction of the building</i></p>	<p>The application is accompanied by an AA Screening Report, Bat Survey and Assessment, Winter Bird</p>

<p><i>location, building materials and artificial lighting to impact flight lines and / or collision</i></p>	<p>Count, and Ecological Assessment prepared by Gerry Tobin, the project ecologist.</p> <p>The proposed development is located in a highly urbanised and developed area that is well lit and not considered to be sited in proximity to sensitive bird and or bat areas.</p> <p>It is therefore considered that the design of the proposals would not cause any adverse negative impacts on birds or bats in the area, particularly given the peri-urban nature of the site and existing buildings within vicinity also.</p>
<p><i>An assessment that the proposal allows for the retention of important telecommunication channels, such as microwave links</i></p>	<p>A Telecommunications Report prepared by Waterman Moylan Consulting Engineers is enclosed as part of the application documentation to determine potential impact of the proposed development on existing microwave channels.</p> <p>Provision will be made in the proposed development for the inclusion of microwave repeater / “hop-site” that can be utilised if an existing microwave link is found to be impacted by the development. A more complete analysis will be conducted during the detailed design stage and, if required, a specialist consultant will be appointed to liaise with the design team and with the telecoms operators to ensure that any impacts are addressed and mitigated.</p>
<p><i>An assessment that the proposal maintains safe air navigation</i></p>	<p>The subject site is not located in close proximity to any airports or airfields. Furthermore, the proposed development with a maximum height of 26.1m is considered to be relatively modest and does not therefore have the potential to impact on air navigation as a result of the proposed building heights within the site.</p> <p>A Solar Photovoltaic Glint and Glare Study has also been prepared by Lint to assesses the potential for ocular impact of glare emanating from sunlight reflections from proposed rooftop solar PV panels on multistorey buildings and duplex residences at the proposed and its potential to cause an impact to aviation users and drivers on the neighbouring roads.</p> <p>The analysis has concluded that it is reasonable to determine that there is no potentially hazardous glint and glare effects to aviation receptors caused by the proposed development of solar PV arrays at Cherry Orchard Point</p> <p>The Irish Aviation Authority, in their response to the EIAR Scoping Request that they were consulted on, advised that we consult with the Department of Defence in advance of the lodgement of the application to confirm that the proposed development and the associated</p>

	<p>cranes that would be utilised during its construction would have no impact on instrument flight procedures at Casement Aerodrome. Attempts have been made to engage with the Department, but no response has been received to date.</p>
<p><i>An urban design statement including, as appropriate, impact on the historic built environment</i></p>	<p>An Architect's Design Statement prepared by VDA and CCK Architects is submitted as part of the application.</p> <p>The Design Report describes the architecture of the proposal in detail, including inter alia the site and its context, the design response in terms of urban design, architectural and landscape considerations and its impact on the surrounding context. It also addresses the quality of the proposal, in terms of the quantum, typology, spatial organisation and design of the accommodation provided, as expressed and evidenced in the consideration of façade treatment, material selection and detail design, and construction and services and environmental sustainability.</p> <p>In respect of built heritage, there are no protected structures or national monuments located within the application site. The proposed development will represent a significant visual improvement to the built environment from its existing vacant and unkempt condition. See Section 6.12 for further details on the conclusions of the Archaeological Impact Assessment carried out as part of the Environmental Impact Assessment (EIAR, Chapter 9).</p>
<p><i>Relevant environmental assessment requirements, including SEA, EIA, AA and Ecological Impact Assessment, as appropriate</i></p>	<p>As noted, above this application is accompanied by the relevant environmental assessments including an AA Screening Report and EIA Report as required.</p>

The incorporation of the above development management criteria into the design of the proposed scheme has allowed the development to achieve appropriate residential densities for the application site at an acceptable scale whilst also preserving existing residential amenities. The scheme represents a more efficient use of serviced brownfield land within an area with excellent public transport accessibility.

The application site is a suitable location for increased building heights and also aligns with the LAP, DCC CDP as well as the wider strategic objectives of national planning policy. A key aim of the NPF is to support development proposals that offer a more efficient use of land, particularly those in established urban areas. In such areas the NPF expressly seeks the densification of suburban sites close to public transport and services and facilities. The application site is positioned in a strategic location adjacent the Park West Cherry Orchard rail station and is representative of the type of locations that the NPF seeks to encourage densification through the delivery of increased residential densities and building heights.

6.8 Residential / Private / Communal Amenity Space

6.8.1 Private/Communal Amenity Space

All apartment units proposed benefit from its own private, usable open space in the form of a ground level patio or terrace or a balcony at upper levels, and which are accessed directly from the living room. All of the terraces and balconies comply with the minimum areas prescribed by the Apartment Guidelines in Appendix 1, and all have a minimum depth of 1.5m. The area of every terrace and balcony within the scheme is detailed in the Housing Quality Audit that accompanies this planning application.

Each block has its own, secure, and communal amenity space for the sole use of the residents of that block. The communal space is provided in accordance with the minimum areas for private amenities set out in the Apartment Guidelines, it is secured and gated from the public realm, it is accessible to all of the block residents from a semi-private stair/ lift core and receives adequate daylight and sunlight throughout the year (ref Daylight and Sunlight Assessment and Report that accompanies this planning application). Ground terraces and patios are afforded privacy and security by the threshold details proposed by the Landscape Architects.

6.8.2 Play and Amenity Areas

The Development Plan requires the provision of appropriate playground facilities suitable for toddlers and children up to the age of 6 and play areas for older children and young teenagers in larger residential schemes. The landscape plan for the neighbourhood park proposes a range of different play spaces that will cater for all age groups. The playground is 'nature inclusive', and suitable for all children of all ages. A multi-purpose games area, table tennis and gentle mounds and slopes in the landscape will cater for older children and teenagers.

Play space for younger children plus seating for parents and guardians has been proposed within each of the residential communal courtyards.

The Neighbourhood Park in the heart of the scheme is a car-free, high amenity park and green 'street'. Residential buildings on either side overlook and secure the park by design, and the variety of passive and active park features will appeal to residents and visitors alike. The children's play area is located to the southern end of the park and is overlooked by residential buildings on 2 sides. Likewise, the MUGA, outdoor community space, community gardens and outdoor gym equipment located within the Neighbourhood Park are all overlooked by residents to ensure a high level of passive surveillance.

The creche facility (see Section 6.8.3 below) proposed to be delivered as part of the development, at ground floor level of Block 5, also incorporates an outdoor, secured play area comprising c. 200 sq.m.

6.8.3 Childcare facility

The proposed development also includes the provision of a childcare facility located on the ground floor of Block 5 with the associated outdoor play area positioned along the eastern elevation adjoining the Neighbourhood Park. The proposed creche has an area of 672sq.m and is capable of accommodating approximately 92 children of varying age groups. The scale of the proposed creche has been informed by a socio-economic profile of the area and population projections arising from the scheme as detailed in the Schools and Childcare Demand Assessment prepared by KPMG Future Analytics enclosed as part of this application. The creche has been scaled with additional headroom to accommodate not only demand arising from the proposed scheme, but also future phases of development.

6.9 Mobility and Connectivity

6.9.1 Cycle and Car Parking Standards and Management

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

Bicycle Parking

The DCDP notes that cycling provides a flexible, efficient, and attractive transport option for urban living in accordance with sustainable development principles and the promotion of the 15-minute city. In that regard the Development Plan requires that all new developments fully integrate cycle facilities into the design and operation of the schemes, in accordance with Table 1 of Appendix 5 within the DCDP. The table on 'Bicycle Parking Standards for Various Land-uses' requires that for 'Residential Apartment' under all zones one parking space per apartment be provided for Long Term / residents and 1 parking space per two apartments be provided for Short-Term / visitors (see Table 6.6).

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

Table 6.6 Bicycle Parking - Standard and Proposed Spaces

Land-use	Zone	Development Standard	Maximum Requirement	Total Provided
Residential Apartment ⁴	All Zones	Long Term: 1 per bedroom Short Term: 1 per two apartments	1,523 spaces	1,552 spaces
Community	All Zones	Long Term: 1 per 5 staff Short Term: 1 per 100 sq.m GFA	15 spaces	16 spaces
Retail	All Zones	Long Term: 1 per 5 staff Short Term: 1 per 100 sq.m GFA	34 spaces	36 spaces
Creche	All Zones	Long Term: 1 per 5 staff Short Term: 1 per 10 Children	14 spaces	14 spaces
Total			1,586 spaces	1,618 spaces

Motorcycle Parking

The DCDP requires that new development shall include provision for motorcycle parking in designated, signposted areas at a rate of 5% of the number of car parking spaces provided. In that regard, 5% of the total car parking (of 444 no. spaces) proposed would be c. 22 no. spaces. The proposed scheme is compliant with this requirement and provides for a total of 22no. motorcycle parking spaces at various locations around the development. It is also submitted that the parking for motorcycles have been

⁴ This includes the provision of e-bikes / cargo bikes / bike trailers / adapted bikes

designed in line with the DCDP’s requirement that ‘Motorcycle parking areas shall have limited gradients to enable easy manoeuvrability and parking’.

The architectural and engineering drawings submitted along with this planning application show the locations of the motorcycle parking spaces.

The Mobility Management and Travel Planning Report submitted with this application, also sets out further detail on the strategy for access and parking spaces within the proposed scheme. It also sufficiently demonstrates the proposal’s consistency with all relevant policies and objectives with regards to transport and access of the DCDP.

Car Parking

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

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

The subject site falls under the ‘Parking Zone 2’ area, which occurs alongside key public transport corridors.

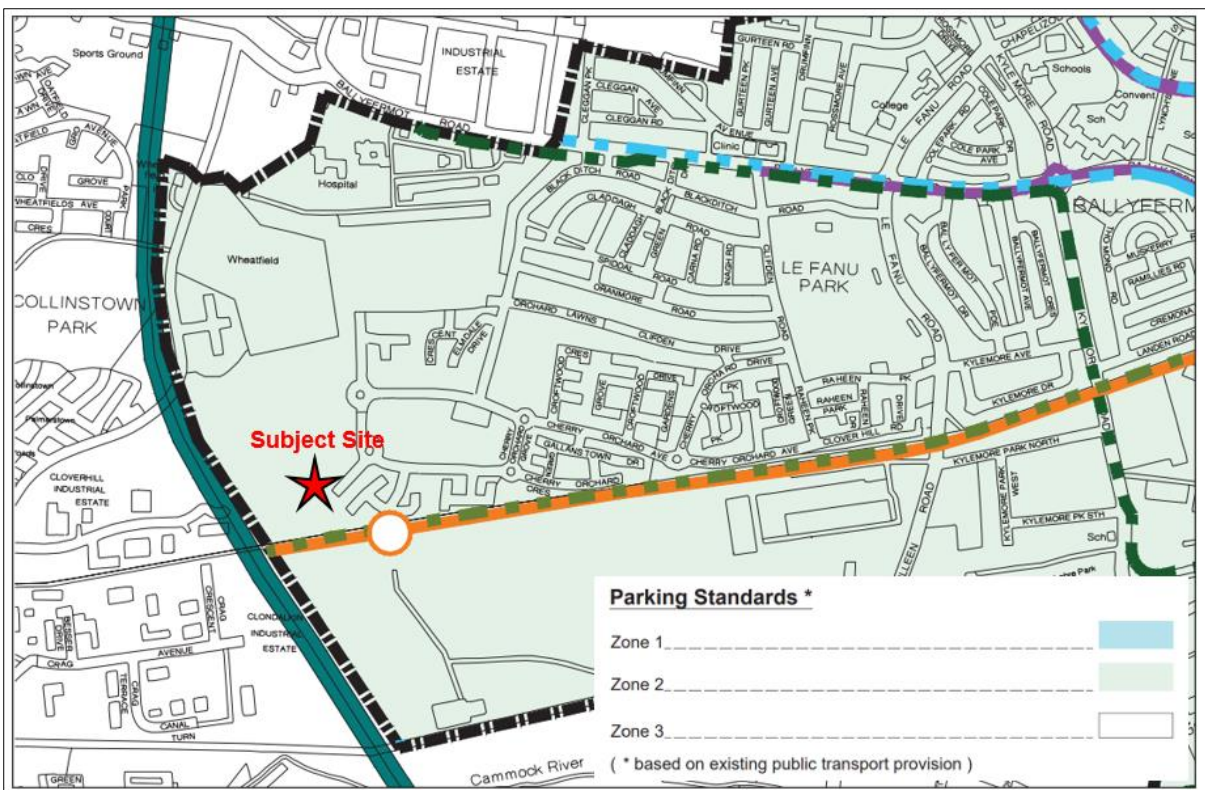


Figure 6.16 Parking Zones set out under Map J of the Dublin City Development Plan 2022-2028.

The Development Plan’s *Maximum Parking Standards* for residential dwellings in areas falling within this Zone 2 is designated at 1 per dwelling. The Development Plan also sets out *Maximum Parking*

Standards for other land-uses (which is further detailed under Table 2 of Appendix 5 of the Development Plan).

When these **Maximum** Parking Standards are applied to the proposed scheme a parking requirement of 708no. spaces for residential and 42no. spaces for non-residential uses is generated. The proposed development involves the provision of 444no. car parking at undercroft and surface level throughout the development, of which 328no. spaces will be for residential use and 99no. non-residential car parking spaces to serve the commercial element of the scheme. Of this, 92no. spaces will serve the proposed supermarket with 7 spaces reserved for the individual retail units. 6no. car parking spaces are proposed to serve the childcare facility. The proposed development also includes the provision of 11no. car sharing spaces and 21 of the proposed car parking spaces will be accessible. Additionally, 222no. EV fitted representing 50% of the total parking spaces have also been provided for, within the scheme.

The below Table 6.7 illustrates the total maximum parking standard for the scheme given its zone and uses as against the total parking spaces proposed within the scheme.

Table 6.7 Car Parking - Standard and Proposed Spaces

Land-use	Development Standard for Zone 2	Total Units Proposed	Maximum Requirement	Proposed Parking Spaces
Houses/ Apartments/ Duplexes	1 per dwelling	708	708 spaces	328 spaces
Retail Supermarkets exceeding 1,000 sq.m	1 per 100 sq. m. GFA ⁵	GFA Proposed – 2,523 sq.m	25 spaces	99 spaces (of which 7no. are on-street parking spaces)
Retail: Other and Main Street	1 per 275 sq.m GFA	373 sq.m GFA	1 space	
Community Centre/ Library/ Public Institution	1 per 275 sq. m GFA	2,379 sq. GFA (internal and external spaces)	9 spaces	
Creche	1 per 100 sq. m GFA	672 sq.m GFA	7 spaces	6 spaces
Total			751	444

⁵ **Car parking above maximum permitted standards may be acceptable in very limited circumstances at the discretion of Dublin City Council.** Such circumstances could include proposals where overspill car parking may arise, where the need to protect the primacy of the City in the regional retail hierarchy is identified, or where the need to accommodate car parking as part of a larger scheme of civic importance is apparent. In all cases, the applicant must fully engage with Dublin City Council at pre-application stage regarding the acceptability of departure from maximum standards.

The Figure 6.17 illustrates the proposed car parking layout for Phase 1 of the proposed scheme.



Figure 6.17 Car Parking Layout Plan (Source: Van Dijk Architects and Conroy Crowe Kelly Architects)

Therefore, the proposed car parking ratio for Phase 1 of the scheme is c. 0.46.

It is considered that a reduction in the maximum car parking standards for the residential element is achievable and consistent with wider local and national planning policy that seeks to promote more sustainable transport modes and a reduction in the reliance on the private car. However, this will depend on the scheme meeting the various criteria as set out in Section 4, Appendix 5 of the Development Plan, including the sufficient provision of other services and facilities. The proposed scheme is proximate to the Park West and Cherry Orchard train station and the G SPINE BusConnects Corridor and a number of cycle routes under the Greater Dublin Cycle Network. Moreover, the delivery of the scheme in tandem with the delivery of the DART+ southwest corridor extension will further enhance connectivity and access to and from the area to the rest of the city and beyond.

As outlined above, the proposed development includes the provision of 99no. car parking spaces designated for the retail element of the scheme. Whilst it is acknowledged that this is in excess of the Development Plan standards, there is a strong rationale for the quantum of retail parking proposed. The proposed supermarket has been appropriately scaled to accommodate demands of the Cherry Orchard area and address a notable shortfall in convenience retail in the area. The scale of the supermarket proposed caters to a trolley destination shop where the use of a car may be necessary. Providing car parking below this level would risk displacing demand for retail car parking into the neighbouring residential areas that have been designed to prioritise pedestrian and cycle mobility and are simply not capable of responding to such parking pressures. Appendix 5 of the Development Plan specifically allows for the exceedance of car parking standards in situations where overspill parking may arise.

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

Section 4, Appendix 5 of the DCDP,

A relaxation of maximum car parking standards will be considered in Zone 1 and Zone 2 for any site located within a highly accessible location. Applicants must set out a clear case satisfactorily demonstrating a reduction of parking need for the development based on the following criteria:

- *Locational suitability and advantages of the site.*
- *Proximity to High Frequency Public Transport services (10 minutes' walk).*
- *Walking and cycling accessibility/permeability and any improvement to same.*
- *The range of services and sources of employment available within walking distance of the development.*
- *Availability of shared mobility*
- *Impact on the amenities of surrounding properties or areas including overspill parking.*
- *Impact on traffic safety including obstruction of other road users.*
- *Robustness of Mobility Management Plan to support the development.*

Residential parking spaces are mainly to provide for car storage to support family friendly living policies in the City'.

Section 4.21 of the Design Standard for New Apartment,

'In suburban/urban locations served by public transport or close to town centres or employment areas and particularly for housing schemes with more than 45 dwellings per hectare net (18 per acre), planning authorities must consider a reduced overall car parking standard and apply an appropriate maximum car parking standard'.

The Mobility Management and Travel Plan Report prepared as part of this planning application provides a number of alternative measures available to the residents of the scheme that will efficiently facilitate undertaking trips without the need for a car. The Mobility Management and Travel Plan also sets out a detailed a Car Park Management Plan.

6.9.2 Mobility Management Measures

The Mobility Management and Travel Plan Report submitted along with this application provides some 'Mobility Management Measures' which are a mixture of policies and incentives designed to support the *reduced provision of car parking* and promote the use of sustainable modes at Cherry Orchard Point.

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

The mobility management measures in this Plan are grouped under the following:

- Marketing and Communications.

The Travel Plan for the Cherry Orchard Point scheme is co-ordinated by a Travel Plan Co-ordinator appointed by the Management Company. The function of the Travel Plan Co-ordinator includes updating and distributing information to the residents and staff. Marketing and communication of the Travel Plan at Cherry Orchard Point is carried out primarily via the Travel Plan's mobile app. This application would provide the following information to residents:

- A Mobility Access Map showing public transport facilities and safe walking / cycling routes.
- Sustainable Travel Information for new residents including the Mobility Access Map, the locations of public transport facilities and the location of cycle parking.

- Travel / mobility information such as maps, public transport routes, timetables etc.
 - Details of travel options to and from Cherry Orchard Point as well as links to external websites relevant to travel at Cherry Orchard Point.
- Cycling.

A total of 1,618 cycle parking spaces have been provided for residents and visitors within the development that wish to cycle to and from Cherry Orchard Point. Residents also have an option of contacting the Travel Plan Coordinator for any further details that they might require. All cycle parking within the scheme will be free for use by residents and visitors. A total of 1,618 number bicycle parking spaces with 1,552 spaces for residents and visitors at the apartments and 66 spaces for staff, customers and visitors at the supermarket, retail, creche and community.

Staff and residents who are employees are also encouraged to avail of the Cycle to Work Scheme (generally known as the Bike to Work Scheme) which is a tax incentive scheme designed to encourage employees to cycle to work.

- Public Transport

The residents' app provides detail on the fares which can cover travel on one or more services, i.e., bus / bus, bus / tram etc. Staff and residents who are employees travelling to and from work, can avail of the Tax-Saver Plan, whereby their employer can obtain monthly and annual commuter tickets from companies such as LUAS, Dublin Bus, and Irish Rail. These can be provided to the employees as an incentive and encourage active travel and promote sustainable modes of transport.

- Shared Transport / Car Sharing Club

Residents who need a car for the big shop, moving stuff, family gatherings or just a day trip can hire a car or van at one of the GoCar bases at Cherry Orchard Point or in the surrounding area. A total of 11 spaces are provided for car sharing (GoCar).

For residents of Cherry Orchard Point who do not own a car, Car Club / Car Sharing is available at Cherry Orchard Point (11 cars) and at The Crescent Building in the Park West Business Park. This base is located in the Information Centre car park off Yeats Way at a walk time of 8 minutes (600 metres) from the subject site.

- Personalised Travel Plans.

Personal Travel Plans (PTP) for residents' use can be developed in conjunction with material and information published by the NTA. PTP helps understand the requirements of the user (residents) and provides an optimum solution through a combination of the other measures, including suggesting better route to / from work, different mode options, interchange points, cheaper fare options, or improved journey times (in some cases) by non-car modes.

In addition, the Traffic and Transport Assessment Report also identifies a 'Local Mobility Hub' in conjunction with the provision of a limited car parking provision for the proposed development. The elements identified as appropriate for location at surface level adjacent to the railway station as well within the adjacent lower ground floor, deck and podium include: -

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

6.9.3 Impact on Transportation

The Traffic and Transport Assessment also provides an assessment of the impact of the proposed scheme on transportation.

Overall, the impact of the proposed development at Cherry Orchard Point on the surrounding transportation network will not be significant. Post development, six of the eight road junctions assessed will continue to operate satisfactorily up to 2042. The existing roundabout at the junction of Park West Avenue and Park West Road is likely to reach capacity in 2027 with or without the proposed development. As a result, it is likely to be converted to a signalised crossroads about that time.

The proposed signalised staggered crossroads at the junction of Park West Avenue and the Site Access is predicted to operate over capacity for short periods during the AM and PM Peaks from 2027 as a consequence of compliance with the design requirement of DMURS. If an alternative design with additional turning lanes were to be adopted, this junction could operate within capacity from 2027 through 2032 to 2042.

6.10 Drainage and Water Services

The Engineering Assessment Report submitted with the application and prepared by Waterman Moylan details the proposals for water services to and from the development. Further information can also be found in Surface Water Management Plan and in the EIA/Material Assets: Utilities chapter.

An overview of key elements proposed is provided below.

6.10.1 Water Supply

The watermain network map advises that a 450mm Ductile Iron (DI) network runs the length of Park West Avenue on the eastern side, between Sites 4 & 5.



Figure 6.18: Irish Water Watermain Network Map Extract. (Source: Waterman Moylan)

A Pre-Connection Enquiry was submitted to Irish Water. The subsequent Confirmation of Feasibility Letter, included as Appendix A, advises that no upgrade works are required to the public watermain networks. The letter further advises that Site 4 is to be served by a connection to the existing 300mm DI spur crossing Park West Avenue, and Site 5 is to be served by a connection to the 200mm uPVC network at Cherry Orchard Park (Cedar Brook Way). Metering/ telemetry facilities are to be installed at both connection points.

All watermains will be laid strictly in accordance with Irish Water requirements for taking in charge. Valves, hydrants, scour and sluice valves, and bulk water meters will be provided in accordance with the requirements of Irish Water.

6.10.2 Foul Water

The sites are generally greenfield in nature in terms of foul water infrastructure, with no connection to the foul water network. The nearest existing foul network to the sites is the 225mmØ foul network adjacent Site 5 in Cedar Brook Way.



Figure 6.19: Foul Water Network Map Extract. (Source: Waterman Moylan)

A pre-connection enquiry was submitted to Irish Water and received a reference number of: CDS22004824. Subsequently, a Confirmation of Feasibility letter was issued and is included as Appendix A to the Engineering Assessment Report.

It is proposed for the masterplan development, that Site 4 be drained via a series of 150mm and 225mm Ø sewers which will connect to the aforementioned 300mm Ø trunk sewer. This trunk sewer will exit Site 4, running south-easterly to the junction of Park West Avenue and Cedar Brook Way. It will proceed along Cedar Brook Way to connect to the existing foul network. The south of Site 4 (high-density) will similarly be served by a network of 225mm and 300mm Ø pipes. This network will exit Site 4 at the proposed southern access road and proceed north to connect to the 300mmØ trunk sewer. The proposed internal foul drainage network has been designed and sized in accordance with the Irish Water Code of Practice for Wastewater Infrastructure and Standard Details with a deviation to this, the 300mmØ trunk sewer to be laid at a gradient of 1/300 having been approved by Irish Water as previously noted.

Foul water sewers will be constructed strictly in accordance with Irish Water requirements. No private drainage will be located within public areas. Drains will be laid to comply with the requirements of the latest Building Regulations, and in accordance with the recommendations contained in the Technical Guidance Document H.

6.10.3 Surface Water

There are no natural or artificial watercourses exiting in the site. It is believed that for heavy rainfall events, where the volume of rainfall exceeds the infiltration capacity of the sites, that water flows off the surface of the sites to enter the existing surface water networks via the road gullies located on Park West Avenue, Cedar Brook Way, and Barnville Park roads.

It is proposed to construct a surface water drainage network that will service and attenuate the development internally before discharging at the current greenfield (or allowable) rates to the local

Surface Water network. It is proposed that Site 4 will connect to the existing 1,050mm Ø network in Cedar Brook Way, while Site 5 will outfall to the 900mm Ø Network in Barnville Park. For storm water management purposes, it is proposed to divide the sites into four separate sub-catchments. Storm water from each catchment will be attenuated and discharge at a controlled rate, limited to a maximum of 2 l/s/ha (as per Dublin City Council requirements), to ultimately outfall to the existing surface water network at Cedar Brook Way and Barnville Walk.

Dublin City Council’s Development Plan (2022-2028) has identified SuDS as the preferred method of managing rainfall from new developments. The proposed SuDS for the subject application have been incorporated and designed in accordance with Dublin City Council’s SuDS Design and Evaluation Guide and also in accordance with their Green and Blue Roof Guide. It is proposed to incorporate a Storm Water Management Plan through the use of various SuDS techniques to treat and minimise surface water runoff from the site. The methodology involved in developing a Storm Water Management Plan for the subject site is based on recommendations set out in the Greater Dublin Strategic Drainage Study (GSDSDS) and in the SuDS Manual. Based on three key elements – Water Quantity, Water Quality and Amenity – the targets of the SuDS train concept have been implemented in the design, providing SuDS devices for each of the following:

- Source Control
- Site Control
- Regional Control.

Surface water sewers will generally consist of PVC (to IS 123) or concrete socket and spigot pipes (to IS 6) and laid strictly in accordance with Dublin City Council requirements for taking in charge. It is intended that all sewers within the public domain will be handed over to Dublin City Council for taking in charge. All private outfall manholes will be built in accordance with the Greater Dublin Regional Code of Practice for Drainage Works. No private drainage will be located within public areas. Drains will be laid in accordance with the requirements of the Building Regulations, Technical Guidance Document H.

6.11 Flood Risk Assessment

A site-specific Flood Risk Assessment prepared by Waterman Moylan Consulting Engineers, accompanies this application This Flood Risk Assessment has been carried out in accordance with the *DEHLG/OPW Guidelines on the Planning Process and Flood Risk Management* published in November 2009. This assessment identifies the risk of flooding at the site from various sources and sets out possible mitigation measures against the potential risks of flooding. Sources of possible flooding include coastal, fluvial, pluvial (direct heavy rain), groundwater, and human/mechanical errors.

The subject lands have been analysed for risks from tidal flooding from the Irish Sea, fluvial and pluvial flooding, ground water, and failures of mechanical systems. *Table 5 from the Flood Risk Assessment Report* has been reproduced in Table 6.8 below. The Table presents the various residual flood risks involved.

Table 6.8 Summary of the Flood Risks from the Various Components

Source	Pathway	Receptor	Likelihood	Consequence	Risk	Mitigation Measure	Residual Risk
Tidal	Irish Sea (River Liffey)	Proposed development	Extremely low	None	Negligible	None	Negligible

Fluvial	<i>Blackditch Stream & River Camac</i>	<i>Proposed development</i>	<i>Low</i>	<i>Low</i>	<i>Extremely Low</i>	<i>Setting of floor levels, overland flood routing</i>	<i>Extremely Low</i>
Pluvial	<i>Private & Public Drainage Network</i>	<i>Proposed development, downstream properties, and roads</i>	<i>Ranges from high to low</i>	<i>Moderate</i>	<i>Ranges from high to low</i>	<i>Appropriate drainage, SuDS, and attenuation design, setting of floor levels, overland flood routing</i>	<i>Low</i>
Ground Water	<i>Ground</i>	<i>Underground services, ground and basement level of buildings, roads</i>	<i>High</i>	<i>Moderate</i>	<i>High</i>	<i>Appropriate setting of floor levels, flood routing, damp proof membranes</i>	<i>Low</i>
Human/Mechanical Error	<i>Drainage network</i>	<i>Proposed development</i>	<i>High</i>	<i>Moderate</i>	<i>High</i>	<i>Setting of floor levels, overland flood routing, regular inspection of SW network</i>	<i>Low</i>

As indicated in the above table, the Report also concludes that the various sources of flooding have been reviewed, and the risk of flooding from each source has been assessed. Where necessary, mitigation measures have been proposed. **As a result of the proposed mitigation measures, the residual risk of flooding from any source is low. [emphasis added]**

6.12 Archaeology and Architectural Conservation

Please refer to the Chapter 9 of the EIAR for details on the Archaeological, Architectural and Cultural Heritage assessment was prepared by Archer Heritage Planning Ltd.

The archaeological impact assessment undertaken for the subject sites, as per Chapter 9 of the EIAR, included a desktop study, a geographical survey and licensed test-excavations. The test excavations carried out between 11th and 13th July 2022, identified the following factors:

- The subject site is large in scale at 11.28 Hectares
- There are no artefacts listed in the Topographical Files as found within or in close proximity to the subject site.
- There are no RMP's within the site. Burial Ground (DU017-083) is located c. 200m SE of Site 4.

- A series of townland boundaries and a parish boundary were recorded on cartographic sources.
- No potential archaeological features were recorded within the subject site during analysis of aerial photographs. The site was observed as having previously been disturbed by construction activity.
- No previous archaeological excavation works were undertaken on subject site.
- There are no Protected Structures within either subject area and the site does not lie within an ACA.
- No potential archaeological features were recorded during the site walkover survey. Site 4 appears partially disturbed by previous construction activities; only the northern part seems to be undisturbed green field.
- Licensed geophysical survey (22R0221) did not discover any potential archaeological features.
- Licensed Test Excavation (22E0522) uncovered three features of archaeological significance were identified in Trench 12. They comprised the ploughed out remains of a fulacht fia.

The features in Trench 12 are likely to be prehistoric and appear to be associated with burnt mounds/fulachtaí fia, a relatively common site-type found throughout the country.

The Chapter in terms of the impact on Archaeological, Architectural and Cultural Heritage had the following conclusions:

Archaeology: It is concluded that, in the absence of the mitigation measures described in the EIAR Chapter, significant impacts on the potential buried archaeological remains at the site would be **Profound, Negative, Permanent and Direct.**

Architecture: There are no Protected Structures within the Subject Area and no protected structures within the 2km radius of the site. Consequently, the effects of future development on architecture would be **None.**

Cultural Heritage: In the absence of the mitigation measures described in the EIAR Chapter, significant impacts (removal of hedgerow or ditches marking interfaces) on the townland boundaries identified within the site would be **Profound, Negative, Permanent and Direct.**

6.13 Waste Management

AWN Consulting has undertaken an assessment of the environmental impact of the waste arising from the construction and operational stages of the development, as detailed in the Material Assets: Waste Management chapter of the EIAR accompanying this application. A site-specific Construction & Demolition Waste Management Plan (CDWMP) has been prepared to deal with waste generation during the excavation and construction phases of the proposed development and has been included as Appendix 15.1. The CDWMP was prepared in accordance with the Environmental Protection Agency's (EPA) document Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for Construction & Demolition Projects (2021). A separate Operational Waste Management Plan (OWMP) has been prepared for the operational phase of the proposed Development and is included as Appendix 15.2 of this Chapter.

The implementation of the mitigation measures outlined in the EIAR and adherence to the CDWMP and OWMP will ensure that targeted rates of reuse, recovery and recycling are achieved at the site of the Proposed Development during the construction and operational phases. A carefully planned approach to waste management during the construction phase will ensure that the predicted effect on the environment will be short-term, imperceptible and neutral. The predicted impact of the operational phase on the environment will be long-term, imperceptible and neutral, when the mitigation measures are implemented and a high rate of reuse, recycling and recovery is achieved.

6.14 Visual Impact Assessment

Detailed Landscape and Visual Impact Assessment (LVIA) of the proposed scheme has been included in the EIAR which has been submitted with the application. This LVIA has been prepared by Mitchell + Associates with reference primarily to the 'Guidelines for Landscape and Visual Impact Assessment', prepared by the Landscape Institute and the Institute of Environmental Assessment, 3rd Edition 2013 (GLVIA) and with reference to the 'Guidelines on the information to be contained in Environmental Impact Assessment Reports' - Environmental Protection Agency (EPA), May 2022.

6.15 Construction Phase

A comprehensive range of measures to mitigate against temporary construction-related inconveniences are proposed. These include a detailed site management plan, implementation of dust and noise mitigation measures, and the introduction of a range of traffic management measures, all of which are to be implemented during the construction stage. The hours within which construction works take place will be managed in accordance with the conditions of planning.

Please refer to the Construction and Environment Management Plan prepared by Waterman Moylan Consulting Engineers, which accompanies this planning application. The environmental impacts and impacts on population and human health of the construction stage of the development proposal are described in detail as part of the EIAR accompanying this application.

6.16 Taking in Charge

It is intended that all roads, footpaths, and public park areas within the development will be taken in charge by Dublin City Council. The neighbourhood park and communal amenity areas will be high quality soft and hard landscaping, and public areas will be compliant with Dublin City Council's taking-in-charge standards.

The proposed development has been designed in such a manner as to allow Dublin City Council to easily manage these public areas. For full details on taking in charge areas, please refer to the Taking-In-Charge Plan Phase 1 prepared by VDA / CCK which clearly indicates the locations and extent of these areas.

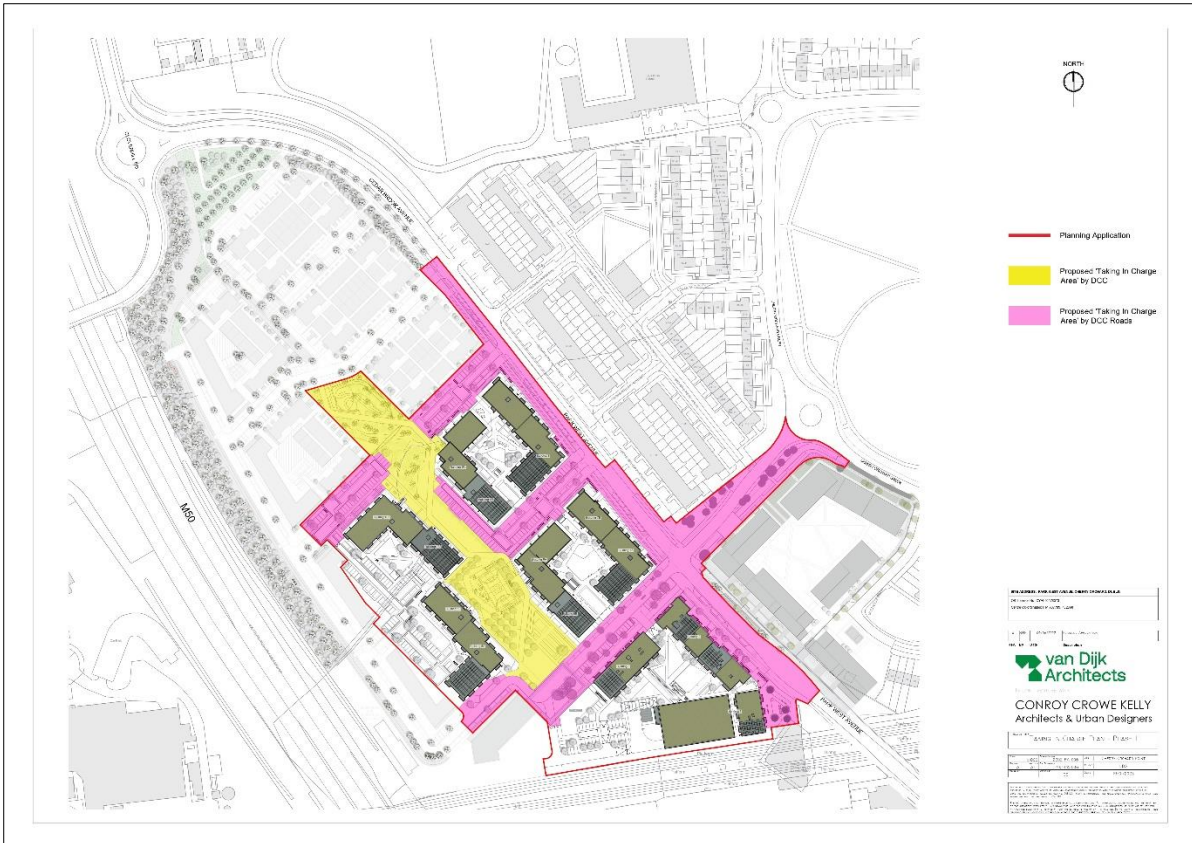


Figure 6.20: Taking-In-Charge Plan Phase 1. (Source: VDA/CCK)

6.17 Part V

The Affordable Housing Act was enacted in July 2021. The purpose of the Act is to provide the legislative and policy framework for a number of schemes aimed at making housing for purchase and rent more affordable for eligible households. These include:

- *The provision of affordable purchase housing by Local Authorities and the Land Development Agency;*
- *The introduction of a new Affordable Purchase Shared Equity Scheme for the delivery of homes by private developers; and,*
- *The introduction of a new form of rental tenure known as Cost Rental, which will initially see new dwellings delivered by the Land Development Agency, Approved Housing Bodies and Local Authorities for rent at least 25% below open market values*

It is submitted that this planning application is made by The Land Development Agency in partnership with Dublin City Council. Phase 1 of the development, which is the subject of this planning application, includes the provision of **708no. residential apartments comprising 547no. cost rental and 161no. social / affordable units** (28no. studio units, 263no. one-bed units, 368no. two-bed units and 49no. three-bed units).

The Affordable Housing Act, 2021, amends section 94 of the Planning and Development Act 2000, to increase Part V contributions from 10% to 20%. Transition arrangements allow 10% Part V contributions, where the lands were purchased between 01st September 2015 and 31st July 2021, to all permissions granted until 31st July 2026. Lands purchased prior to 01st September 2015 and permissions granted after 31st July 2026 would be required to contribute 20% as Part V.

In line with that, **a total of 23% of the overall number of 708 dwellings within the subject planning application is proposed to be provided as Part V social housing.** This is intended to satisfy Part V compliance for all of Site 4. Part V housing for the future Phase 3 development in Site 5 will be provided within Site 5 at a rate of 20%.

Any additional dwellings that may be required as a result of increased unit numbers over those proposed for Phase 2 of the Cherry Orchard Project (this being the lower density portion of Site 4) will be located in Site 5.

7.0 Statement of Effects on Environment and European Sites

7.1 Environmental Impact Assessment

An EIAR is required under Schedule 5, part 2, Class 10(b)(i) and / or 10(b)(iv) of the Planning and Development Regulations, 2001 (as amended) and has been prepared for this application. The EIAR has been prepared in accordance with Directive 2011/92/EU as amended by Directive 2014/52/EU on the assessment of the effects of certain public and private projects on the environment as adopted on 16 April 2014. The EIAR incorporates the following chapters:

Table 7.1 List of EIAR Chapters

Chapter 1	Introduction
Chapter 2	Background to the Scheme
Chapter 3	Planning Policy Context
Chapter 4	Alternatives Considered
Chapter 5	Air Quality
Chapter 6	Climate
Chapter 7	Noise & Vibration
Chapter 8	Biodiversity
Chapter 9	Archaeological, Architectural & Cultural Heritage
Chapter 10	Landscape & Visual Impact
Chapter 11	Land, Soils & Geology
Chapter 12	Water
Chapter 13	Population & Human Health
Chapter 14	Material Assets -Traffic & Transport
Chapter 15	Material Assets - Waste Management
Chapter 16	Material Assets - Utilities
Chapter 17	Interactions
Chapter 18	Summary of Mitigation Measures & Residual Impacts

The EIAR has considered the likely direct and indirect, significant, effects of the proposed project on the receiving environment. Mitigation measures are included to reduce impacts on the environment, where considered necessary. Mitigation measures have also been incorporated into the design of the proposed development to avoid or reduce the effects on the environment, as appropriate.

7.2 Appropriate Assessment Screening

An Appropriate Assessment Screening was carried out for the proposed scheme by Tobin in accordance with the requirements of Article 6(3) of the EU Habitats Directive (Directive 92/43/EEC) and in line with the Guidance for Planning Authorities entitled “Appropriate Assessment of Plans and Projects in Ireland” as published by the Department of the Environment, Heritage and Local Government in December 2009.

As detailed in the Appropriate Assessment Screening submitted with this application, the methodology as set out in Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities (December 2009) has been followed. In accordance with this guidance, the following four steps have been used to produce this stage 1 screening statement:

- Description of project and project area characteristics
- Identification of Natura 2000 sites and compilation of information on their qualifying interests and conservation objectives.

- Assessment of Likely Effects
- Screening conclusion and statement.

It is stated in the conclusion of the screening that it is not expected that the proposed project will cause any impact on the SAC's or SPA's located within 15 km of the project site. It is significantly removed and of such a scale within an existing serviced area that it will cause neither changes nor have any significant adverse direct, indirect or secondary impacts on the integrity of any Natura 2000 sites within the threshold distance. In that regard, the AA Screening concludes that stage two of the appropriate assessment is not required.

8.0 Conclusion

The proposed new development will provide a vibrant and sustainable urban neighbourhood with a distinct character. It will be of sufficient density to sustain quality public transport, such as the planned DART upgrade to the rail line and Bus Connects project, and to sustain a mix of retail and commercial uses on Park West Avenue.

The new neighbourhood will have a permeable and legible street network with an emphasis on pedestrian and cycle friendly paths and will enable safe and well overlooked links to existing residential estates and public parks. Central to the scheme is its green infrastructure, and it is proposed to construct a continuous neighbourhood park through the centre of the scheme, one that links all buildings and homes to the wider pedestrian and cycle network, and to the bus/rail public transport hub on Park West Avenue. This neighbourhood park will provide different passive, playful and active uses, to suit all ages and needs.

A new supermarket, shops and civic space on Park West Avenue will create activity and a 'buzz' around the station and will encourage more active travel (car free) short trips.

The overall development, on completion of all phases, is expected to comprise approximately 1100 dwellings and c.23,400 sqm of retail, community and cultural floor space, and commercial/ enterprise units.

Planning Application Phase 1 of Cherry Orchard Point will comprise: 708 dwellings, of which there will be:

- 28 no. studio apartments
- 263 no. 1 bedroom apartments
- 368 no. 2 bedroom apartments
- 49 no. 3 bedroom apartments
- 672 sqm creche with capacity for c.92 children, with capacity to increase that number.
- 2,523 sqm anchor supermarket
- 373 sqm of complementary retail space
- 2,378 sqm of internal and external community and cultural space
- New civic plaza
- Biodiverse, natural open spaces
- Community garden
- 'Active' open space and ball courts for kick about and games

It is considered the scheme/proposed development will be in compliance with the requirements set out in the Dublin City Development Plan 2022-2028 as highlighted in the attached plans and statements provided by the design team.

The proposed development will complement the existing use within the surrounding sites and accordingly a grant of planning permission should be issued. We therefore trust that it will meet with favourable assessment by An Bord Pleanála.



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For and on behalf of KPMG Future Analytics
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