



# CHERRY ORCHARD POINT

## Architectural Design Statement

Proposed Development on behalf of Land Development Agency.

October 2023





# INTRODUCTION

This Architectural Design Statement has been prepared by van Dijk Architects in a joint venture with Conroy Crowe Kelly Architects as part of a planning application submission for a proposed new residential development located at Cherry Orchard, Dublin 10.

This Design Statement is prepared in accordance with the Dublin City Development Plan 2022 - 2028 and The Park West – Cherry Orchard Local Area Plan 2019, and provides details of the site analysis, the design concept, compliance with the 12 criteria described by the Urban Design Manual - A Best Practice Guide (Department of Environment, Heritage and Local Government 2009), and compliance with relevant national and local design criteria and development standards. The scheme has been designed by a multi disciplinary team and consideration has been given to delivering a sustainable, efficient and attractive neighbourhood to the highest standards.

## Development Team

Developer:	LDA
Architect:	Van Dijk Architects Conroy Crowe Kelly Architects
Planning Consultant:	KPMG Future Analytics
Landscape Architect:	Mitchell Associates
Civil/Structural Engineer:	Waterman Moylan
Quantity Surveyor:	McGahon Surveyors
Archaeology:	Archer Heritage Planning
Sustainability:	Lawler Sustainability
DAC Consultant:	O'Herlihy Access Consultancy
Fire Engineer:	Eamon O'Boyle and Associates
Topographical & GIS:	CSS Land Surveyors
Ecologist:	Gerard Tobin BSc., MA., Environmental
Air Quality and Climate:	AWN Consulting
CGIs / Verified Views:	GNET 3D

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## Disclaimer

*The diagrams and images presented in this report are intended for illustrative purposes only. For more detailed information, please consult the accompanying drawing package.*



Figure 0.1a - CGI of the Cherry Orchard site



Figure 0.1b - CGI of the Cherry Orchard site



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# EXECUTIVE SUMMARY

Cherry Orchard Point is a new, large, mixed-use residential development to be located on a development land site beside Park West Avenue and the Park West/Cherry Orchard railway station.

The site is zoned for development under the new Dublin City Council Development Plan 2022 - 2028 and is governed by the objectives of the Park West - Cherry Orchard Local Area Plan 2019. The Local Area Plan identifies these lands as Site 4 and Site 5, and they have a combined area of 13.1 Ha.

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 space, 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 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.
- 2523 sqm anchor supermarket
- 373 sqm of complementary retail space
- 2378 sqm of internal and external community, arts and cultural space
- New civic plaza
- Biodiverse, natural open spaces
- Community garden
- 'Active' open space and ball courts for kick about and games
- Plot Ratio -1.4
- Site Coverage - 33.2% (Incl of podium between Blocks 1, 2A, 2B + 3)
- Net Density - 145 units per hectare



Figure 0.2 - Proposed site layout



1.0 | SITE



## Site Overview

The subject site is located in Cherry Orchard, Dublin 10. The lands to which this planning application refers are those outlined in red adjacent. These lands extend to 6.27 hectares (15.5 acres) and form the first of four proposed phases within a larger land parcel - Cherry Orchard Point Development.

For the purposes of site context and urban design strategy within this Architectural Design Statement, the whole of the four phases are carefully considered but this planning application only pertains to the lands highlighted in red.

## Site Location & Description

The lands are comprised of two plots and are separated on a diagonal by Park West Avenue.

There are no buildings or features of note on the development sites and the smaller site to the east of Park West Avenue appears to comprise a significant quantity of fill.

There is a large ESB pylon on the corner of the smallest of the two sites. It needs to be moved or undergrounded in the medium term to enable the full development of that site.

The lands are currently vacant and overgrown in sections, particularly along the M50 boundary. Much of the lands of the larger site, west of Park West Avenue has been grazed short by ponies and horses. The traces of three historic townland boundaries converge in the centre of the larger site.

The site is generally flat in nature with levels at +56 and +57 OD Malin Head, rising sharply to the M50 along the west boundary (c. +61 OD) and the Palmerstown Way fly-over in the north (c.+62 OD). The site falls locally towards the railway station and the change in level to Park West Avenue is retained by a concrete wall. There are long distance views of the Dublin mountains looking southeast from the centre of the site.



Figure 1.0 - Park West and Cherry Orchard train station



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



### Site Context & Setting

The subject lands are approximately 6.27 hectares (15.5 acres) in size, and are located on the western edge of Dublin City Council's jurisdictional area. They are bounded by the M50 motorway along the west side, the Dublin southwestern railway line along the south side, the Palmerstown Way fly over to the north and the existing residential developments of Cedar Brook and Barnville to the east.

The Park West - Cherry Orchard railway station is located on the southwest corner of the site which includes a large landscaped plaza and pedestrian access to The Crescent Building, a large apartment development, and Park West Business Park. Cloverhill and Wheatfield prisons are located to the north of the site, on the far side of the Cherry Orchard Equine Centre.




- |                           |                                     |
|---------------------------|-------------------------------------|
| 1 Cherry Orchard Point    | 7 Cloverhill and Wheatfield Prisons |
| 2 New Cherry Orchard Park | 8 Liffey Valley Shopping Centre     |
| 3 Cedar Brook             | 9 Park West Industrial Estate       |
| 4 Barnville               | 10 Grand Canal                      |
| 5 Park West Business Park | 11 Phoenix Park                     |
| 6 Cherry Orchard Hospital | 12 Clondalkin Industrial Estate     |
- 
- |   |                            |
|---|----------------------------|
|  | M50 Motorway               |
|  | South Western Railway Line |
|  | Luas red Line              |



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



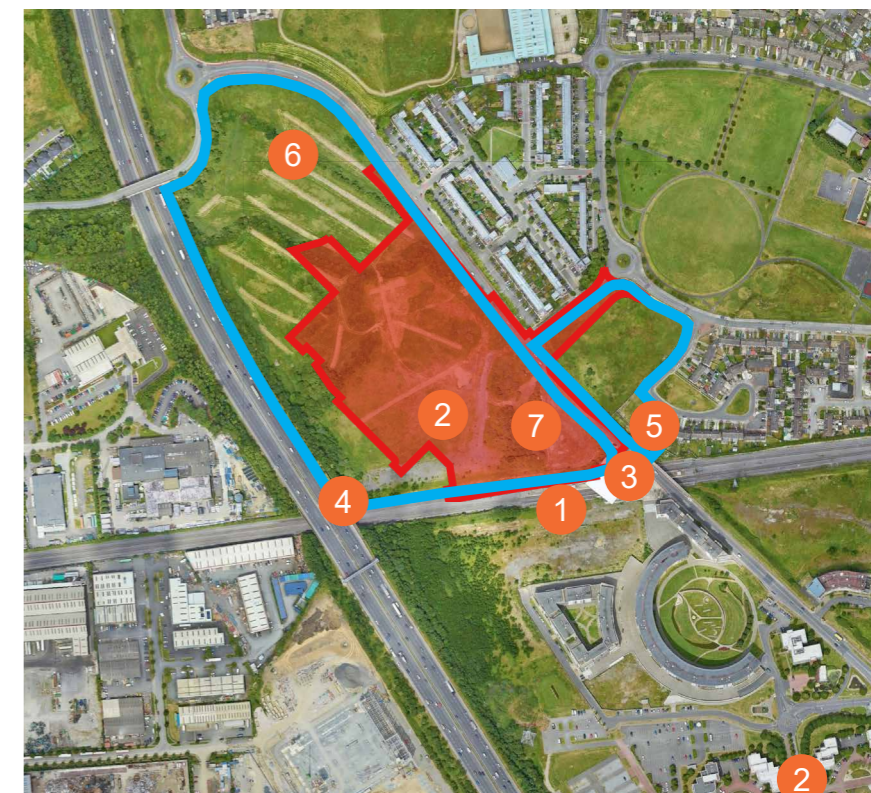


**Site Context Imagery**

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







Site Imagery

- 1 View south to the Crescent Building
- 2 View of south boundary of site to railway
- 3 View of Barnville Park boundary wall
- 4 View of railway underpass
- 5 View of Barnville Park adjacent to site
- 6 View of northern most end of site
- 7 View of Park West Avenue from site





**Site Analysis**

**Public Transport**

The subject site is well located to avail of a range of existing bus and train services.

The site is served by Phase 4 of the BusConnects network operated by Dublin Bus.

A stop for Dublin Bus Route G1 (Red Cow to New Wapping Street) is located on Park West Avenue at the southern end of the site with a frequency of 15 minutes at peak times. There is a second stop serving the site on the northern boundary of the smaller site.

Route 60 (From the Red Cow to Rogersons Quay) travels along Cloverhill road and turns down Park West Avenue with a bus stop ideally located on this road mid way down the larger sites eastern boundary. Additionally, there is another stop just at the northern boundary of the smaller site. This route has a 60min frequency.

The Park West and Cherry Orchard Train station is situated at the southern end of the site with a frequency of 30 mins at peak times.

**Cycle Network**

There are dedicated existing bicycle lanes running along Park West Avenue to the East of the development leading on to Grand Canal way facilitating the use of this sustainable form of transport.

In addition to the provision of resident and visitor bike facilities, the developer has registered interest in integrating BleeperBike into the Travel Plan for the proposed development. For further details, refer to the Travel Plan prepared by Waterman Moylan Engineers.

**Road Network**

The site is accessed and served by Park West Avenue, a wide and very straight link road running parallel with the M50. It links into the New Nangor Road in the south and Cloverhill Road in the north. A roundabout to the north of the site has a spur road that crosses over the M50 via Palmerstown Way. This road has footpaths and cycle lanes along its length but they are of poor quality and the road lacks overlooking and surveillance.

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

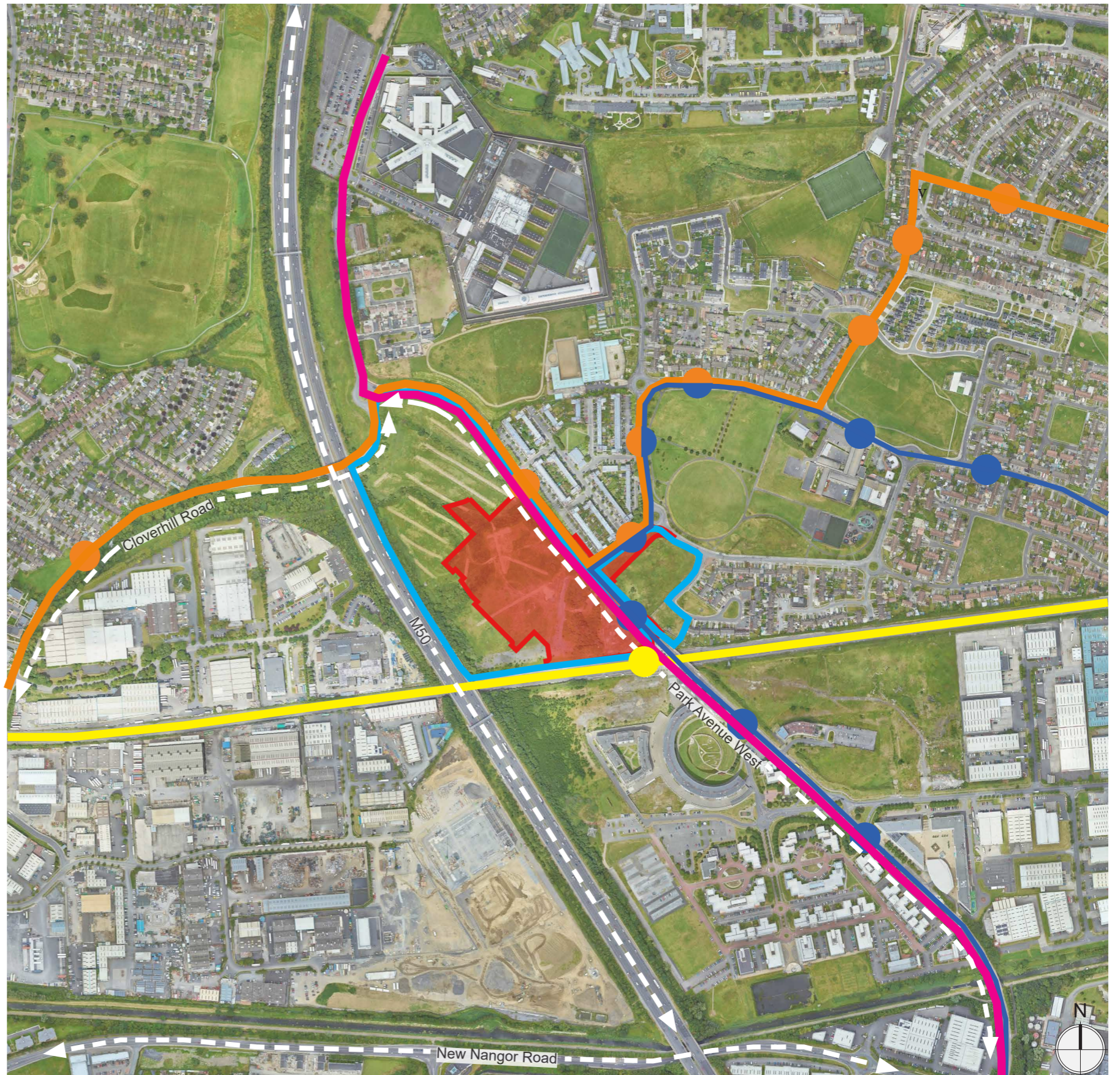


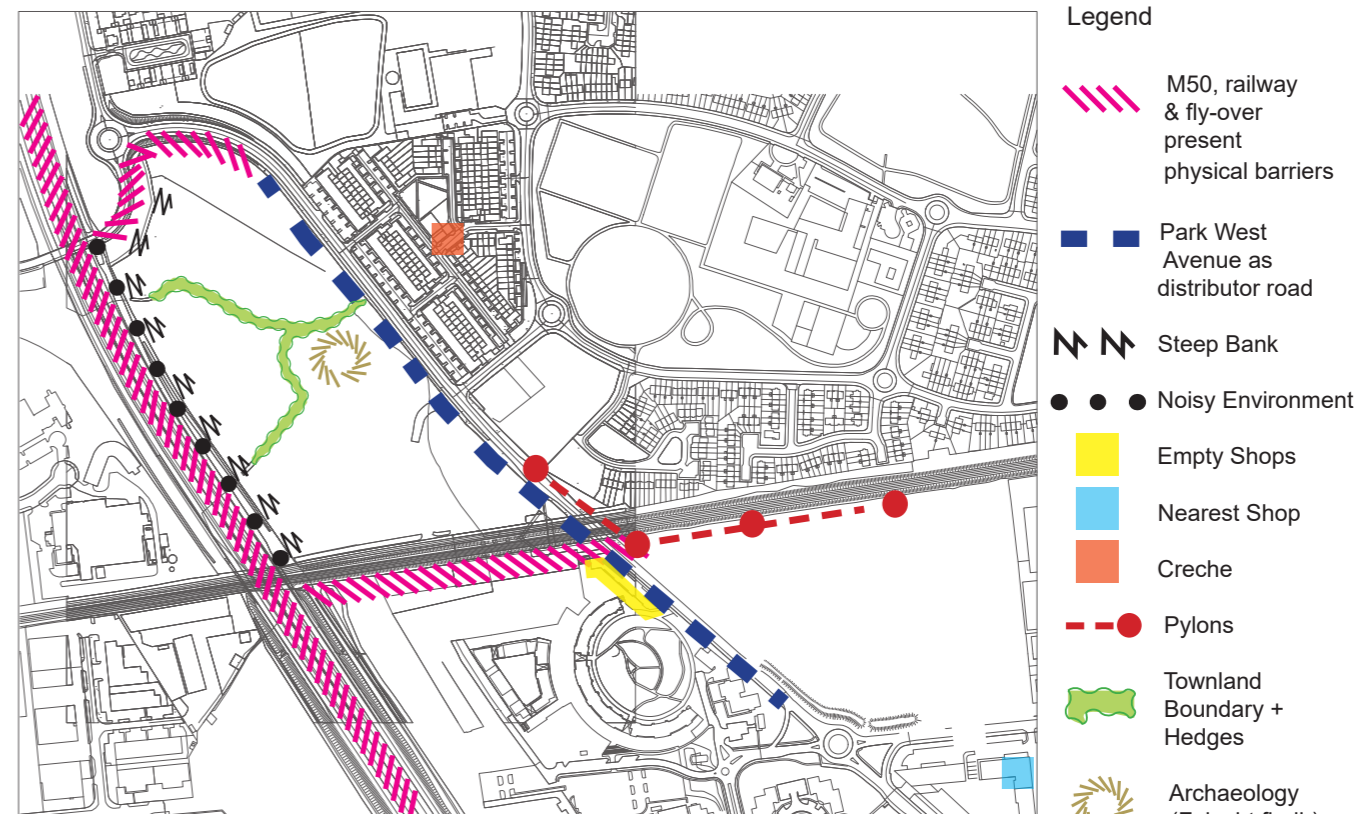
Figure 1.3 - Connectivity Diagram (Image Google Earth)



Strengths, Weaknesses, Opportunities, & Threats (SWOT)



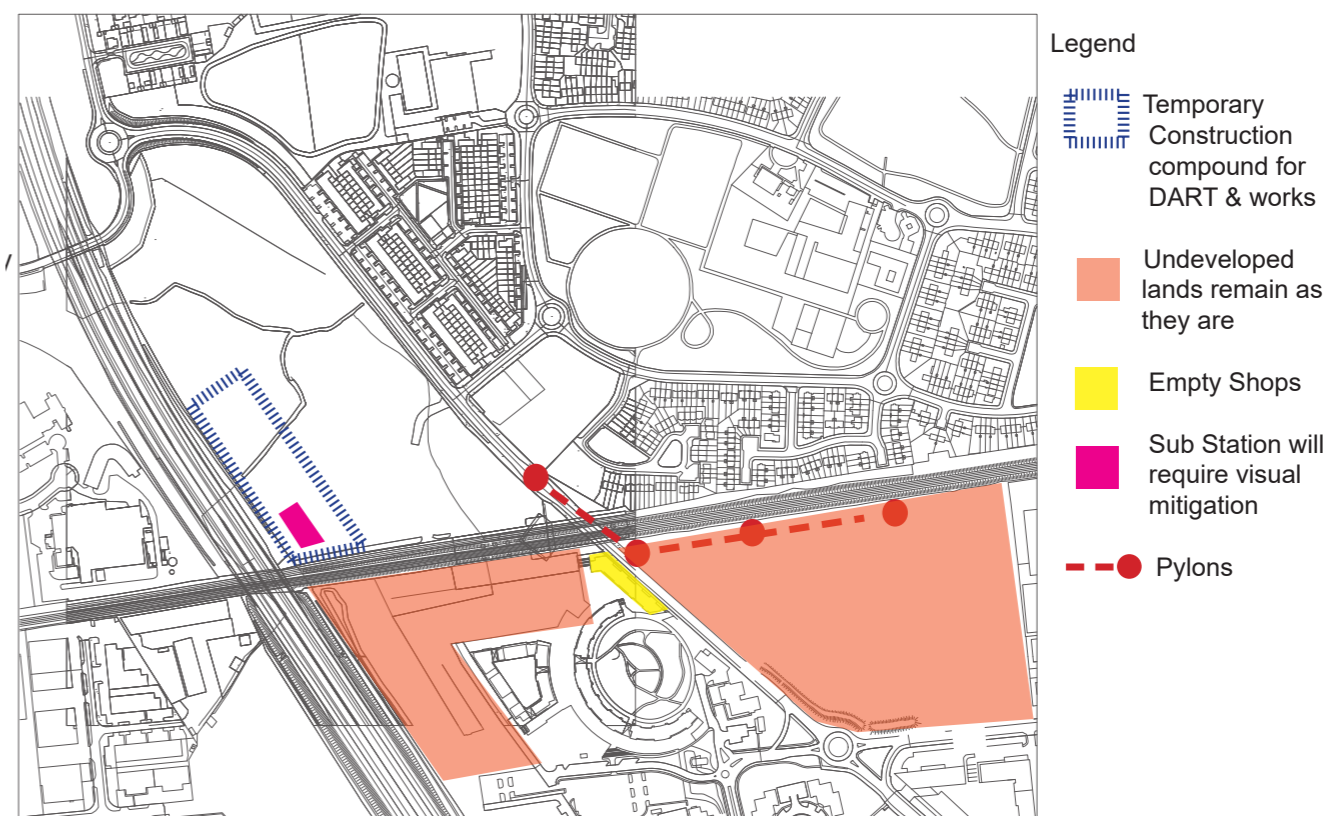
STRENGTHS



WEAKNESSES



OPPORTUNITIES



THREATS



**Existing & Local Services**

This map shows existing services within a 15 minute walking radius of the site.

New Cherry Orchard Park and the cluster of Saint Ultans Primary School, the Church of the Most Holy Sacrament and Cherry Orchard Community Centre are located adjacent to the subject lands and are accessible via Cedar Brook Way and Barnville Park. This large park is used by a running club and is home to Orchard Celtic Football Club.

There is one spar shop within walking distance at the Plaza, Park West Business Park to the south of the site. Two creches are located within walking distance also.









- |   |  |   |                               |
|---|--|---|-------------------------------|
|  | Cherry Orchard / Park West Train Station |  | Primary Schools               |
|  | Shops / Supermarket                      |  | Second/ Third Level Education |
|  | Hospital / Health Clinics                |  | Creches / Childcare           |
|  | Pharmacy                                 |  | Community Centre              |



Figure 1.4 - Aerial view of site with local services within a 15min walk highlighted (Image Google Earth)



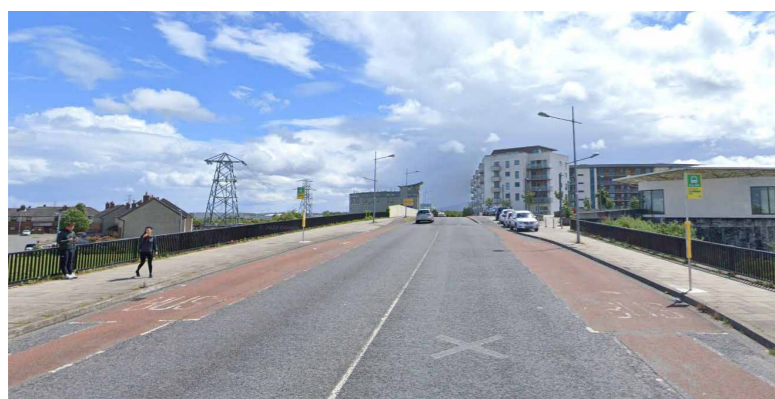
**Receiving Environment:  
Existing & Planned Neighbourhoods**

The Local Area Plan defines the development and completion of the new Cherry Orchard Point neighbourhood. There are four residential quadrants, two existing, and two yet to come. They form a four leaved clover separated by the Dublin Cork railway on one axis and by Park West Avenue on the other.

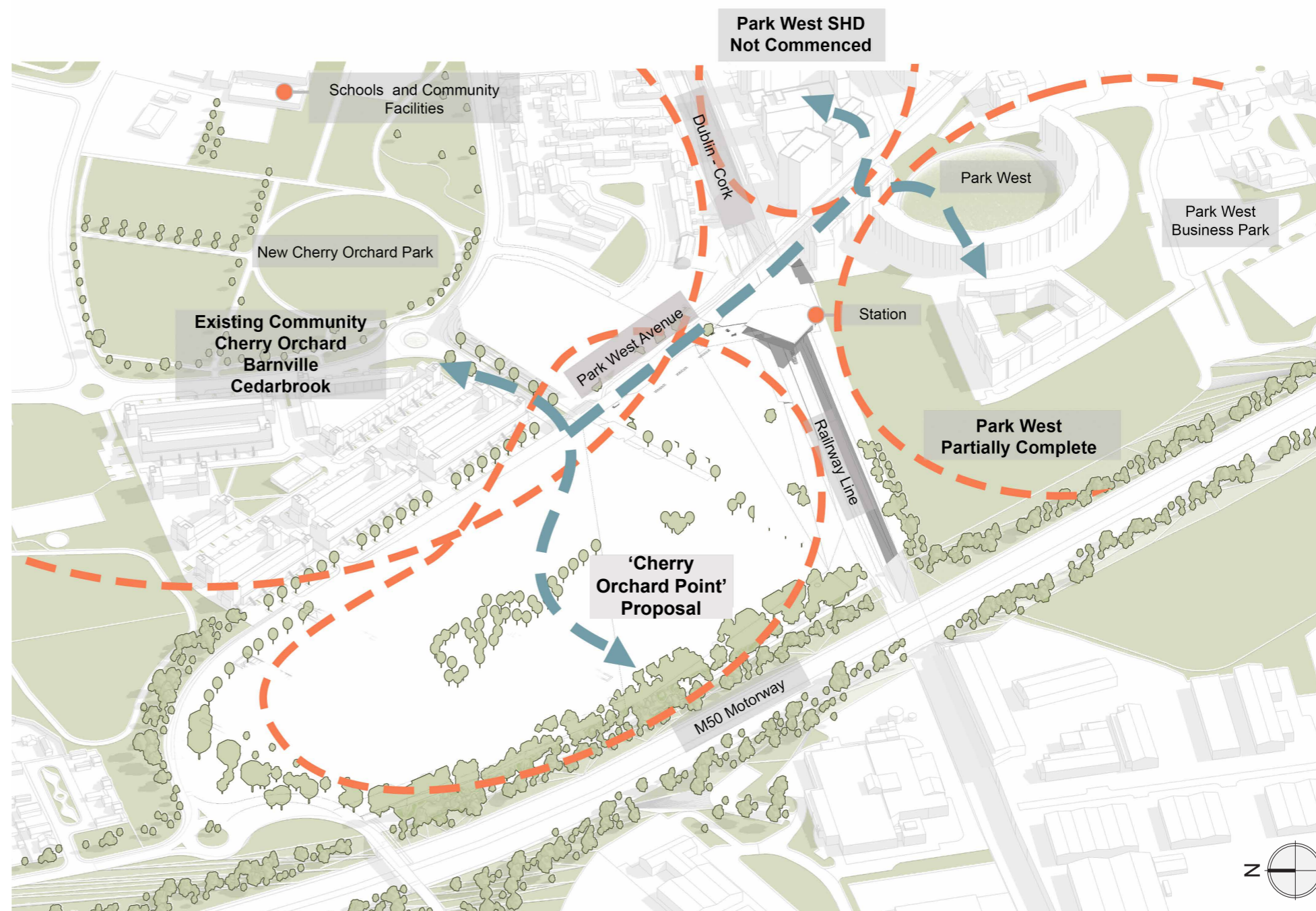
The 2022 Census noted 8,280 people in Cherry Orchard A & C electoral divisions. This comprises the Cherry Orchard housing area in the northeast quadrant and Park West apartments in the southwest. Park West SHD was recently granted permission in the southeast quadrant for c.750 dwellings with an anticipated population over 1,500, while the masterplan lands accompanying this application in the northwest quadrant estimates c.1,100 dwellings with an anticipated population of c.2,500 people.

The quadrants meet at the intersection of the two axes with the railway station on Park West Avenue forming a bridge over the railway. At present the public realm that links the existing communities of 8,280 people would be best described as a hostile non-access industrial estate distributor road.

This environment coupled with a lack of retail and social facilities has had a damaging effect on the neighbourhood with large areas of unused land and desolate roads with no passive supervision.



The aim of the LAP, and this planning application, is to turn this shared space between the four communities into a high-quality public realm that will form a Main Street as the centre and identity of the wider neighbourhood. It has the rail hub at its centre, has two BusConnects routes, one a spine, and will have a local supermarket with associated individual retail and service units, as well as various community, arts and cultural provisions under the terms of the City Development Plan. It will be a place. Cycling and walking routes are given preference to advantage green modes and access to public transport over individual vehicular movement.



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

















**Key Planning Context Issues**

The Development Plan map is reproduced here.

The subject lands, Cherry Orchard Point, lie within the jurisdiction of Dublin City Council and are governed by the Dublin City Council Development Plan 2022 - 2028.

The site is zoned Z14 Strategic Development and Regeneration Area (SDRA 4). Seventeen SDRAs have been identified within the Development Plan and are considered as being capable of delivering significant quantities of homes and employment for the city. The SDRAs have an overarching framework and individual sets of guiding principles to promote the delivery of compact and sustainable growth under the headings of Architectural Design and Urban Design, Phasing, Access and Permeability, Height, Urban Greening and Biodiversity, Surface Water Management, Flood Risk, River Restoration, Sustainable Energy, Climate Change and Cultural Infrastructure.

**LAND USE ZONING OBJECTIVES** <sup>4</sup>

Zone Z1	Sustainable Residential Neighbourhoods	
Zone Z2	Residential Neighbourhoods (Conservation Areas)	
Zone Z3	Neighbourhood Centres	
Zone Z4	Key Urban Villages / Urban Villages	
Zone Z5	City Centre	
Zone Z6	Employment/Enterprise	
Zone Z7	Employment (Heavy)	
Zone Z8	Georgian Conservation Areas	
Zone Z9	Amenity /Open Space Lands /Green Network	
Zone Z10	Inner Suburban and Inner City Sustainable Mixed-Uses	
Zone Z11	Waterways Protection	
Zone Z12	Institutional Land (Future Development Potential)	
Zone Z14	Strategic Development and Regeneration Areas (SDRAs)	
Zone Z15	Community and Social Infrastructure	

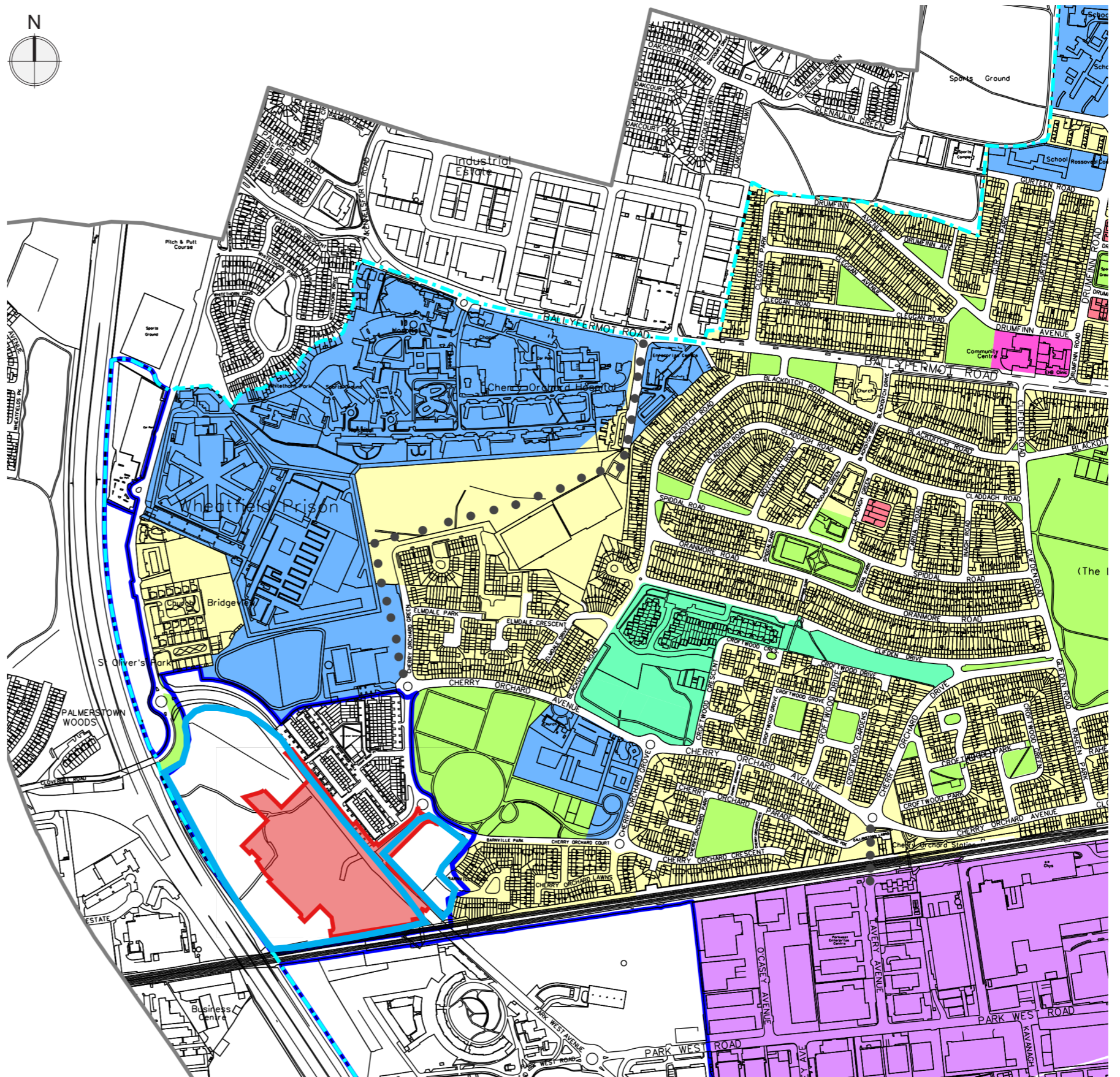


Figure 1.6 - Extract of Map from Dublin City Council Development Plan 2022 - 2028 (Map Set D). - Not to Scale. Site Outlined in Red.



### Strategic Development Regeneration Area 4

Cherry Orchard Point is one of 8 key development sites identified within the Park West Cherry Orchard SDRA. There are a series of key guiding principles for the development of this SDRA, summarised as follows:

**Urban Structure:** A sustainable, accessible, connected and coherent neighbourhood that promotes walking/cycling, and will benefit the local community as a whole.

**Land Use & Activity:** A mix of housing tenure and typology, local neighbourhood focal point, enhancement of retail provision and connected network of green spaces.

**Height:** Building heights set out in the Local Area Plan with locally higher buildings beside the train station.

**Design:** Implement the design strategy of the LAP, improve the appearance of the area and create a caring and integrated new and established community.

**Green Infrastructure:** Provide a network of well maintained parks and civic spaces incorporating best practice SuDS infrastructure.

#### City Edge Project

The Park West - Cherry Orchard SDRA adjoins lands which form part of the City Edge Project to the south. Dublin City Council together with South Dublin County Council are currently in the process of preparing "The City Edge Project" funded under the Urban Regeneration and Development Fund (URDF) programme which is a new Strategic Framework Plan for the Naas Road, Ballymount and Park West area comprising of c. 700 hectares. It is important that the two designated areas mutually benefit each other.

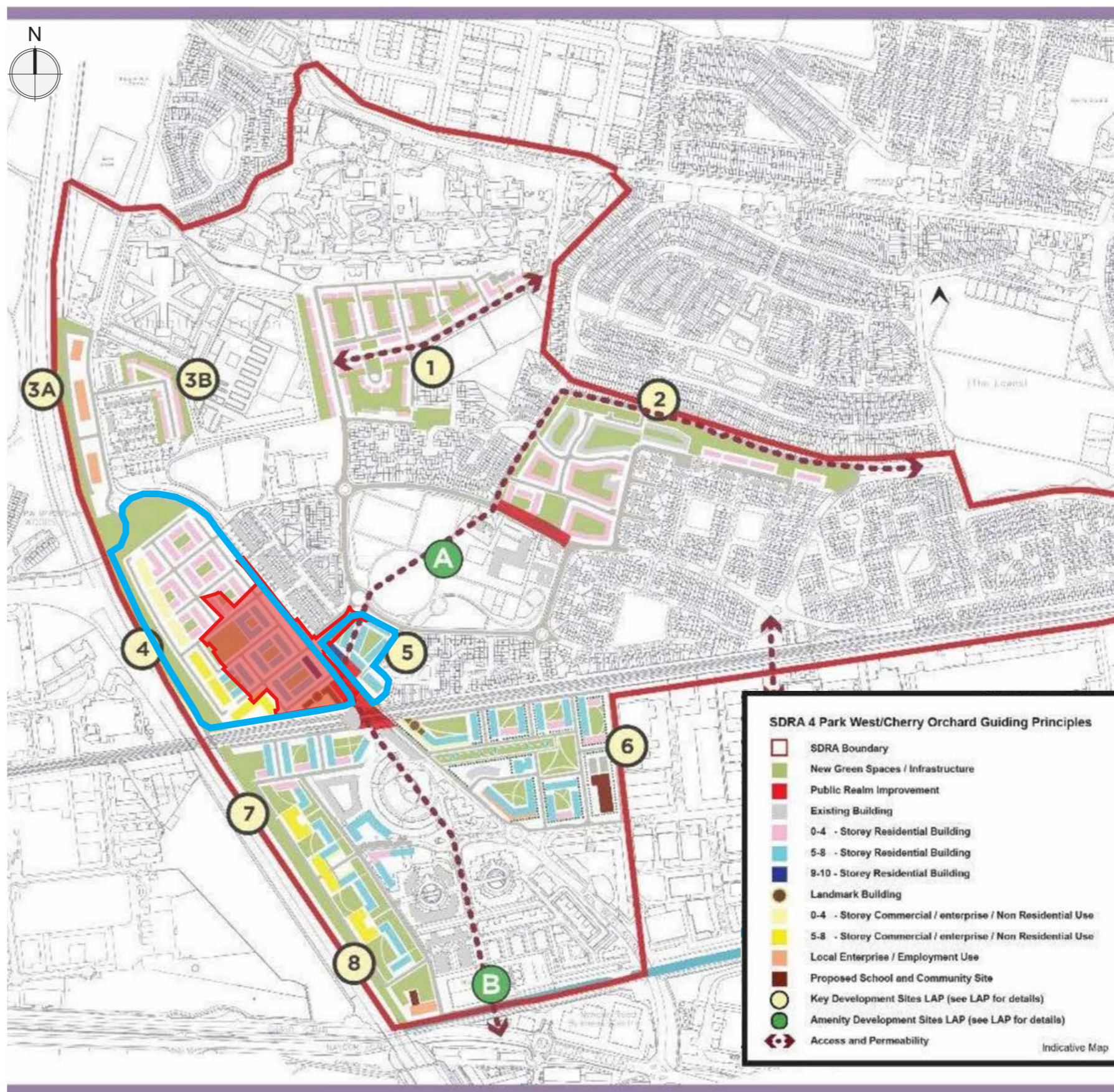
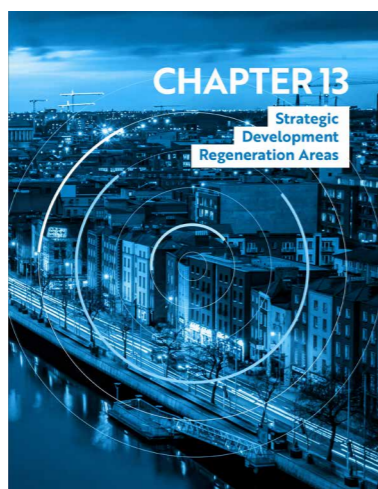
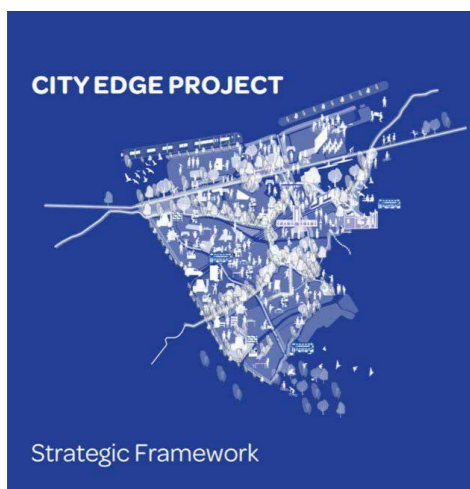


Figure 1.7 - Extract of Map from SDRA 4. - Not to Scale. Site Outlined in Red



**Local Area Plan**

The Park West – Cherry Orchard Local Area Plan 2019 is the ‘blueprint’ for the development of SDRA 4 and the Cherry Orchard Point site. This plan allows for the future development to be managed in a co-ordinated and sustainable manner, providing for the needs of existing and future communities.

The Local Area Plan addresses overall strategies relating to broad issues such as urban function, land use, access, movement, development and ‘place’.

Site briefs for the 8 key development sites have been established, and these set out the overall aspirations and vision for each. Cherry Orchard Point is located within Site 4, the M50-Cedarbrook Avenue Site and its objectives include:

- Mixed-use development.
- Commercial/enterprise units along the M50 to mitigate air and noise.
- High density development at the station, decreasing to the north of the site.
- Consideration for a landmark building up to 60m high close to the station.
- Gateway feature at the northern end of the site to Cherry Orchard.
- New neighbourhood park.
- Green buffer zone along the M50 boundary.
- Separation between residential and enterprise/employment uses.
- New access on Park West Avenue with strong urban street frontage.
- Possibility of park & ride facilities at the station.
- Provision for a glass bottle recycling bank.

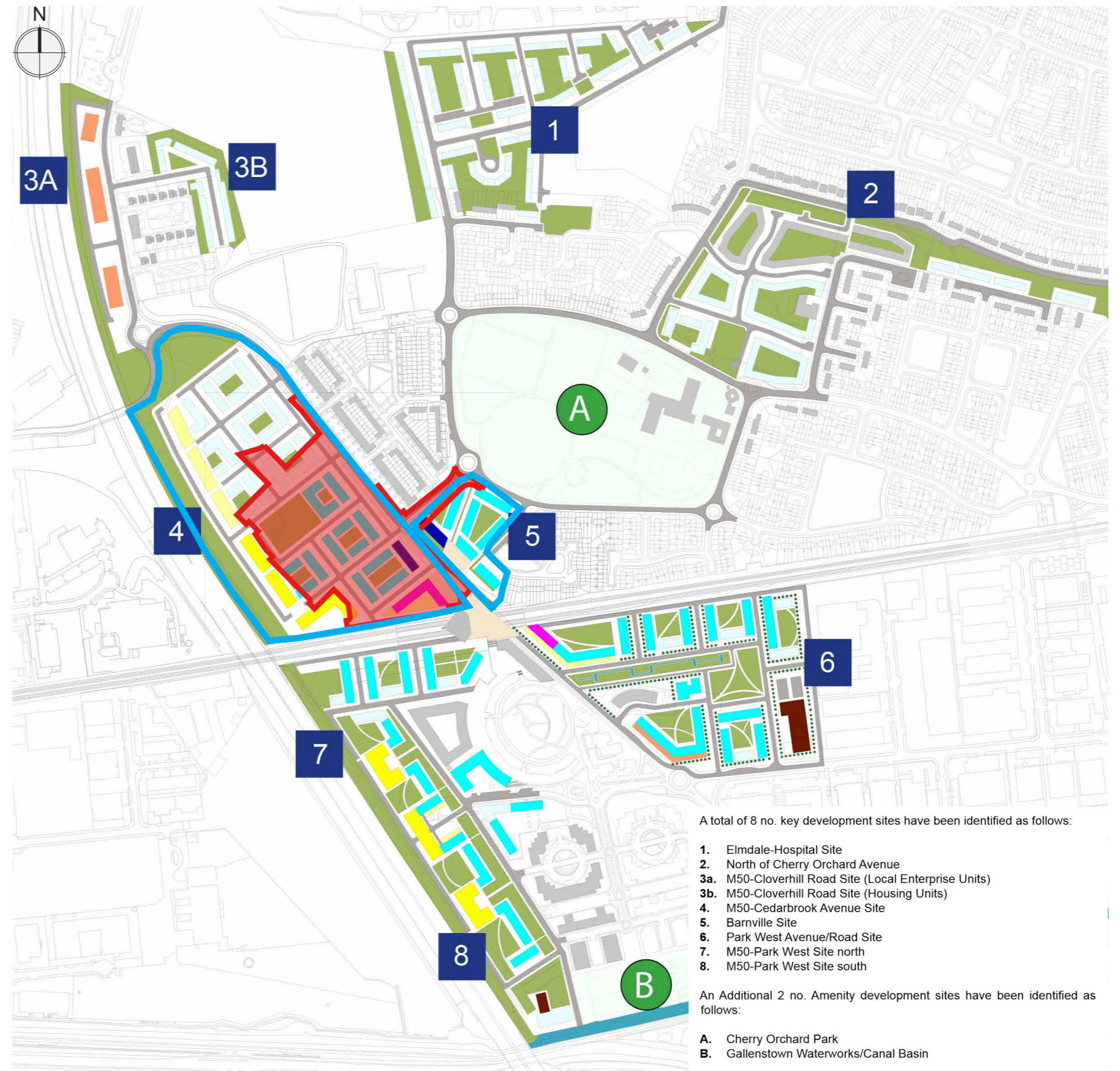
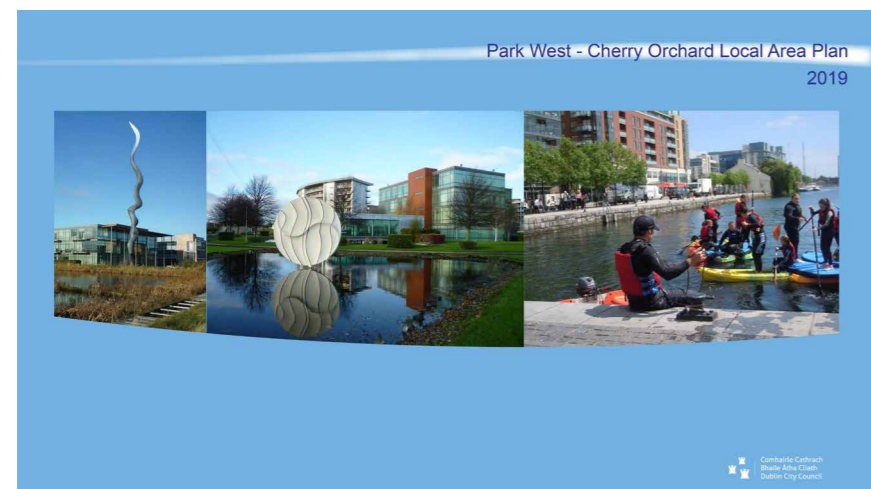


Figure 1.8 - Extract of map from LAP document indicating the overall plan showing location of site briefs 1-8



### Dart + South West Railway Order

Córas Iompair Éireann (CIÉ) has applied to An Bord Pleanála for approval of a Railway Order for the DART+ South West project. Subject to approval, the Railway Order will authorise CIÉ to carry out railway works and all works necessary to enable the construction, operation, maintenance and improvement of the railway between Hazelhatch and Celbridge Station (County Kildare) to Heuston Station Dublin (circa 16km) on the Cork Mainline, and Heuston Station to Glasnevin via the Phoenix Park Tunnel Branch Line.

The planned infrastructure improvements include:

- 20km of electrification and re-signalling of the Hazelhatch and Celbridge Line to Heuston and the south city via Phoenix Park Tunnel
- Construction of a new station at Heuston West to serve the community of Clancy Quay and Island Bridge
- Four-tracking of the rail line from Park West and Cherry Orchard Station to Heuston to enhance capacity
- Civil, bridge and ancillary works as necessary to accommodate the project
- Upgrading of the Phoenix Park Tunnel
- New electric DART carriages for the DART+ Programme will be deployed on Hazelhatch and Celbridge services.

CIÉ/Iarnród Éireann are proposing a new substation and compound, a temporary access road, a temporary works compound and a track access point, all to be located on the Cherry Orchard Point lands. Utility diversions on the east side of Park West Avenue, within 'Site 5', are also required.

The proposed development is not materially impacted on by provision of the proposed new substation and track access point in the south west corner of the development lands, and the temporary access road can be accommodated within the proposed internal road network for the development lands. The electrification of the railway line will be of a huge benefit to existing and future residents, providing a faster, cleaner mode of public transport to the city centre.

The temporary works compound is outside the planning redline for Phase 1 of the Cherry Orchard Point development and an 'interim' boundary treatment between the compound and new residential development has been detailed by the Landscape Architect.

The DART + works are anticipated to be completed by 2030 and will most likely run in parallel with the construction phase of the proposed residential development

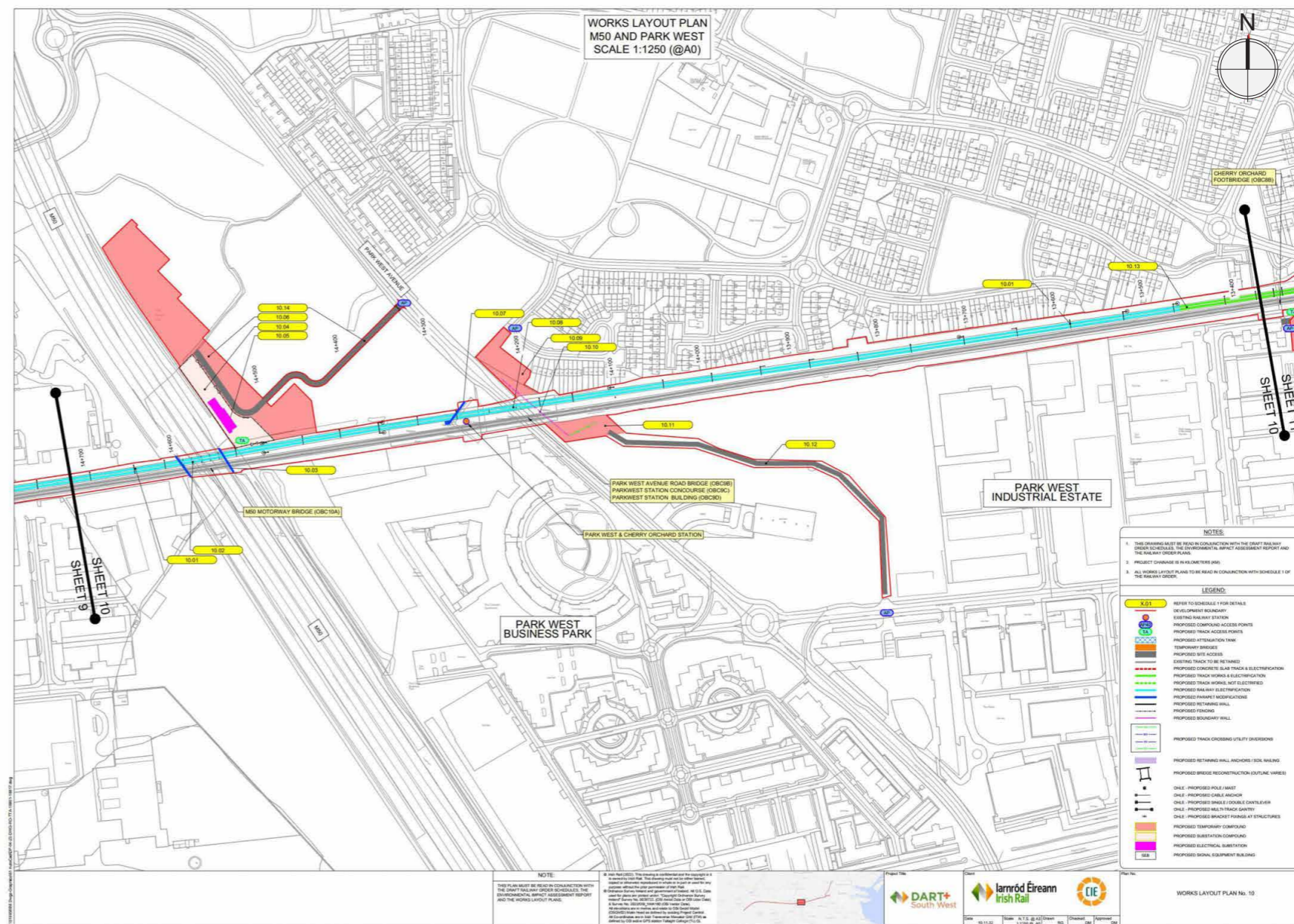


Figure 1.9: Works Layout Plan No. 10 (extract from the DART + South West Railway Order)

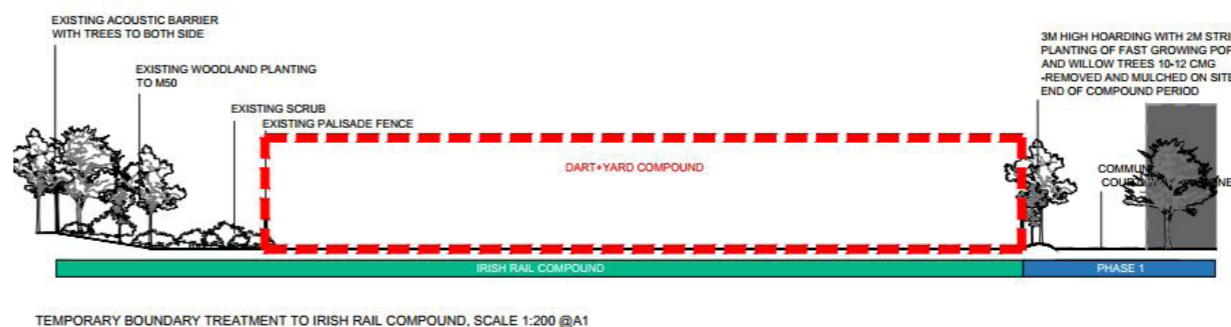


Figure 1.10: Temporary boundary treatment to Irish Rail Compound (Mitchell + Associates)



Figure 1.11: Precedent image for temporary boundary treatment; Kilkenny Riverside Park





2.0 | URBAN DESIGN RATIONALE



**Development Layout Strategy**

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

- Connectivity within the new development and to existing residential neighbourhoods and parks.
- Variety in building height, form and materials.
- Variety in building tenure, being a mix of social, 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.



Artist impression of Neighbourhood Park.

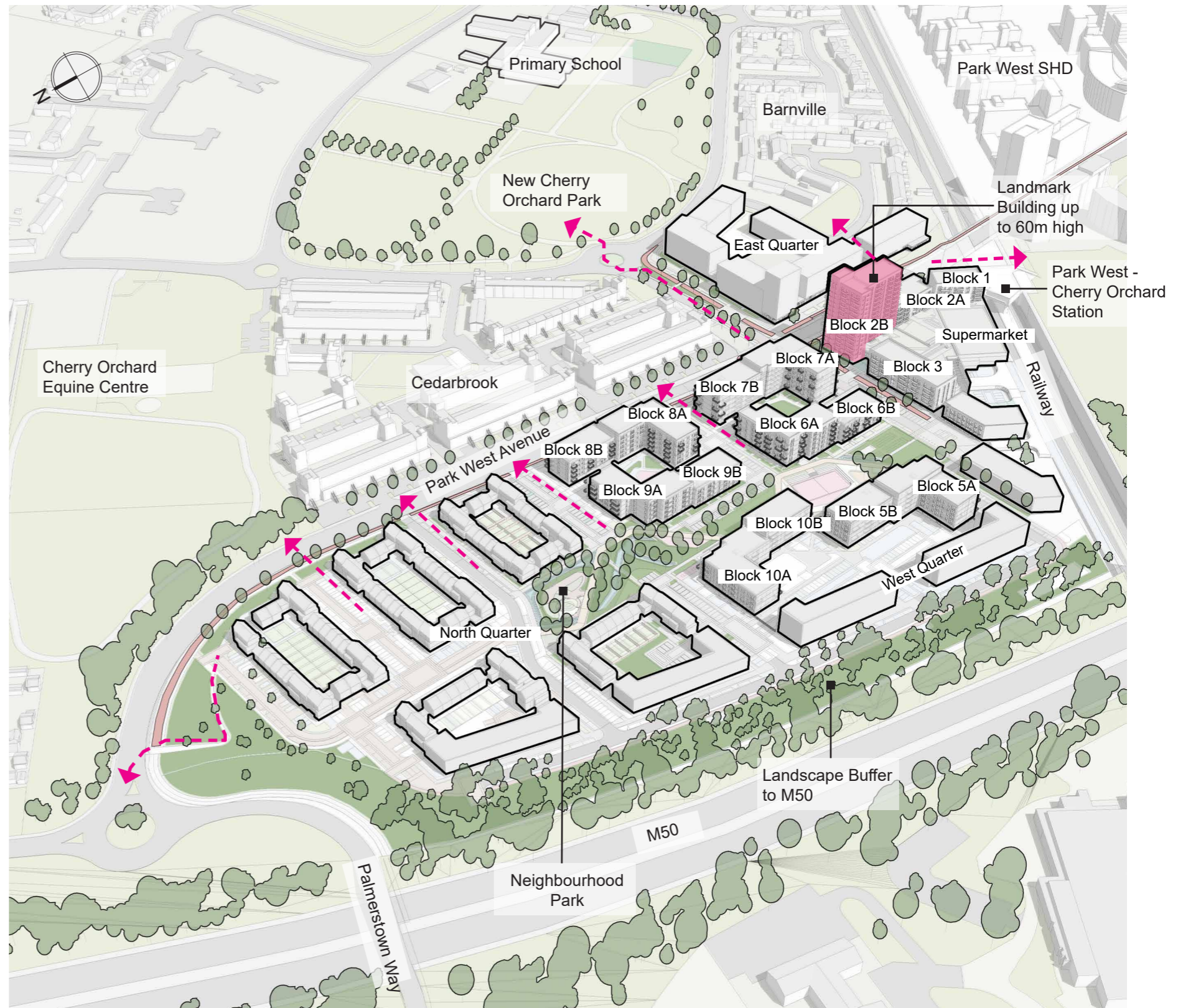


Figure 2.0 - Axonometric overview of proposed scheme

---> Connectivity



## 2.0 | URBAN DESIGN RATIONALE

### Layout Design Strategy

Central to Cherry Orchard Point is a new large and dynamic public park, and this is both the ordering device for the urban site plan and the driving force for the new development.

Roads and vehicles are pushed to the peripheral edges of the site, making the central space a safe and pleasant car-free space for residents and visitors.

A continuous edge to Park West Avenue will create better enclosure and activity on that street, and will announce the changing nature of the streetscape to a main street as the station and village hub are approached from the Palmerstown Way motorway overpass and Cloverhill Road.

New street trees, an off-road cycle lane, parallel parking bays and a pedestrian/cycle crossing on Park West Avenue will help to calm traffic. New two-way off-street cycle lanes will connect to (i) the station and (ii) Cherry Orchard Park making a continuous local network that will be broken by a single traffic-lit road crossing on Park West Avenue.

A new pedestrian connection is to be made between Barnville Park and Park West Avenue, making easier and shorter journeys for those residents to access the station and local bus stops, and the new shops.

Park West Avenue is a busy transport hub for rail and bus transport links which will increase in footfall and activity on completion of the DART upgrade to the railway line and the implementation of BusConnects in Cherry Orchard.

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.



Artist's impression of Neighbourhood Park.



Figure 2.1 - Proposed Site Plan



### Street Hierarchy

Park West Avenue is a distributor road running broadly parallel to the M50 motorway and dividing the development site on a diagonal. Traffic-calming and urbanisation of this road is key to the success of the new neighbourhood park and its integration with existing estates. The design strategy proposes to calm this road by design: by locating active building edges close to the carriageway, mixed uses around the station, introducing parallel parking bays and large street trees, traffic lights at the primary crossing point and off-street cycle lanes.

A secondary street system irrigates local traffic through the new development. This 'New Street' forms a loop around the site, keeping traffic to the edges and providing access to residential and commercial car parks. This street will provide some on-street parking and large street trees.

The tertiary street network is a series of minor streets characterised as 'woonerf' spaces, a Dutch term for living streets, whereby the street is shared between pedestrians, cyclists and cars, but clear priority is given to pedestrians. Hard and soft landscaping contribute to making these living streets safe and attractive.

Working from the periphery into the centre of the development, car priority diminishes in favour of pedestrians and cyclists. Off-street cycle lanes along Park West Avenue make for the most direct route to the station, shops and wider neighbourhood, but an organic, winding path through the park provides a more attractive and leisurely route.



Figure 2.2 - Route Hierarchy Diagram



## 2.0 | URBAN DESIGN RATIONALE

### Connectivity

Connecting the new development to the wider neighbourhood is a key principle of the urban design strategy.

The site is already very well served by road, bus connects and rail infrastructure but barriers exist to reaching full connective potential. The future plans for DART+ and BusConnects will make a significant impact on public transport and car dependency, and the masterplan provides for their integration into the development by means of safe, well-overlooked routes to the station and the bus stops.

New access points from Park West Avenue into the development will improve permeability and choice of route: (i) car-based via the secondary loop network described in Section 3.1 Street Hierarchy, and (ii) pedestrian/cycle movements via the woonerf streets and Neighbourhood Park.

'Active' travel is encouraged and it is proposed to provide an off-street cycle lane parallel to Park West Avenue which will connect into the existing cycle lane that continues across the M50 flyover to Palmerstown Way.

Additional new off-street cycle lanes are proposed to connect the new Neighbourhood Park space to Park West Avenue, the station plaza and New Cherry Orchard Park, effectively making a cycle-friendly run from the centre of the new development to New Cherry Orchard Park or the station.

A new pedestrian link from Park West Avenue to Barnville Park is proposed to better connect that estate with the new development and the future retail, transport and community facilities clustered around the station.

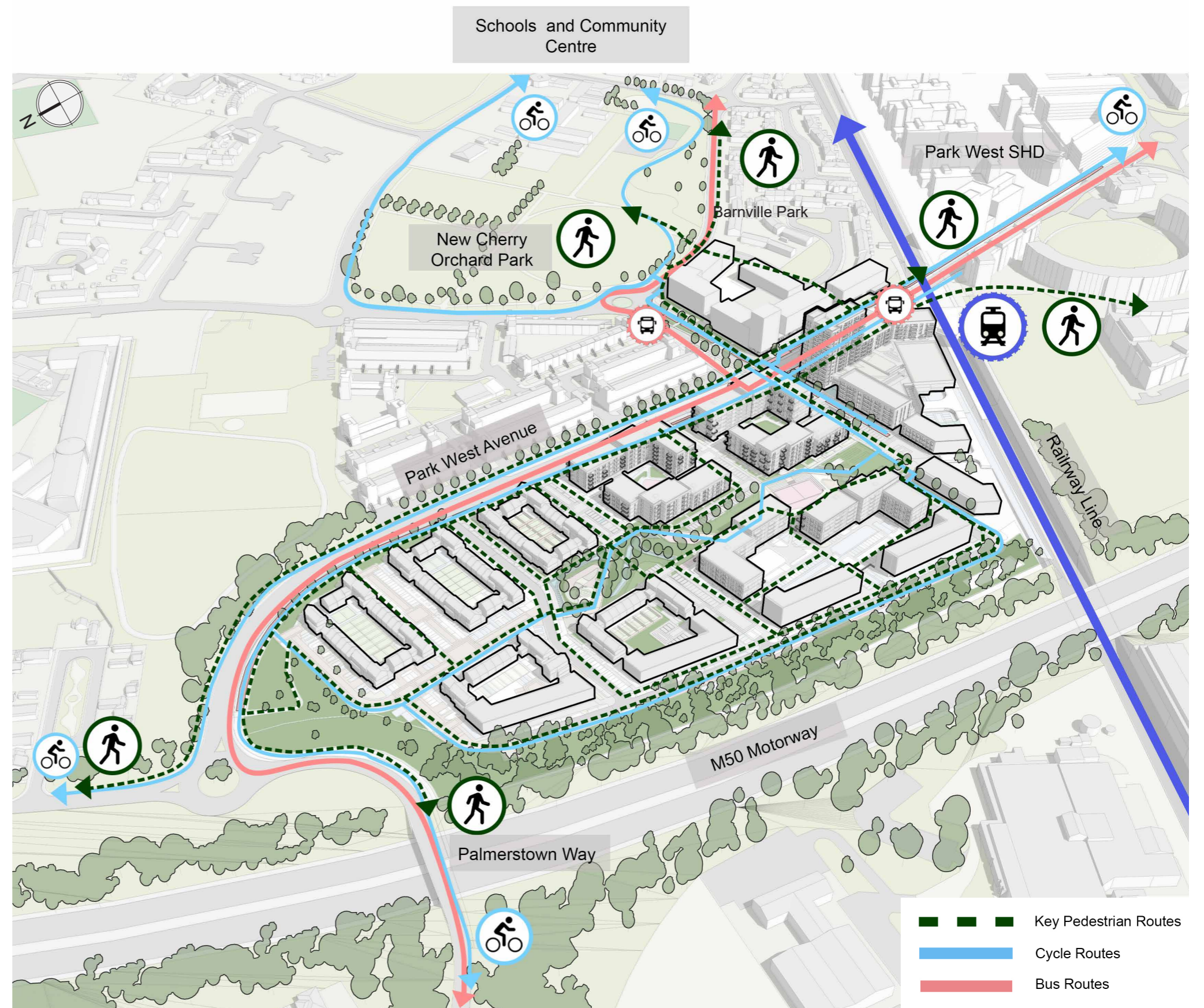


Figure 2.3 - Connectivity Diagram



### Building Heights

The height and scale of the development increases from the northern quarter of the development towards the railway station.

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

Heights increase again by the station and on Park West Avenue, where a Local Area Plan objective allows for a building of up to 60m high in close proximity to the train station.

Section 4.6.3 of the Local Area Plan states that 'Taller landmark buildings that further reinforces this space as a destination and node of activity will be prioritised' and it is proposed to develop a landmark tower on the corner(s) at Park West Avenue and 'New Street'. The proportion and mass of this landmark have been considered with regard to the 'slenderness' ratio and the visual impact of the block from all angles.

Additional landmark buildings within the development aid legibility and way-finding for visitors. These do not need to be particularly tall or large, and often a change in use or material makes the structure recognisable as different to its neighbours.

The creche at the corner of the Neighbourhood Park, the proposed community buildings and park structures, such as the community garden, are all minor landmarks for the development.

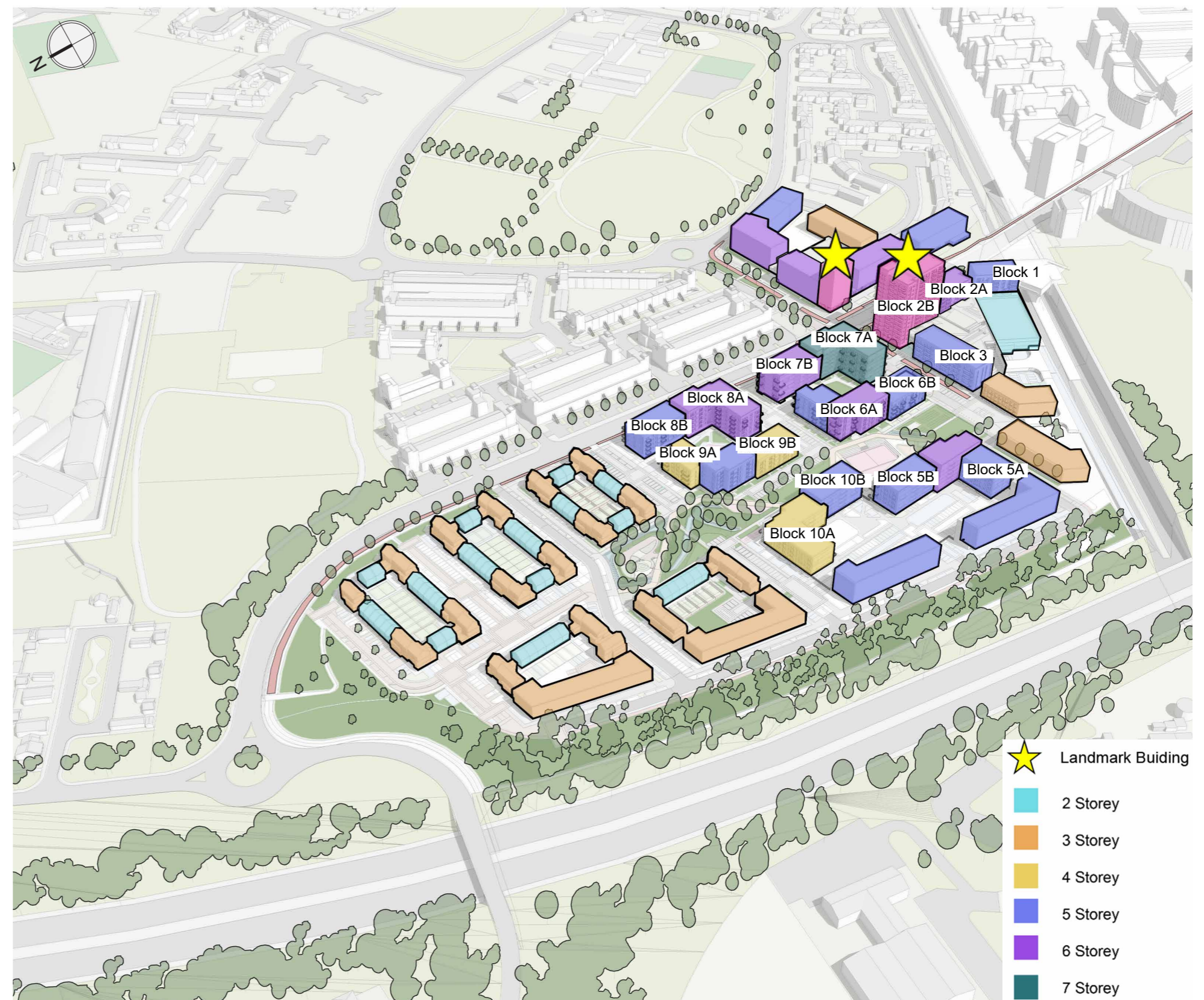


Figure 2.4 - Heights Diagram



## 2.0 | URBAN DESIGN RATIONALE

### Public Realm and Place making.

Parkwest Avenue is to be urbanised around the Dart station to become the shared space for the surrounding neighbourhoods, a new Main Street with a high quality public realm, active frontages, and excellent public transport. Local residents pass across or along the Main Street to go from one neighbourhood to another and so it becomes a strong reference point marked at each end by two tall buildings, one forming part of this proposal, and one recently permitted just south of the railway.

Central to Cherry Orchard Point is a new large and dynamic neighbourhood park, and this is both the ordering device for the urban site plan and the driving force for the new development.

Roads and vehicles are pushed to the peripheral edges of the site, making the central space a safe and pleasant car-free space for residents and visitors. A continuous edge to Park West Avenue will create better enclosure and activity on that street, and will announce the changing nature of the streetscape as the station and village hub are approached from the Palmerstown Way motorway overpass and Cloverhill Road.

New street trees, an off-road cycle lane, parallel parking bays and a pedestrian/cycle crossing on Park West Avenue will help to calm traffic.

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.

New two-way off-street cycle lanes will connect to (i) the station and (ii) Cherry Orchard Park making a continuous local network.

A new pedestrian connection is to be made between Barnville Park and Park West Avenue, making easier and shorter journeys for those residents to access the station and local bus stops, and the new shops.

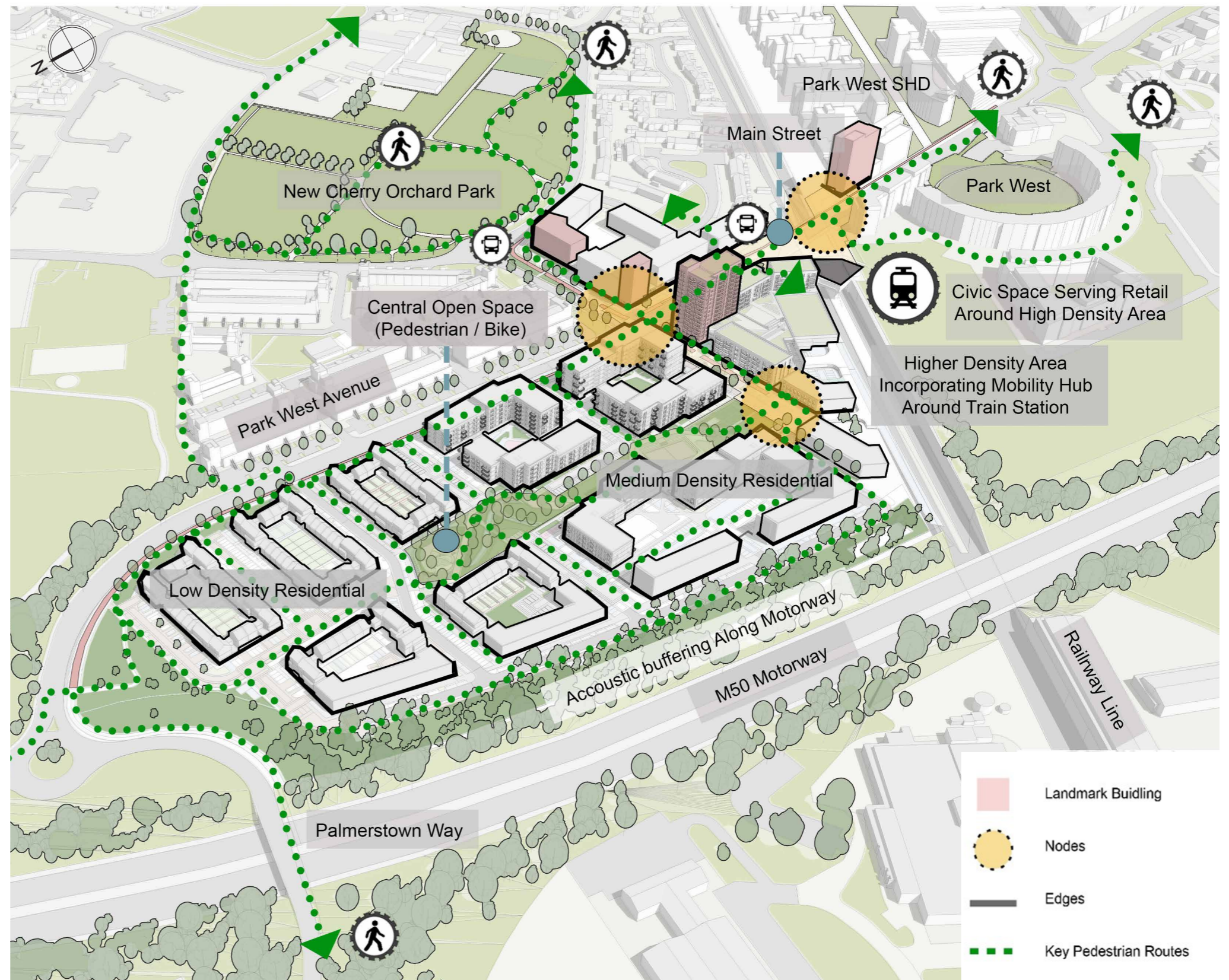


Figure 2.5 - Nodes & Edges Diagram



## Movement Strategy & DMURS: Designing for People

### Rationale

This movement strategy explains and supports the rationale behind the urban plan of the proposed new development at Cherry Orchard Point, and in particular the new pedestrian and cycle priority junction occurring between Park West Avenue, Cedarbrook Way 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.



Figure 2.6 - Shared street space, Vauban, Freiburg, DE



Figure 2.7 - Covers of various guidelines, standards, etc. under discussion



## 2.0 | URBAN DESIGN RATIONALE

### Existing Context and Needs

The existing path and cycle network within and surrounding Cherry Orchard is generally of poor quality and in need of local and wider improvements. There is a lack of connectivity for both pedestrians and cyclists, with priority given to private cars, despite the presence of the existing railway station and good bus connections.

Park Avenue West is particularly poor; a long, straight road with no safe crossing points to and from the station and bus stops, fast-moving through traffic and sub-optimum off-road cycle lanes and footpaths. A short drop-off zone has been provided outside the station, but many vehicles were observed mounting the kerb and parking on the plaza, posing a risk and inconvenience for pedestrians and cyclists.

Cedar Brook Way is the existing link road connecting the development site to New Cherry Orchard Park and the school, community centre and amenities within. It has a narrow footpath along its north side, no off or on-road cycle paths and connects onto a roundabout at the park, which gives vehicular priority over pedestrians and cyclists.

There is limited cycle infrastructure throughout the area and although on and off-road cycle lanes exist along the majority of Park West Avenue there is a lack of continuity. The Local Area Plan notes that this lack of cycle infrastructure has resulted in a poor uptake in cycling among local residents. Census data indicates that only 4% of people living in Park West use cycling as a preferred mode of transport, as opposed to 10% across the rest of the city.

The proposed new development cannot successfully integrate with New Cherry Orchard Park and the rest of the LAP lands without significant consideration to connectivity and movement hierarchy. The future residents of the new development and the existing residents of Barnville and Cedar Brook deserve safe, straightforward and attractive paths to and from their homes to the station, shops, schools and parks.



Figure 2.8 - Poor quality pedestrian and cycle paths at Park West Avenue and the Station plaza

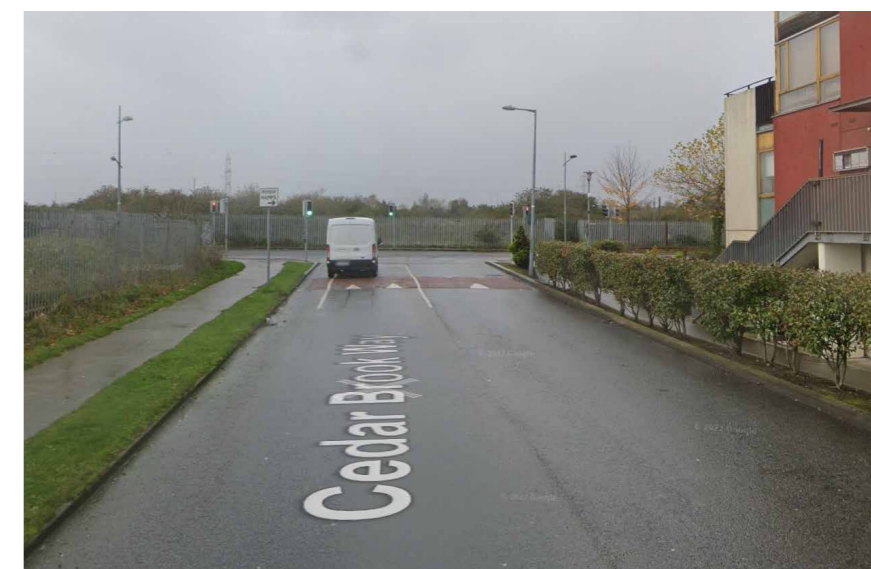
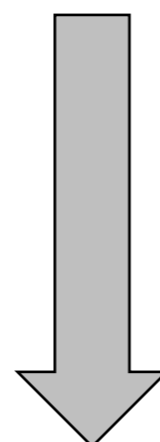
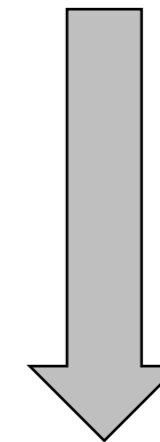


Figure 2.9 - Poor quality pedestrian and cycle link from Cedar Brook Way to Park West Avenue (Image Google Earth)



This is the opportunity to transform Park West Avenue and make a positive, sustainable change to how people live and connect within and around Cherry Orchard.





### Design Manual for Urban Roads and Streets (DMURS)

In designing the internal street network and its integration with the wider existing neighbourhood, consideration was given to pedestrians as a priority, with a descending order through cyclists, public transport and lastly the private car.

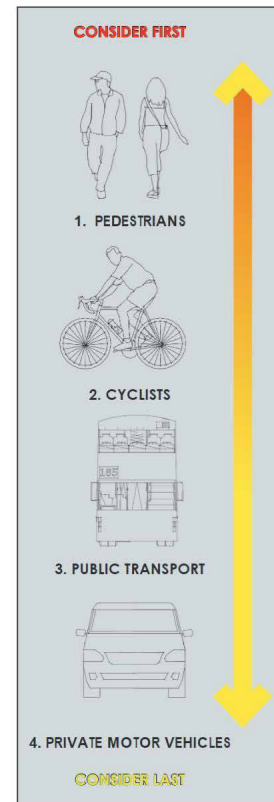


Image above extracted from DMURS

The key design principles of DMURS for connected networks, multi-functional streets, pedestrian comfort and safety were foremost in mind for the design team.

Central to the development is a linear green and car-free park that connects the northern section of the site to the high density area and station. This green park is fully permeable and accessible to all residents and visitors by foot and bike, and includes a second cycle path as an alternative to the more direct off-street path along Park West Avenue.

It is a key design principle of the urban framework plan to provide a safe, overlooked, attractive and car-free route from dwelling to station, bus, shops and even the nearest primary school in New Cherry Orchard Park with zero or minimum road crossings.

In tandem with this design ambition, encouragement and facilitation of 'active' travel within the neighbourhood is critical, and consideration is given to making cycling or walking an easy, convenient and enjoyable alternative to a car trip

### Urban Design Response to the Existing Road Network

Park West Avenue requires measures to calm traffic and create a sense of place. In particular, measures are needed to slow traffic and announce a change in the nature of the street from the fast-moving Palmerstown Way M50 overpass. The proposed design addresses this as follows:

- Building edge is brought close to the carriageway with multiple ground entrances.
- The existing and sub-standard cycle lane is moved off-street, separated from the road by large street trees and on-street parallel parking bays.
- A slip road serving the development was avoided in favour of a secondary peripheral 'loop' street around the north and M50 boundaries, connecting back to Park West Avenue via New Street.
- New short side streets or Woonerf streets irrigate the residential blocks and create short, walkable urban blocks.
- Shops and other non-residential uses clustered around the train station create activity and buzz. It is proposed to mirror similar development on the east side of the street to create a village character.
- The station plaza will be extended as part of the new development, and will include bicycle parking, seating, short-stay parking, bus stops and new crossing points.
- The station and bus stops on either side of Park West Avenue are to be made more accessible, safer and more pleasant places for pedestrians and cyclists to connect with public transport.





## 2.0 | URBAN DESIGN RATIONALE

### Urban Design Response to Integrate New Development

The development site is effectively land-locked by the M50 to the west, the Palmerstown Way overpass to the north and the railway line to the south. Connectivity is focused on Park West Avenue and Cedarbrook Way. The design priority is to better link the new and existing developments by foot and by bike, with consideration given to the Safe Routes to School Programme (2021).

Off-street cycle paths and wide pedestrian paths on the southern side of 'New Street' provide continuity from the green linear Neighbourhood Park that runs the length of the development to Park West Avenue. This is a 2-way cycle lane running behind the parking bays and buffered from parked cars by high-quality urban landscaping. These cycle paths connect with the existing and proposed upgraded network on Park West Avenue and will continue in a straight line across Park West Avenue towards New Cherry Orchard Park. The continuation of the 2-way cycle path to New Cherry Orchard Park in an off-road and landscaped setting is an important step in making safe, pleasant walking and cycling routes between the new development and the primary school.

A new pedestrian link is to be provided from Park West Avenue to Barnville Park via Site 5.

Shared pedestrian and cycle paths within the Neighbourhood Park provide an alternative route through the scheme, connecting all of the Woonerf streets to the loop secondary street and ultimately Park West Avenue.

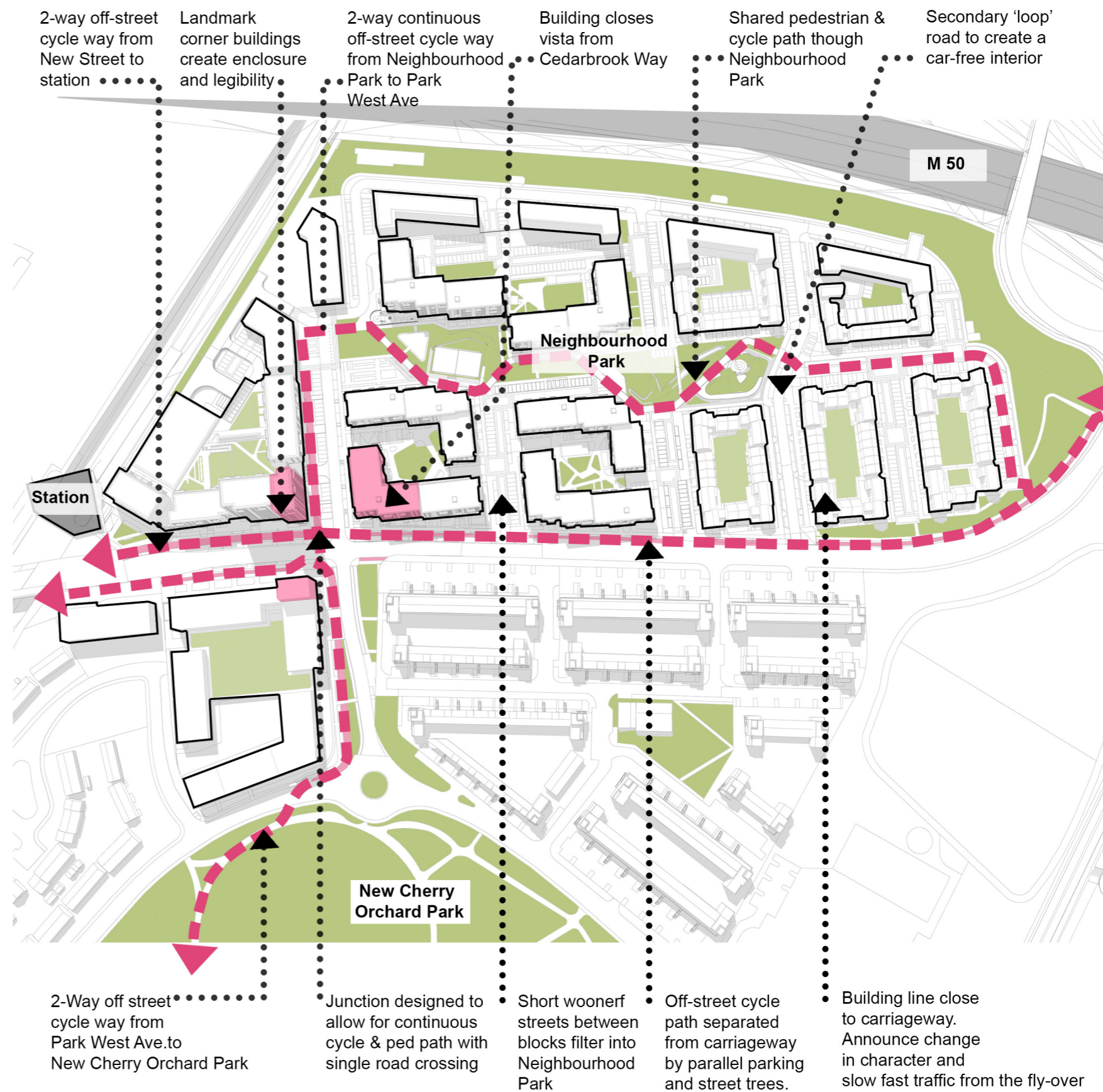


Figure 2.10 - Urban Design Response to Integrate New Development



Character Areas & Block Layout Design

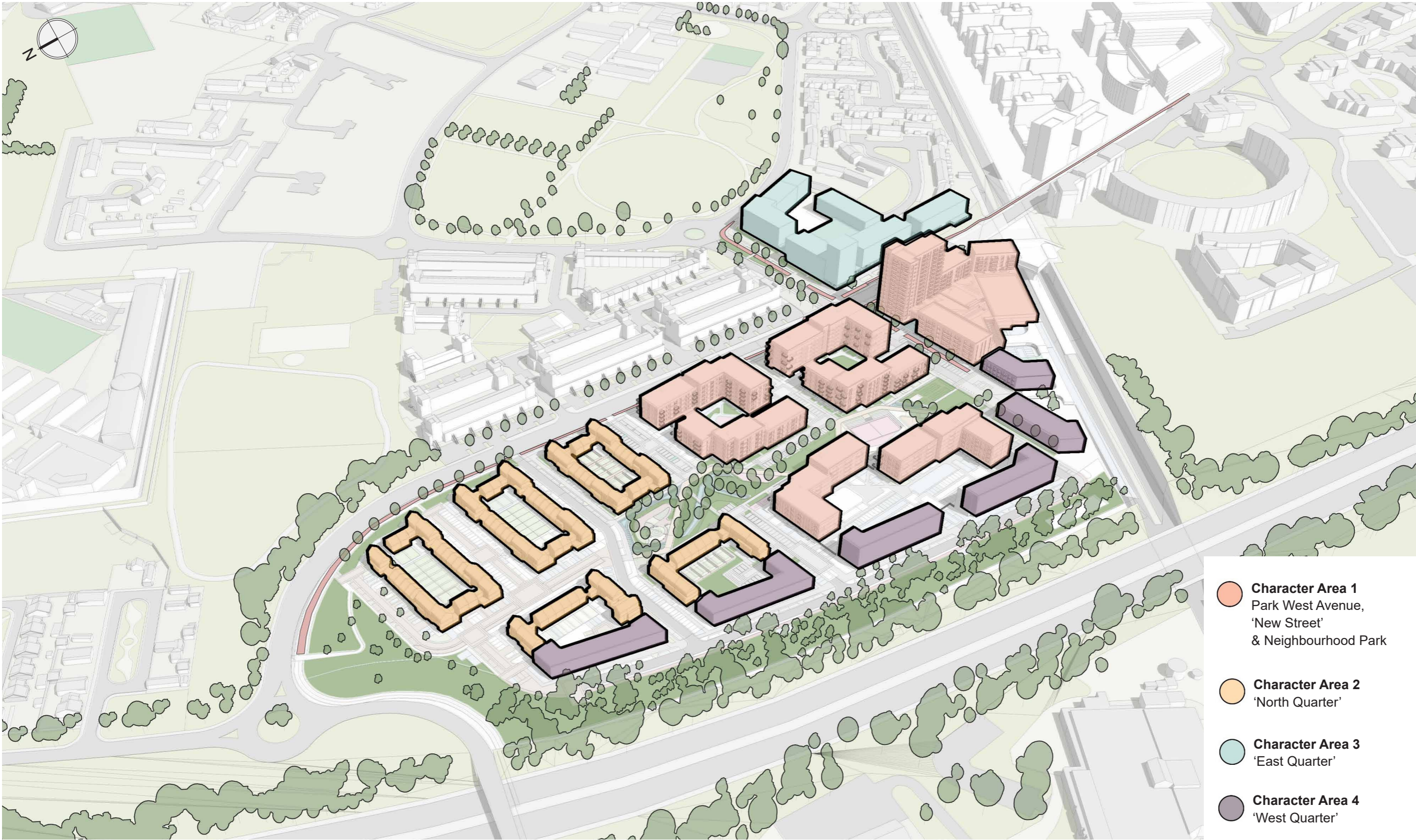


Figure 2.11 - Character Areas



### Movement Sequence & Character Areas

'Serial Vision' is a term coined by the urbanist Gordon Cullen which is used to describe the experience a person has moving through the built environment, and how all of the elements combine to create a series of unfolding views, spaces and experiences. The site layout and urban framework plan for the development is designed with a very distinctive movement strategy that prioritises pedestrians and cyclists over the private car, and which frames a series of different character areas along that journey.

### Neighbourhood Park

The Neighbourhood Park in the heart of the scheme is a car-free, high amenity park and green 'street'. The northern end is characterised by low-mid density dwellings and play areas for children that are woven in and around the remaining hedgerows of the townland boundaries. Residents can choose to walk or cycle through this park to reach the shops, station and New Cherry Orchard Park as an alternative to the more direct and faster off-street paths on Park West Avenue.

Building height and density increase moving into and through the mid-density neighbourhood towards Park West Avenue and the station.



Figure 2.12b - View A - Low-density neighbourhood & Neighbourhood Park

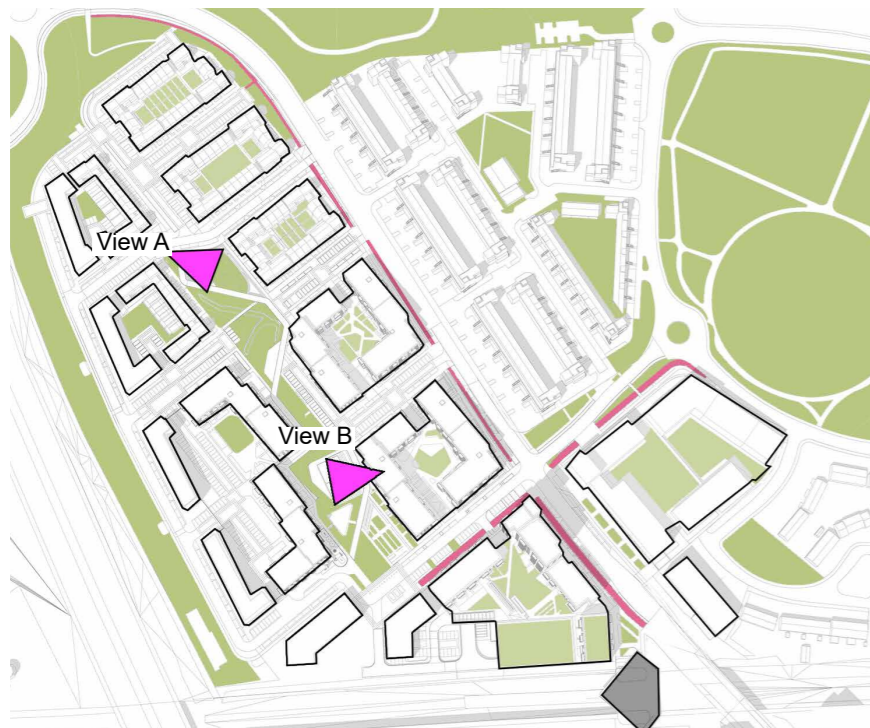


Figure 2.12a - Key plan to CGIs on right

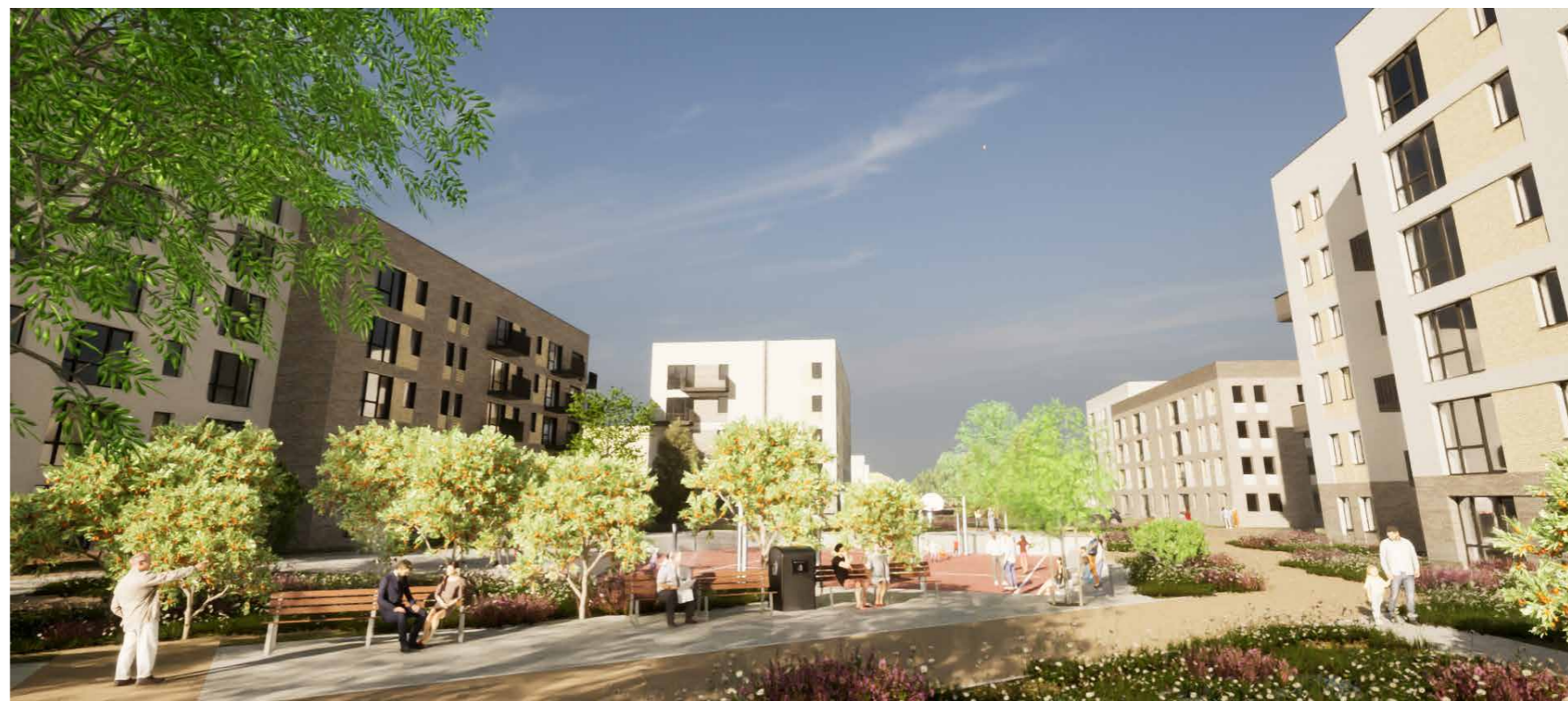


Figure 2.12c - View B - Mid-density neighbourhood and games area within



**Movement Sequence & Character Areas**

**Park West Avenue**

High-density apartment buildings and ground floor retail on both sides of Park West Avenue will characterise this part of the new development. A 15-storey landmark building (Block 2B) on the corner of Park West Avenue and New Street emphasises the presence of a new neighbourhood for Cherry Orchard, and the provision of such a landmark building up to 60m high in close proximity to the train station is an objective of the LAP.

The 2-way cycle and pedestrian paths from Neighbourhood Park and New Street intersect with the upgraded off-street cycle path along Park West Avenue, and continues (a) across Park West Avenue to New Cherry Orchard Park or (b) SE to the station. The new route from Park West Avenue to New Cherry Orchard Route is proposed to be a continuation of the 2-way cycle path and separate pedestrian path, now within in a landscaped setting, overlooked by future high-density development on Site 5 of the LAP.

A key principle behind the urban plan is pedestrian and cyclist priority and ease of use, as a preference to 'inconvenient' car use.



Figure 2.13b - View A - New Street intersection with Park West Avenue looking NE to New Cherry Orchard Park

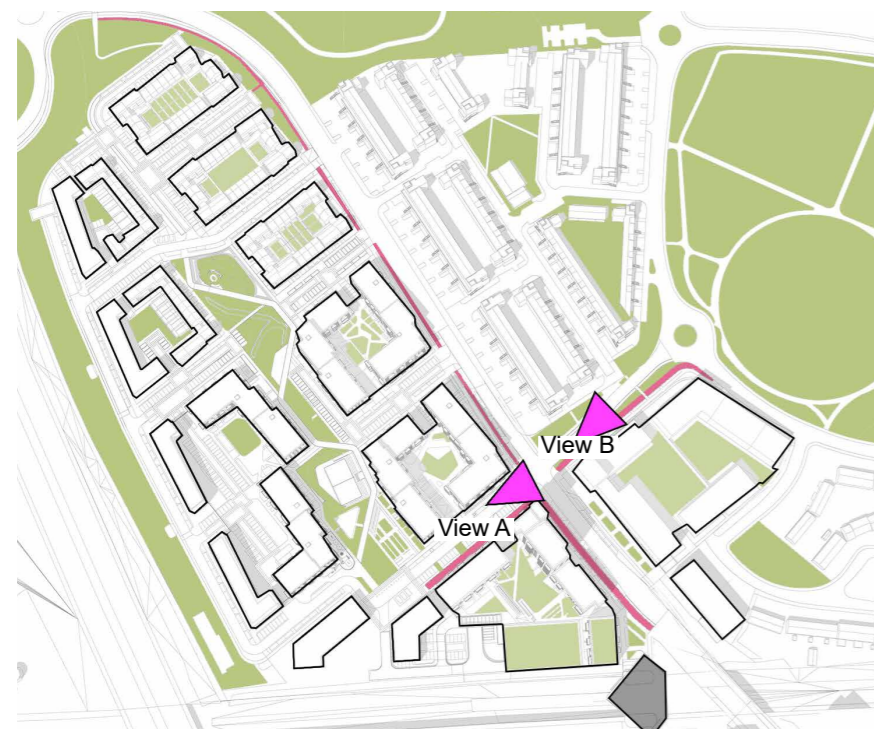


Figure 2.13a - Key plan to CGIs on right



Figure 2.13c - View B - Proposed new 2-way cycle path parallel to Cedarbrook Way to New Cherry Orchard Park



## 2.0 | URBAN DESIGN RATIONALE

### Movement Sequence & Character Areas

#### Mid-Density Area and New Street

Neighbourhood Park continues through the mid-density neighbourhood onto New Street, a new vehicular access into the development from Park West Avenue. The mid-density neighbourhood is characterised by that same increasing building height and density to the south, and intensity of amenity uses in the park. The intersection of the park with New Street is marked by a community garden, a picnic lawn that doubles as an event space and a landscaped shared surface civic space.

Woonerf streets between mid-density blocks provide pedestrian and cycle permeability to the perimeter loop street and to Park West Avenue.

Turning NE onto New Street, a pedestrian or cyclist has the choice to continue their journey along an off-street landscaped 2-way cycle path to Park West Avenue. New Street is more urban in its nature, with taller buildings and greater enclosure. Community uses and a creche on the ground of Buildings 5A and 6B on either side of the park provide new, different activities and street frontage

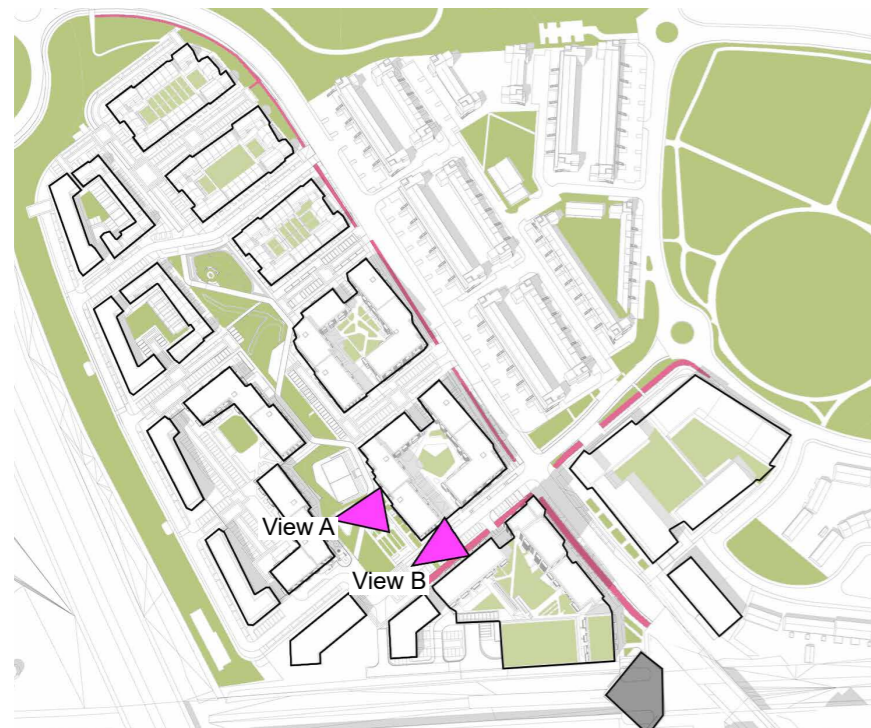


Figure 2.14a - Key plan to CGIs on right



Figure 2.14b - View A - Mid-density neighbourhood looking East towards New Street



Figure 2.14c - View B - New Street looking NE towards Park West Avenue



**Character Area 1**

**Park West Avenue, 'New Street' and 'Neighbourhood Park'**

Phase 1 of Cherry Orchard Point comprises approximately 42% of the overall development site area, and will provide 708 new homes, 2896 sqm of retail uses, 2378 sqm of internal and external community, arts and cultural uses and a 672 sqm creche.

Within Phase 1, the development will include three smaller character areas, or residential 'cells', each with a distinctive feel and design: Park West Avenue, New Street and Neighbourhood Park.

**Park West Avenue**

Development on Park West Avenue 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.

A slender 15-storey c.51 m high landmark building, which itself is an objective of the Cherry Orchard Local Area Plan, marks the transport and retail focus of Cherry Orchard Point, and the intersection of pedestrian and cycle routes through and from the development site, making safer, better connections to the rail station and to Cherry Orchard Park in the east, via Cedarbrook Way.

New on-street parking bays, off-road cycle path and street trees will transform this section of Park West Avenue into a safer, well-overlooked, more attractive, and urban street.



Figure 2.15b - Artist Impression View of Park West Avenue looking north

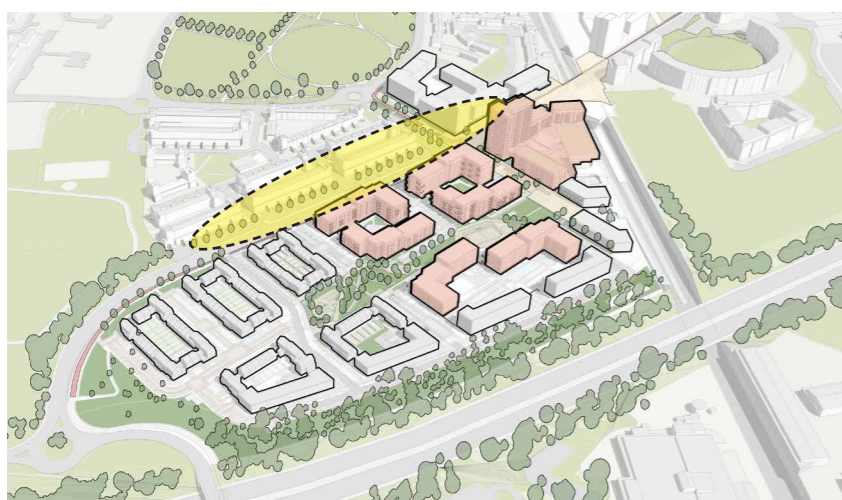


Figure 2.15a - Character Area 1: 'Park West Avenue'



## 2.0 | URBAN DESIGN RATIONALE

### Character Area 1

#### 'New Street'

'New Street' is a new high-density, and urban residential street linking Park Avenue West to the centre of the neighbourhood.

New Street is a short street, fronted by strong, formal apartment buildings on both sides which give this space a very urban feel.

Wide pavements, large street trees and a landscaped civic space at the end of the Neighbourhood Park give this part of the development a distinctive character. Off-street cycle lanes on Park West Avenue and New Street will lead into the Neighbourhood Park.

The Neighbourhood Park terminates on New Street and a small, civic space and future commercial or civic building closes the vista. The 15-storey landmark building at Block 2B is visible on the street corner, and is a strong marker for legibility and orientation within the neighbourhood.

The civic space is an extension of the park and is designed to accommodate special community events that might spill out from either the park or the adjacent community & cultural amenities building.

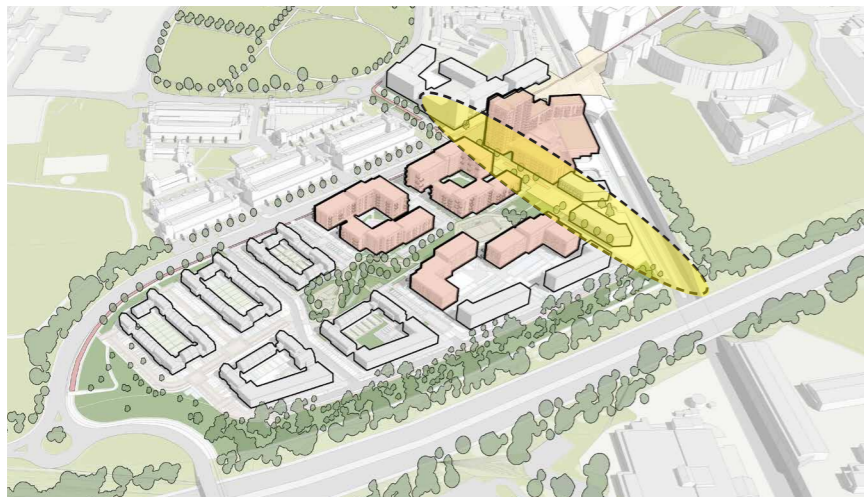


Figure 2.16a - Character Area 1: 'New Street'



Figure 2.16b - CGI of landmark tower at Block 2b and Block 3 adjacent.



**Character Area 1**

**‘Neighbourhood Park’**

‘Neighbourhood Park’ is the largest sub-neighbourhood of Phase 1, and is a mid-density residential neighbourhood of 4 to 6 storey buildings fronting the large Neighbourhood Park.

Woonerf, which is a Dutch term for ‘living streets’, are proposed between the buildings and will provide permeable and visual connectivity between Park West Avenue and the green park. Informal on-street parking is tucked in between street trees and soft planting.

The building edge is continuous, but less formal than New Street, and changes in building height create a more animated streetscape character.

The apartment buildings are a mix of brick and render, with staggered balconies and well-defined common entrances. Ground apartments open out onto private terraces protected by boundary railings and hedges, and many have their own entrances leading off the street which will contribute to pedestrian activity and passive surveillance of the public realm.

The many activities and features of the park will make this a very attractive place to live and visit.



**Figure 2.17a** - Character Area 1: ‘Neighbourhood Park’



**Figure 2.17b** - Artist's impression of the Woonerf Street between Block 7B and Block 8A



## 2.0 | URBAN DESIGN RATIONALE

### Character Area 2

#### 'Northern Quarter'

The Northern Quarter of Cherry Orchard Point comprises approximately 25% of the overall development site area, and can provide approximately 168 new affordable homes.

This section of the site is proposed to be a low to medium density neighbourhood of 2 to 3 storey houses, duplex units or walk-up apartments.

Dwellings are arranged around a series of Woonerf streets and the theme of pedestrian and cycle priority continues in and around this character area.

Most of the dwellings will be 'own-door' homes, which will create a fine-grained and active streetscape to the park and shared surface Woonerf streets and a distinctive contrast to the mid and high-density areas of Cherry Orchard Point.

Green infrastructure extends through this phase up to the northern boundary. The intensity of active amenities within the Neighbourhood Park diminishes in favour of more passive features, with an emphasis on biodiversity and a natural experience.

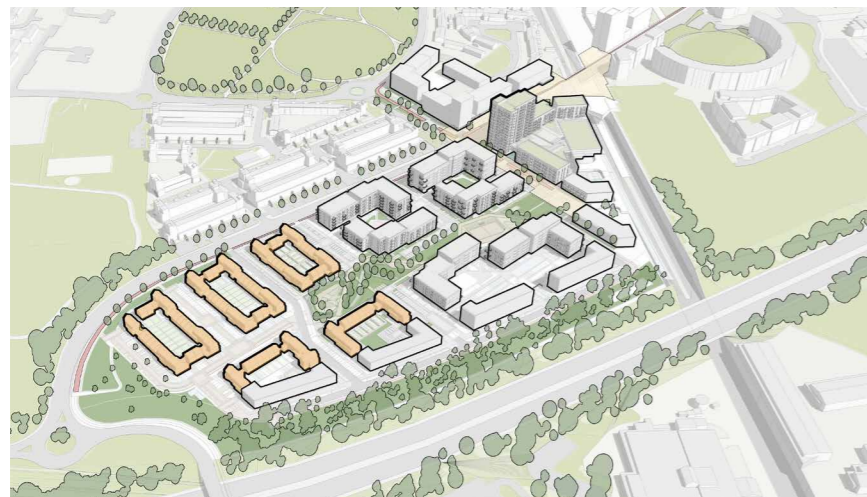


Figure 2.18a - Location of Character Area



Figure 2.18b - Artists impression of low - medium density development in 'Character Area 2' / The Northern Quarter



Figure 2.18c - Artists impression of low - medium density development in 'Character Area 2' / The Northern Quarter



### Character Area 3

#### 'East Quarter'

The third sub-neighbourhood of Cherry Orchard Point comprises approximately 13% of the overall development site area, and can provide approximately 254 new homes.

This neighbourhood will mirror the scale and intensity of development proposed in Phase 1 along the east side of Park West Avenue. Ground level retail units and a landscaped civic pavement will animate the southwest façade of this block and contribute to the urbanisation of Park West Avenue.

This high-density and tightly planned urban block will provide a wide landscaped pedestrian and 2-way off-street cycle link from Park West Avenue to Cherry Orchard Park and the wider neighbourhood.

A new pedestrian link is proposed between Park West Avenue and Barnville Park, which will make a more direct and better-overlooked shortcut for these residents to the railway station, bus stops and the future shops.

The urban form is a courtyard building with a large semi-private communal open space in the centre. A creche is proposed on the northeast corner of the site where it will be accessible to future and existing residents, and easily reached by foot.



Figure 2.19a - Character Area 3



Figure 2.19b - Sketch concept image of Character Areas 3 and the pedestrian / cycle way to Cherry Orchard Park.



Figure 2.19c - Sketch concept image of Character Areas 3 and the pedestrian / cycle way to Cherry Orchard Park.

### Character Area 4

#### 'West Quarter'

This sector of Cherry Orchard Point comprises approximately 20% of the overall site development area and has potential to provide for up to 18000 sqm of commercial/enterprise buildings along the M50, subject to detailed design.



Figure 2.20a - Character Area 4

This is the final phase of development and the Local Area Plan has identified these lands for commercial and enterprise units, ranging in building height from 1 to 8 storeys high.

These buildings would form a secondary buffer along with the tree-lined greenbelt between the M50 and the new residential development.

A section of this character area will be required by Irish Rail for use as a works compound during the planned electrification of the railway line, DART + South West. The project is expected to be completed by 2030, which will delay the development of these lands in the short and medium term.

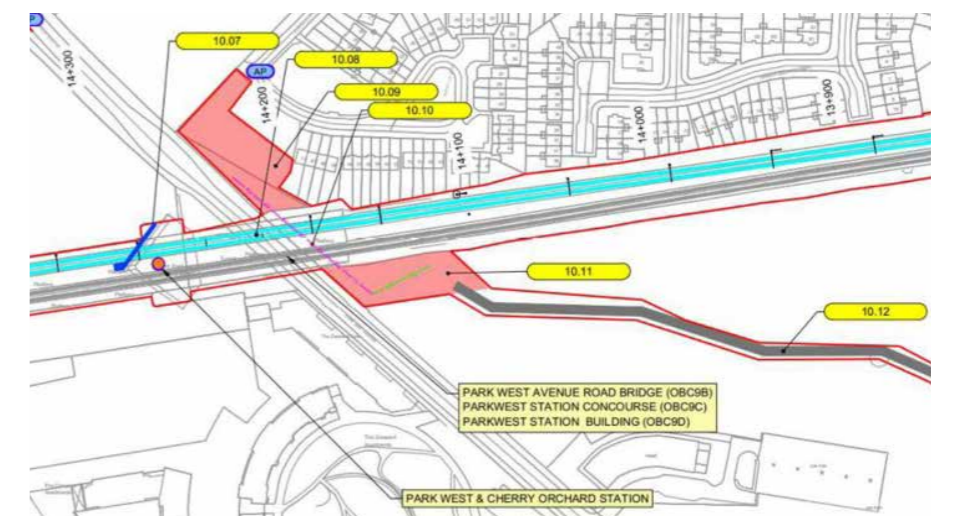


Figure 2.20b - Extract from DART + Rail Order.



## 2.0 | URBAN DESIGN RATIONALE

### Cross-Sections through Typical Streets

The street hierarchy, movement strategy and public realm proposals for Cherry Orchard Point have influenced street sections within the scheme, and each street has its own particular design elements and characteristics.

The following set of drawings illustrate a design response to each street type: Park West Avenue (with different design details and character for the length of roadway opposite Cedar Brook and the future Site 5 lands), 'New Street', the Neighbourhood Park and Woonerf street 1.

Simple cross sections describe the width and allocation of space to different users and, in all instances, the pedestrian and cyclist is prioritised over the private car by having a higher-quality and more enjoyable experience of the public realm.

- 1 Street Section 1-1 - Park West Avenue
- 2 Street Section 2-2 - Park West Avenue (Cedarbrook)
- 3 Street Section 3-3 - New Street
- 4 Street Section 4-4 - Neighbourhood Park
- 5 Street Section 5-5 - Woonerf 01
- 6 Street Section 6-6 - Cedar Brook Way

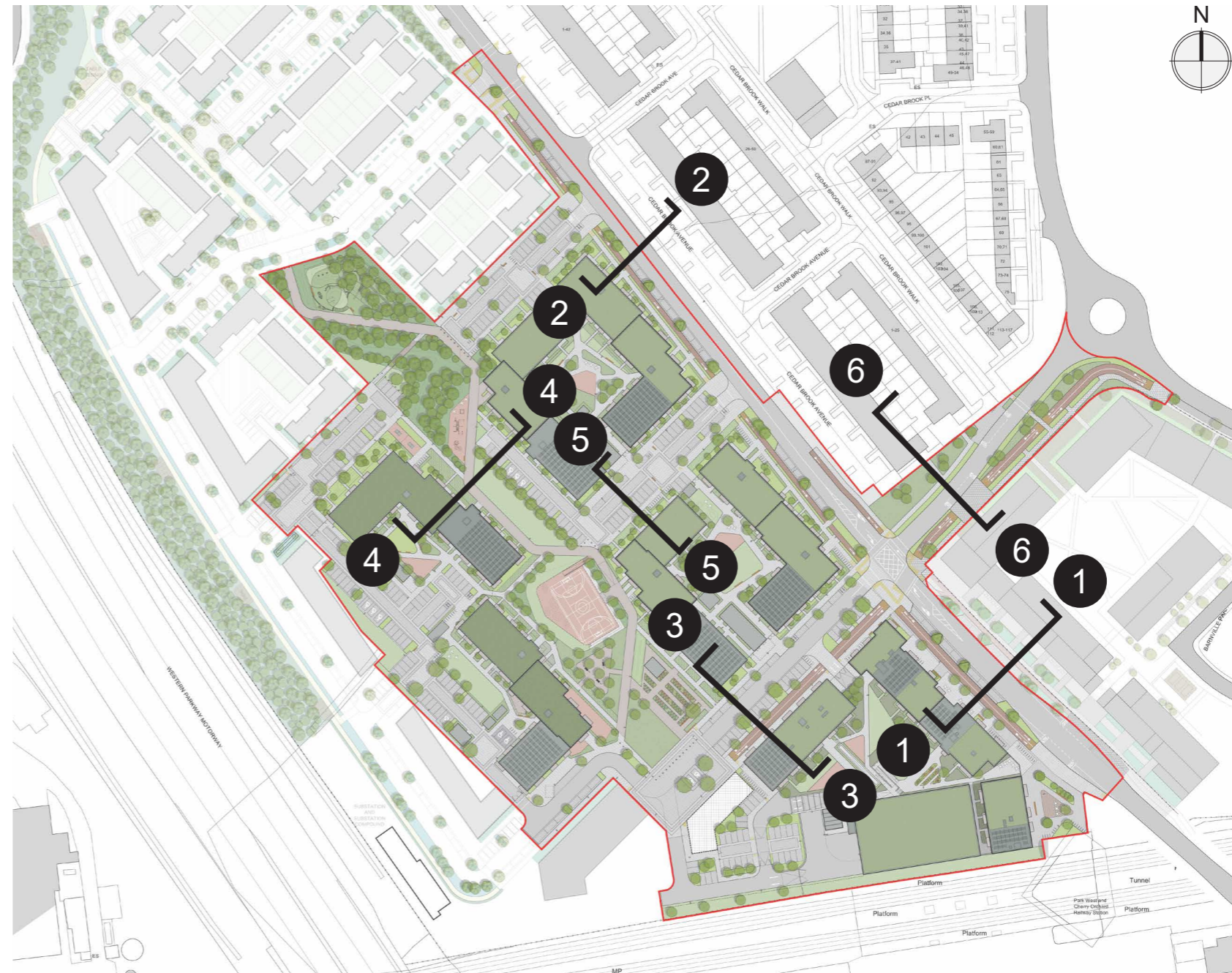
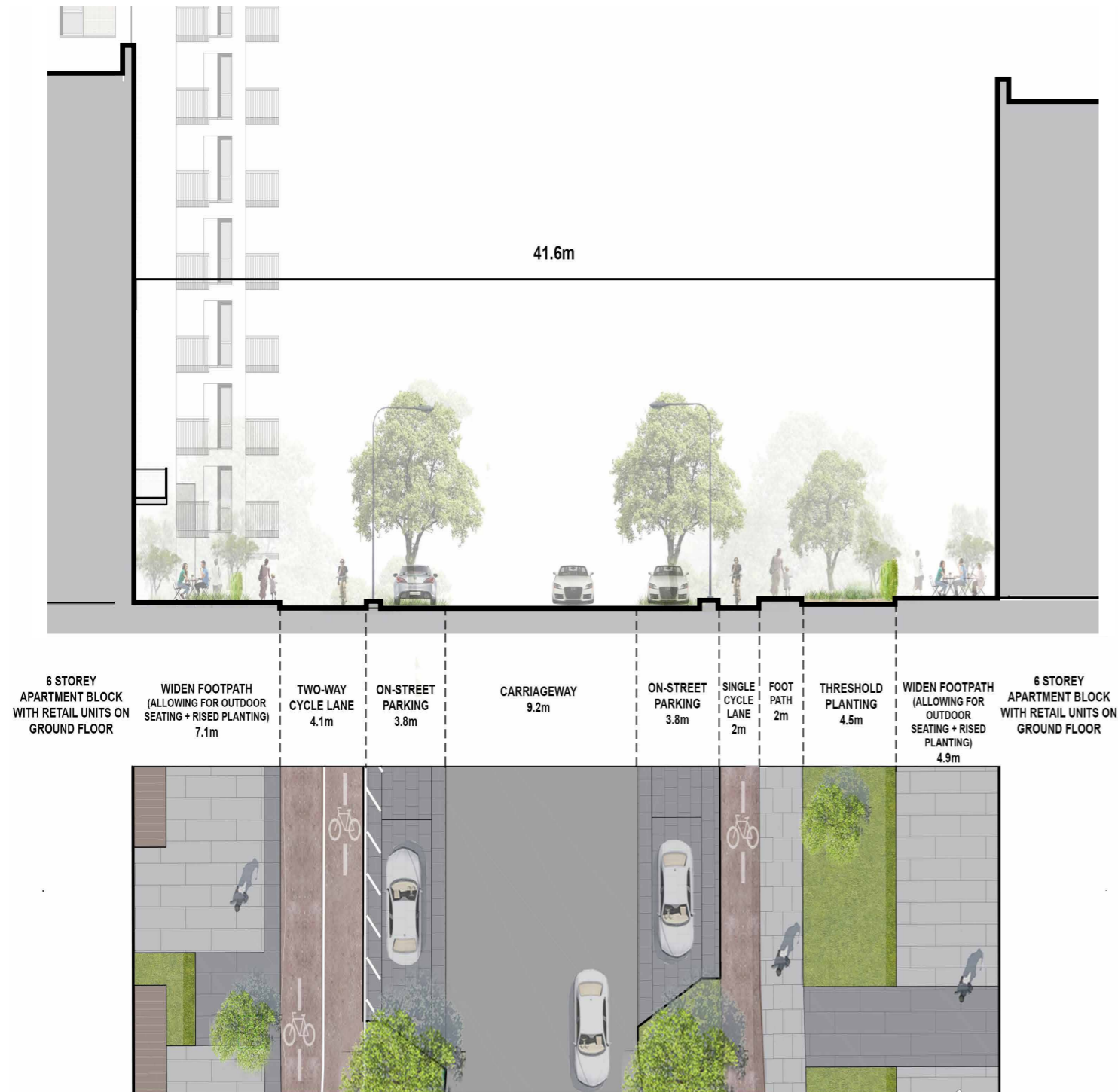


Figure 2.21- Key plan to street sections.

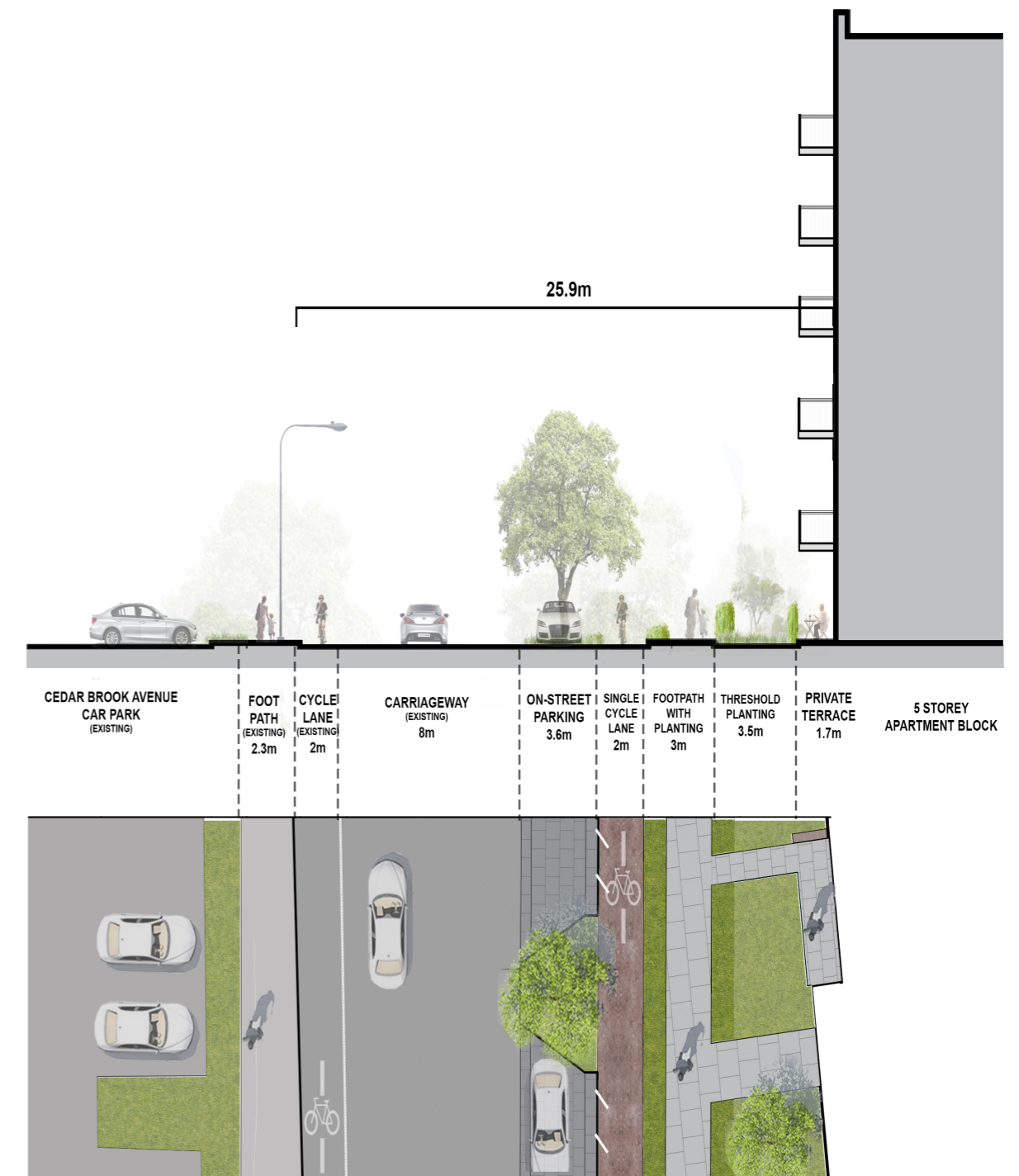


Street Section 1-1 - Park West Avenue



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

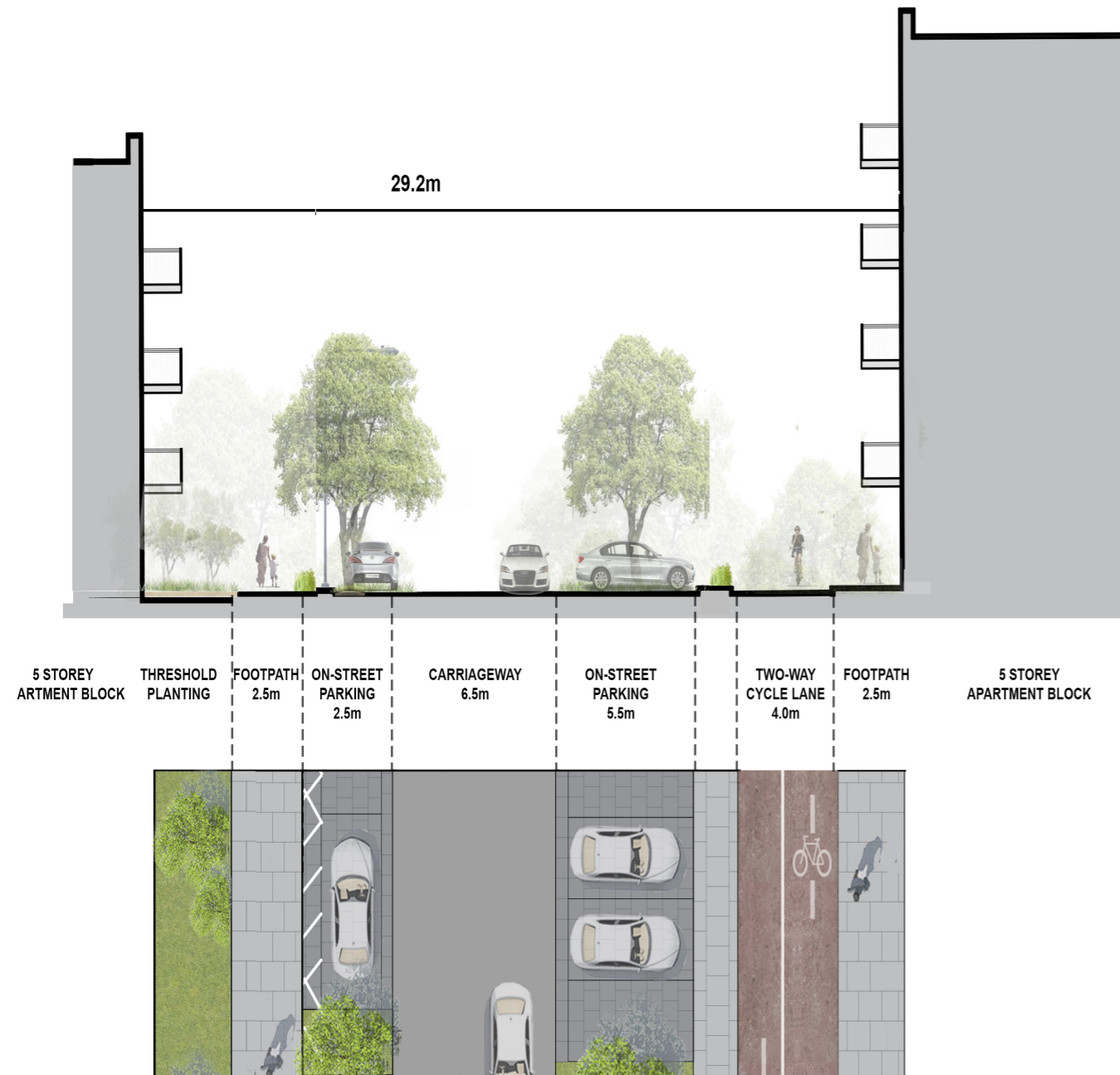
Street Section 2-2 - Park West Avenue (Cedarbrook)



- Building edges close to the carriageway provide overlooking and surveillance.
- Poor quality on-street cycle lanes are relocated off-street and separated from the carriageway by landscaped verges and parking bays.
- On-street parallel parking bays and large street trees will narrow the street width and help to calm traffic.
- Ground level apartments within Cherry Orchard Point have private terraces and own-door entrances fronting the street.

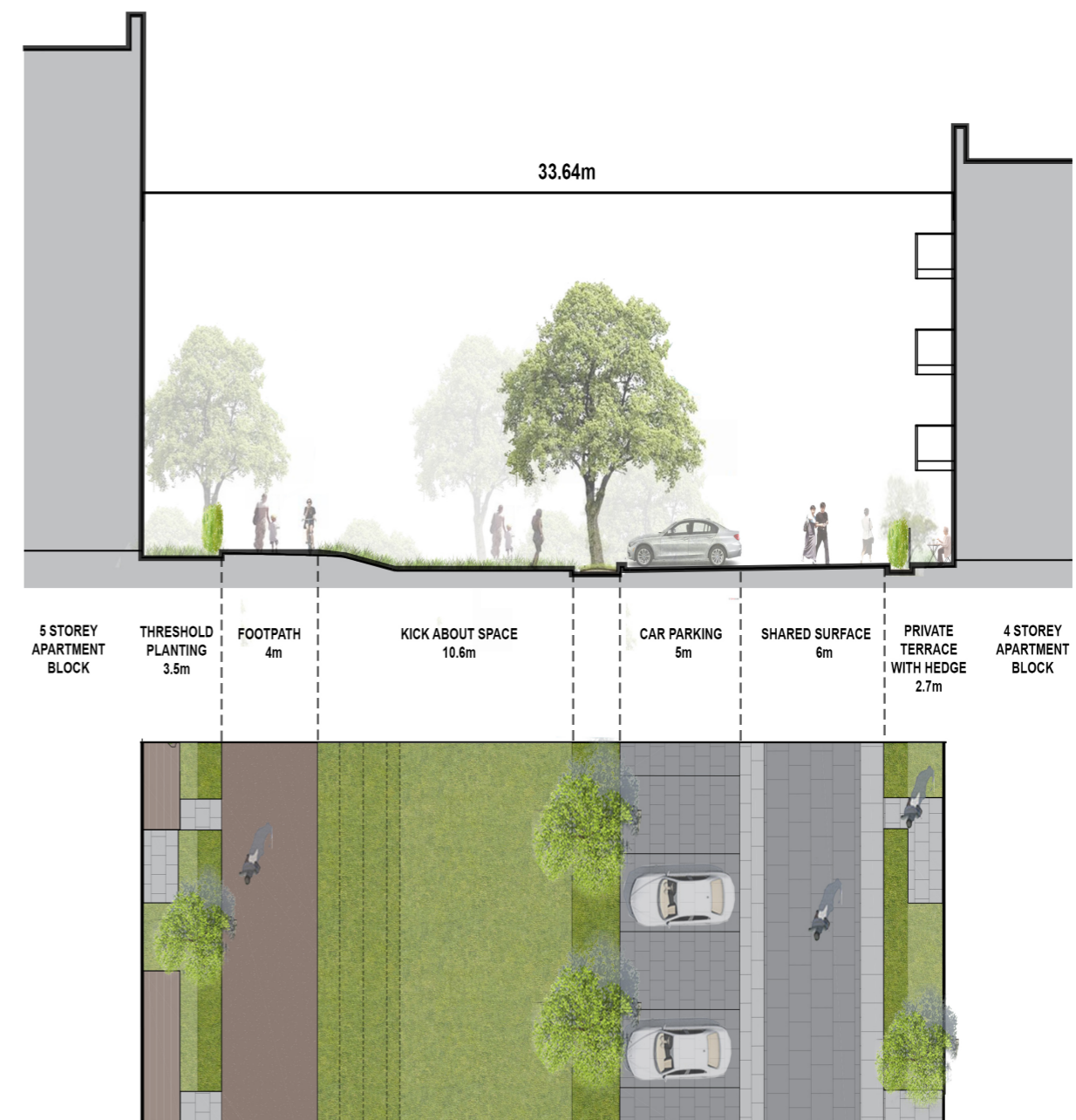


### Street Section 3-3 - New Street



- Building edges on both sides of the carriageway narrow the width, changing the character to urban residential.
- Community, Cultural and Arts uses on the south side of the street provide activity and footfall.
- Carriageway width is reduced to 6.5m.
- A 2-way off-street cycle path makes a continuous connection from the Neighbourhood Park to Park West Avenue.
- On-street parking is a mix of perpendicular and parallel, slowing traffic by design, and providing visual variety.
- Parking bays are broken by large street trees.

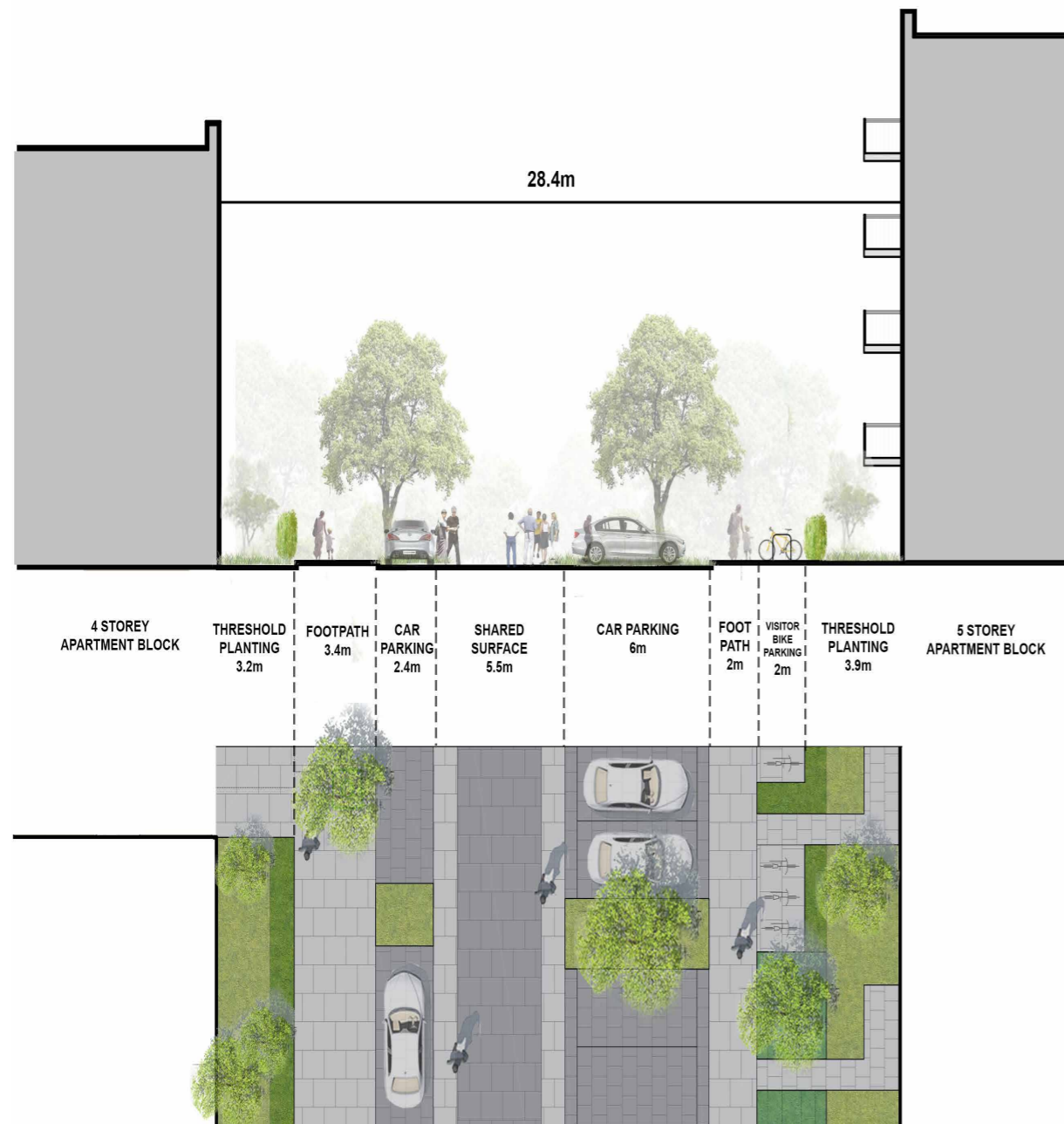
### Street Section 4-4 - Neighbourhood Park



- The park is a car-free zone with access to a small shared surface parking court for a small number of cars.
- Cyclists share path-space with pedestrians, and the organic nature of the route is a slower, more relaxed option that of the Park West Avenue cycle path.
- Different routes through the park give choice to residents and visitors.
- Paths and amenity spaces are overlooked by buildings on both sides.
- Ground units are own-door and have generous private terraces with direct access to the park.
- The space between buildings is held by the block edges; widths and heights vary along its length, changing the character.

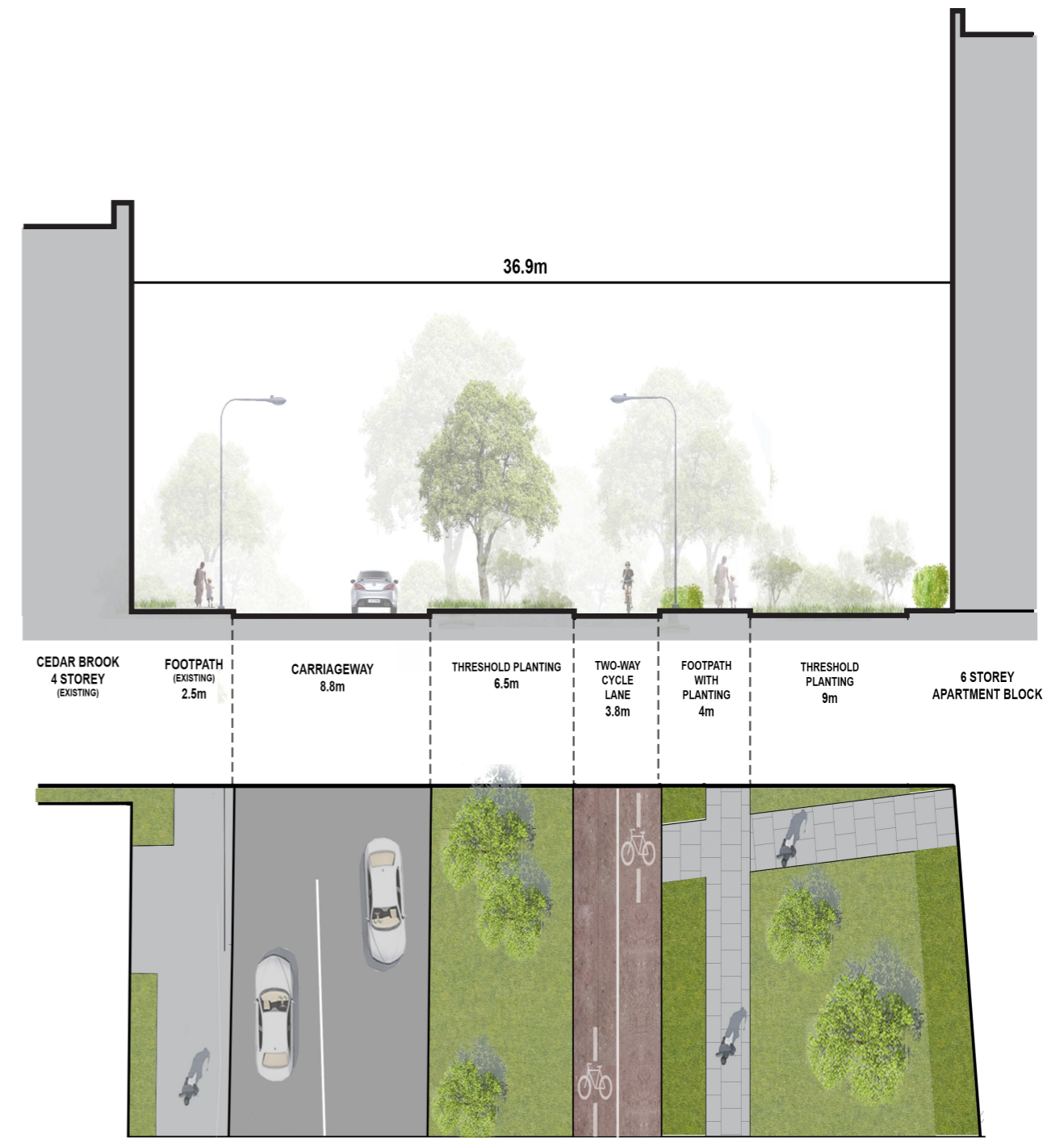


Street Section 5-5 - Woonerf 01



- Woonerf is a term for a 'living street' and is a planning concept of shared space, low-speed limits and traffic calming, first implemented in the Netherlands.
- The street is designed as a social space where pedestrians are encouraged to make full use of the roadway.
- The building edge is lower and the face-to-face width is shallower than New Street.
- Changes in material finishes, low kerbs, soft landscaping, trees, bicycle stands, and parking bays are considered holistically and work to create an attractive environment.

Street Section 6-6 - Cedar Brook Way



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



An architectural rendering of a modern residential development, presented with a green tint. The scene shows a wide street flanked by multi-story apartment buildings. The buildings feature balconies with white railings and some have small trees or plants on them. The street is lined with mature trees, and there are people walking on the sidewalks, a motorcycle parked on the street, and a few cars in the distance. The sky is filled with large, white clouds, and several birds are flying. The overall atmosphere is bright and airy.

# 3.0 | BLOCK LAYOUT AND DESIGN



### Block Layout & Design 'High Density and Medium Density Blocks'

Phase 1 of the Cherry Orchard Point development comprises of two sections: a high density section at the railway station and a medium density section on the main body of the development lands.

The high density section is a triangular site of three buildings, joined by a shared central podium and ancillary accommodation. These are mixed-use buildings with ground level retail, community, cultural, and art spaces, and a 2-level covered car park deck for residents and customers. There are 4 residential cores in this large urban block: Blocks 1, 2A, 2B and 3.

The Medium Density section covers more than two-thirds of the Phase 1 application site. This section comprises mid-rise courtyard and L-shaped blocks of predominantly residential dwellings, and includes a creche and cultural, community and arts spaces. The Medium Density section includes six 'parent' urban blocks, each with two cores named A and B.

Section	Block	Studios	1 Bed Apts	2 Bed Apts	3 Bed Apts	Total
High Density	1		13	11		24
High Density	2A		8	14	5	27
High Density	2B	1	43	66		110
High Density	3		12	23		35
Sub Total		1	76	114	5	196
Medium Density	5A	10	16	28		54
Medium Density	5B		10	14	5	29
Medium Density	6A		20	32	6	58
Medium Density	6B		8	12	4	24
Medium Density	7A	6	35	40		81
Medium Density	7B		5	25		30
Medium Density	8A	6	17	34	6	63
Medium Density	8B	5	13	10	5	33
Medium Density	9A		29	13	5	47
Medium Density	9B		8	10	4	22
Medium Density	10A		16	22	4	42
Medium Density	10B		10	14	5	29
Sub Total		27	187	254	44	512
Total		28	263	368	49	708

Table 3.0 - Schedule of units mix by Block at High & Medium Density area of the site

- High Density Blocks
- Medium Density Blocks



Figure 3.0 - Site layout highlighting the High and Medium Density Blocks



## 3.0 | BLOCK LAYOUT AND DESIGN

### High Density Apartment Blocks

The high density area of the site comprises 3 mixed-use buildings arranged on a triangular plot which is bounded by the railway line to the south and Park West Avenue to the east and ranging in height from 5 to 15 storeys. A 2-storey parking deck in the centre of the block is covered by a landscaped podium which is the communal open space for all residents.

Block 1, beside the station building, is a mixed-use block comprising 24 apartments above the entrance foyer and circulation zone of a ground level supermarket.

Blocks 2A and 2B consist of 137 apartments in a 2-core block, with 6 and 15-storeys respectively with ground-level retail, community and cultural uses. Block 2B is the landmark building within the development, and presents a tall slender façade looking north along Park Avenue West. A strongly-defined 2-storey plinth and feature windows on the 15th storey distinguish this building from the 'wings' of Blocks 1 and 3.

Block 3 is a 5-storey building comprising 35 apartments over ground level community and cultural uses.

The street elevations have a vertical emphasis that is reinforced by the use of different coloured/textured brick and render, and the windows and balconies have a very regular and ordered character.

Access to the communal open space within Blocks 1-3 will be restricted through the building's cores and managed through an access control system, ensuring that it is not freely accessible to the general public. Only individuals with the appropriate pass, key, or authorization will be able to gain entry



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

Block	Quantity
Block 1	24
Block 2A	27
Block 2B	110
Block 3	35
<b>Total</b>	<b>196</b>

Table 3.1 - Schedule of units by Block at High Density area of the site



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



### Medium Density Apartment Blocks

The medium density area of the site comprises six courtyard blocks arranged along either side of the Neighbourhood Park and ranging in height from 4 to 7 storeys. The central space within the courtyard blocks allows for secure communal amenity space for use of the residents within that block which is passively surveilled by the residents above. Play equipment is provided for smaller children within these areas. Residents also have access to secure bike and bin storage. Parking is provided in “woonerf” home zone areas adjacent which are overlooked by the apartments above. These areas are designed to slow traffic and prioritise pedestrians and cyclists over cars.

Block 5A also has a creche located at ground level. The creche has been designed for approximately 92 children with capacity for more and with it’s central location adjacent to the high density blocks it is conveniently located for both new and existing residents.

Community, cultural and arts spaces are provided at ground level of Blocks 6B and 7B allowing the mix of uses throughout the site.

With their location on either side of the Neighbourhood Park the perimeter blocks of the medium density area have views to a variety of landscapes within the public open space as well as providing passive security for residents using the amenities.

Contrasting buff and dark grey brick is used to the street elevations with painted render to some of the upper parts of the courtyard elevations. The building material palette has been chosen for its durability and easy maintenance. Balconies will be light grey coloured metal balcony system with vertical metal railings.

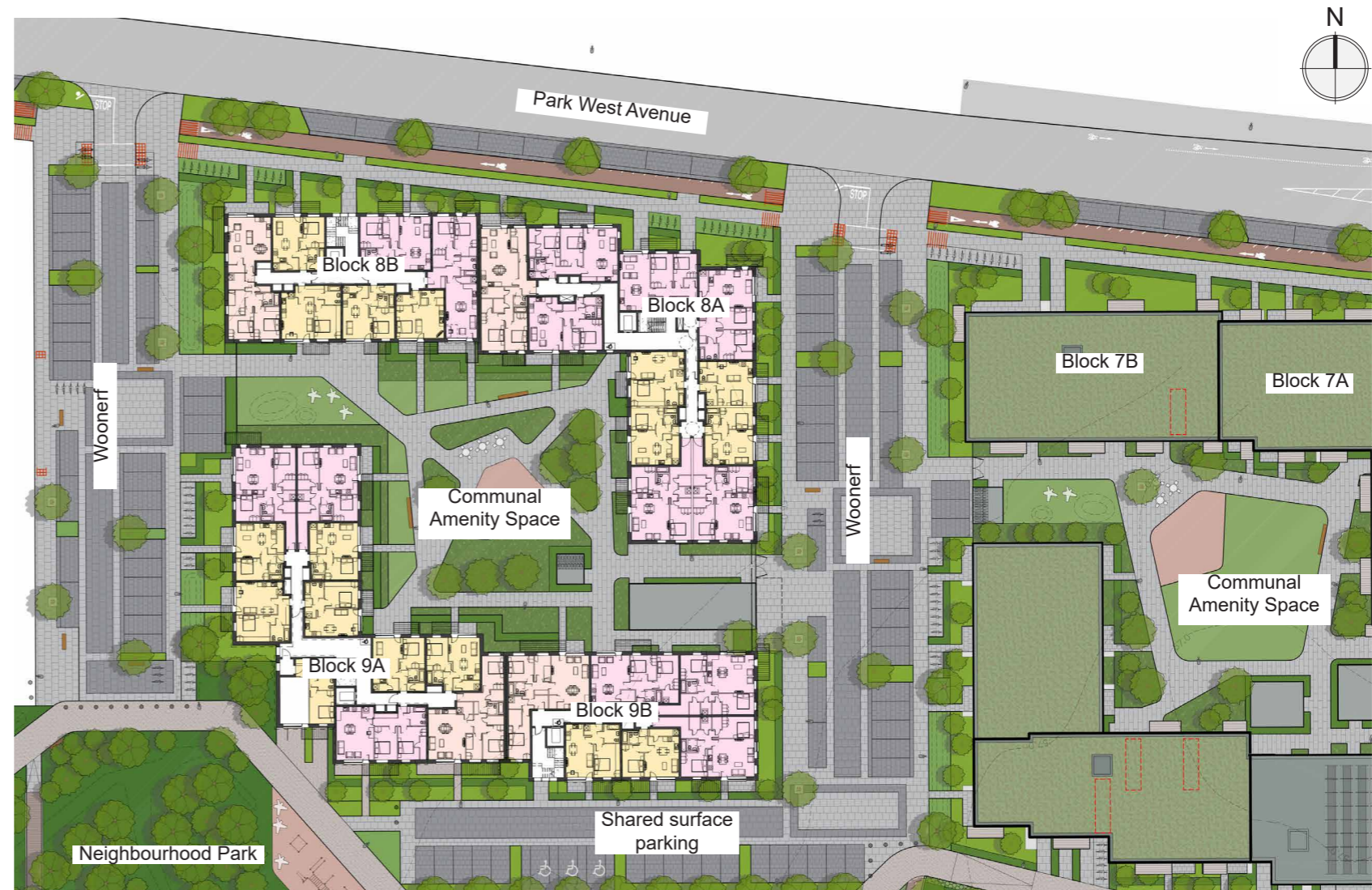


Figure 3.4 - Typical plan at Blocks 8 and 9

Block	Quantity
Block 5A	54
Block 5B	29
Block 6A	58
Block 6B	24
Block 7A	81
Block 7B	30
Block 8A	63
Block 8B	33
Block 9A	47
Block 9B	22
Block 10A	42
Block 10B	29
<b>Total</b>	<b>512</b>

Table 3.2 - Schedule of units by Block at Medium Density area of the site



Figure 3.5 - Verified View of Blocks 7B and 8A



### 3.0 | BLOCK LAYOUT AND DESIGN

#### Residential Tenure Mix

A total of 23% of the 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, being the current and future planning application, and will be 20% overall.

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.

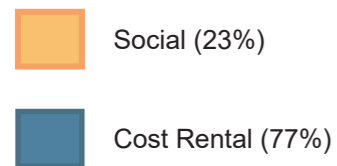


Figure 3.6 - Site layout highlighting the Social and Affordable Blocks



#### Universal Design Units

In accordance with the Housing Options for an Ageing Population Policy Statement 2019, 50% of the apartments that are in excess of the minimum sizes should be designed in accordance with the guidance set out in Universal Design Guidelines for Homes in Ireland 2015 to ensure that they are suitable for older people, mobility impaired people, people living with dementia and people with disabilities.

*‘Universal Design is the design and composition of an environment so that it can be accessed, understood and used to the greatest extent possible by all people regardless of their age, size, ability or disability. An environment (or any building, product, or service in that environment) should be designed to meet the needs of all people who wish to use it. This is not a special requirement, for the benefit of only a minority of the population. It is a fundamental condition of good design. If an environment is accessible, usable, convenient and a pleasure to use, everyone benefits. By considering the diverse needs and abilities of all throughout the design process, universal design creates products, services and environments that meet peoples’ needs. Simply put, Universal Design is good design.’* (ref. Centre for Excellence in Universal Design, CEUD)

A Universal Design (UD) Home can adapt and change with us by factoring in at the outset key design features that benefit the quality of life of everyone in the home. The application of Universal Design thinking to homes recognises differences and accommodates them through the integration at the outset of the design and construction stages of:

- Flexibility and ease of adaptability to meet people’s changing needs over time in a cost effective way;
- Sustainable design to improve comfort and energy efficiency; and
- Smart technologies to enable ease of living independently for longer.

Living in a UD Home helps to avoid the need for re-location or costly building works as needs change over time. Integration of smart infrastructure and energy efficient systems at the outset of home design avoids costly re-fits and also benefits everyone in terms of comfort, efficiency and quality of services.

The CEUD has published Home Design Guidelines which provide a flexible framework to apply the guidelines through incremental measures.

A total of **186** of the overall 708 units (26%) are designed to Universal Design standards. These are assigned in a proportional split between the cost rental and social and are ‘pepper potted’ across the site.

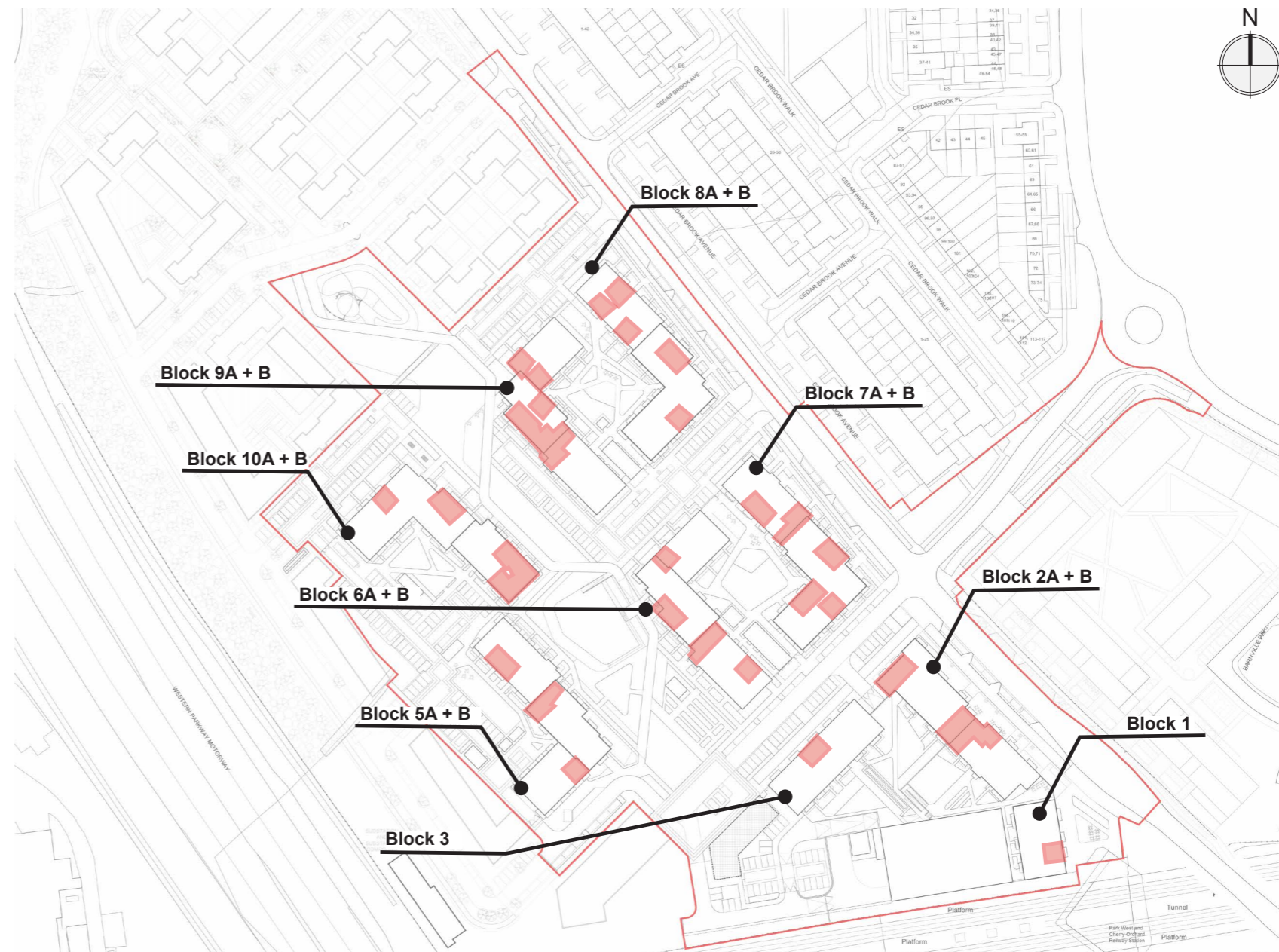


Figure 3.7 - Universal Design Diagram

Universal Design Units



### 3.0 | BLOCK LAYOUT AND DESIGN

#### Non Residential Accommodation. (Community, Cultural Art Spaces)

- Creche
- Community, Arts & Culture (External)
- Community, Arts & Culture (Internal)
- Retail Units
- Supermarket
- Phase 1 Planning Application Redline

Use	Area
Supermarket	2523m <sup>2</sup>
Retail Unit 1	60m <sup>2</sup>
Retail Unit 2	50m <sup>2</sup>
Retail Unit 3	41.5m <sup>2</sup>
Retail Unit 4	41.5m <sup>2</sup>
Retail Unit 5	50m <sup>2</sup>
Retail Unit 6	75.5m <sup>2</sup>
Retail Unit 7	54.5m <sup>2</sup>
Creche	672m <sup>2</sup>
Community, Arts & CultureSpace - Block 2B	156m <sup>2</sup>
Community, Arts & CultureSpace - Block 3	424m <sup>2</sup>
Community, Arts & CultureSpace - Block 6	289m <sup>2</sup>
Community, Arts & CultureSpace - Block 7	353m <sup>2</sup>
<b>Sub Total</b>	<b>4790m<sup>2</sup></b>
Community, Arts & CultureSpace - Neighbourhood Park	1157m <sup>2</sup>
<b>Total</b>	<b>5947m<sup>2</sup></b>



Figure 3.8 - Location of Non-Residential Uses

Table 3.3 - Combined schedule of non residential uses



**Non Residential Uses**

**Retail Uses**

Park West Avenue is a busy transport hub for rail and bus transport links which will increase in footfall and activity on completion of the DART + upgrade to the railway line and the implementation of Bus Connects in Cherry Orchard. A new anchor supermarket beside the station will benefit existing and the future communities of Cherry Orchard Point. Shops and services at ground level are complementary to the supermarket and will animate the Park West Avenue on both sides.

An off-street car park of 92 spaces will accommodate supermarket customers from the wider neighbourhood and those making a large weekly shop and short-stay ‘teaser’ parking bays on Park West Avenue will support the smaller retailers.

New large street trees, secure bicycle parking and an extension to the plaza in front of the railway station will serve to traffic-calm a busy Park West Avenue, and enhance this public realm for the new and wider neighbourhood.

The supermarket and shops are located at ground level, below 4 and 5 storeys of apartments. Shopfronts are large and bright, and many of the units can be joined or divided (subject to Planning Permission) if and when required.



Figure 3.9 - Artist's impression of new Civic Plaza by Cherry Orchard Station

Use	Area
Supermarket	2523m <sup>2</sup>
Retail Unit 1	60m <sup>2</sup>
Retail Unit 2	50m <sup>2</sup>
Retail Unit 3	41.5m <sup>2</sup>
Retail Unit 4	41.5m <sup>2</sup>
Retail Unit 5	50m <sup>2</sup>
Retail Unit 6	75.5m <sup>2</sup>
Retail Unit 7	54.5m <sup>2</sup>
<i>Total</i>	<i>2896m<sup>2</sup></i>

Table 3.4 - Schedule of commercial use



### 3.0 | BLOCK LAYOUT AND DESIGN

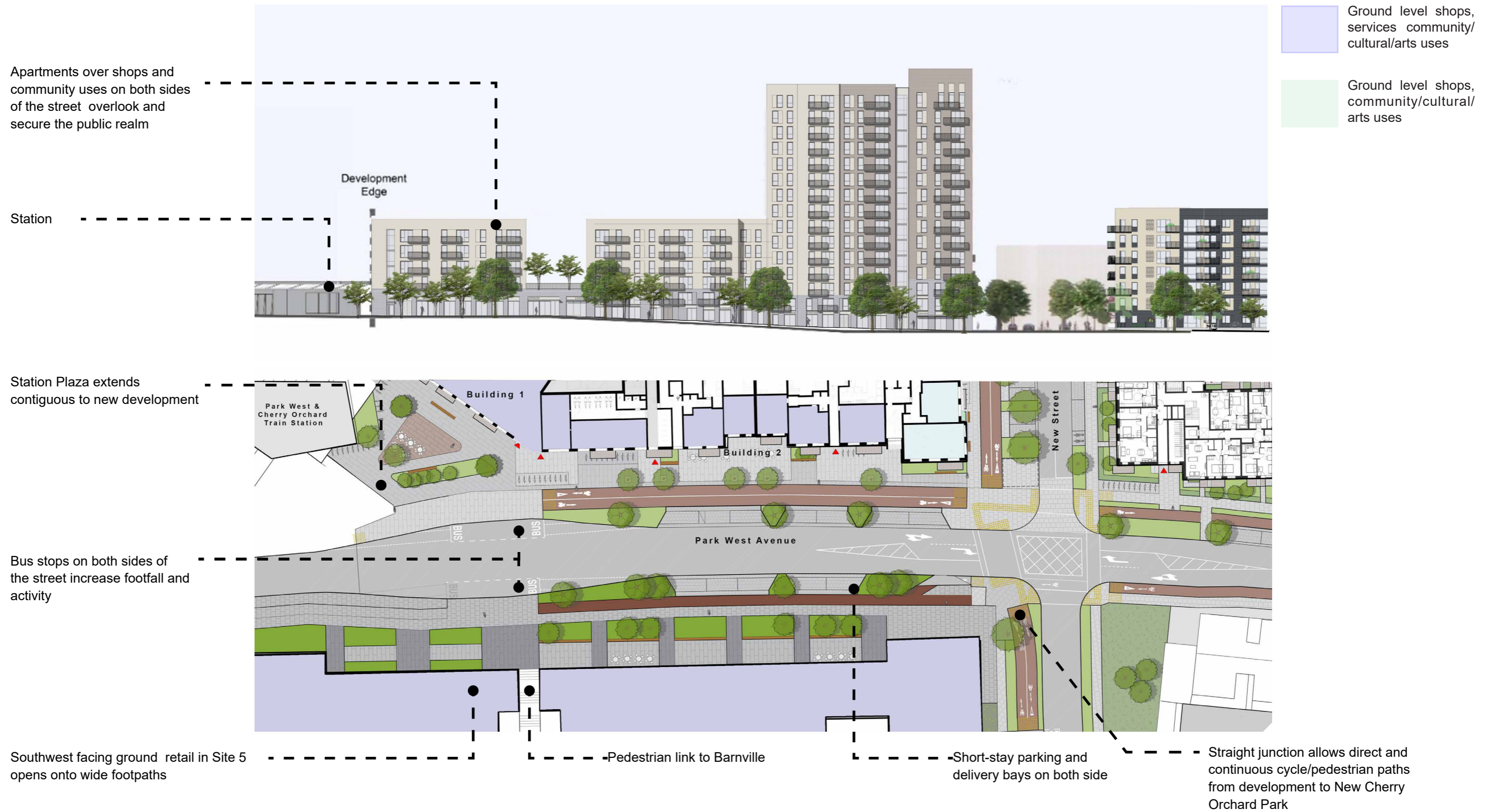


Figure 3.10 - Overview of Commercial Centre



**Park West Avenue: Mixed Use Development**

The supermarket and shops are located on the ground of the high-density apartment blocks. Units can be joined or divided (subject to Planning Permission) if and when required.

- Ground level shops, and services
- Ground level Community, Arts + Cultural

Commercial Unit	Area (m <sup>2</sup> )
Supermarket	2523
Retail Unit / Commercial 01	60
Retail Unit / Commercial 02	50
Retail Unit / Commercial 03	41.5
Retail Unit / Commercial 04	41.5
Retail Unit / Commercial 05	50
Retail Unit / Commercial 06	75.5
Retail Unit / Commercial 07	54.5
<b>Total</b>	<b>2896</b>

Table 3.5 - Overview of Commercial Centre



Figure 3.11 - Plan of Commercial Centre



## 3.0 | BLOCK LAYOUT AND DESIGN

### Non Residential Uses

#### Community & Cultural Art uses

In accordance with Objective CUO25 of the Dublin City Development Plan, space for community, cultural and art uses are to be provided as part of the overall development. The scheme will provide a mix of internal and external spaces. Internal spaces within Blocks 2B, 3, 6 and 7 are located on the ground floor of apartment blocks and face onto public streets or parks, where they are easily accessible and will contribute to the overall activity and footfall of the development.

The external community, cultural and art spaces are located within the Neighbourhood Park in the form of a community garden, with ancillary tool/potting sheds, a picnic lawn and an event space, that will cater for day and evening events such as markets, feis ceol, and garden parties. Provision will be made for pop-up canopies and lighting to enable these.

Use	Area
Community, Arts & Culture Space - Block 2B	156m <sup>2</sup>
Community, Arts & Culture Space - Block 3	424m <sup>2</sup>
Community, Arts & Culture Space - Block 6	289m <sup>2</sup>
Community, Arts & Culture Space - Block 7	353m <sup>2</sup>
Community, Arts & Culture Space - Neighbourhood Park	1157m <sup>2</sup>
<b>Total</b>	<b>2379m<sup>2</sup></b>

Table 3.6 - Schedule of Community use



Figure 3.12 - Artist's impression of Community & Cultural Art uses on the ground of Block 2B







# 3.0 | BLOCK LAYOUT AND DESIGN

## Overall Development Site Sections







4.0 | RESIDENTIAL AMENITY



## 4.0 | RESIDENTIAL AMENITY

### Residential Amenity & Public Realm

Central to the scheme design is its green infrastructure and the manner in which this has influenced the movement strategy within and beyond the subject site and the nature of the public realm.

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. It makes a direct connection to 'New Street' and that junction is marked by a traffic-calmed event space, one of a number of community amenities provided in Cherry Orchard Point. The continuation of the green route from park to New Street and Park West Avenue is reinforced by the off-street 2-way cycle path, footpath, street trees and soft landscaping that continue east across the Phase 3 lands (Site 5) to the existing Cherry Orchard Park and the existing school and community centre within.

The same pedestrian-priority strategy is applied site-wide and not confined to the neighbourhood park and its continuous green movement to Cherry Orchard Park.

'Woonerf' or 'living' streets irrigating the urban blocks on either side place cars at the bottom of the user-hierarchy, encouraging residents to use the woonerfs as a social space.

Park West Avenue will be transformed from a hostile link road to an urban 'Main Street' by introducing continuous street frontage, active edges, mixed-uses and a high-quality landscape plan that provides for wide pavements, spill-out areas for café seating, benches, large street trees, off-street cycle paths and soft landscaped planters. The widened pavement opens into a small civic plaza in front of the supermarket, and will be a contiguous extension of the existing railway plaza.

Community, cultural and art external spaces are designed as an accessible and integrated elements of the public realm rather than separate entities.



Figure 4.0 - CGI birds eye view of the neighbourhood park (artists impression)



Figure 4.1 - Park West Avenue (right) and a precedent image (left) of how it could be re-imagined as a safe space for vulnerable users



### Hierarchy and Character

Public open space has a clear hierarchy with distinct purpose and character. There are 5 types of open space within the overall development.

1. Neighbourhood Park
2. Civic Plaza
3. Community, cultural and arts space
4. Streetscape: Woonerfs, 'New Street', Park West Avenue
5. Communal Open Space: Semi-private courtyards

Refer to Mitchell + Associates Landscape Architects for details of all public and semi-public open spaces and streets.

### Townland Boundaries

Three townland boundaries intersect in the centre of the Cherry Orchard Point site; Raheen, Ballymanaggin, and Gallanstown. These have historic and biodiverse importance, and their point of convergence has been retained within the park.

### 1. Neighbourhood Park

The large and central neighbourhood park has been designed by the Landscape Architect as a semi-natural space that promotes a healthy lifestyle, a nature experience, and sociability.

Exercise in the form of a running/trim trail, kick-about space, outdoor gym (calisthenics), table tennis and a ball court for casual team sports are provided within the park.

The nature experience is provided by mostly native planting for increased bio-diversity, with the addition of micro-forest pockets, fruit trees, a community garden, meadow, swales and a picnic lawn, as well as a nature inclusive playground.

Sociability is an important element in successful public spaces, and the neighbourhood park will provide group and community building activities in the form of playgrounds, group sports and a community garden. Having residential buildings front directly on to the park make it an accessible social space for neighbours to use.

### 2. Civic Plaza

A civic plaza is proposed to be located on Park West Avenue beside the railway station and the supermarket entrance. The new civic plaza is intended to serve as an extension or annex to the existing plaza.

It is a relatively small space and is sheltered on the south and west sides by the station building and Block 1 of the new development. Smaller civic plazas tend to be more successful than large, open squares by having a shorter social field of vision, which in this instance is c.25m (ref. Jan Gehl).

It is a hard landscaped with space for meeting, even small events, and provides informal seating and places to stand. The concentration of activities in close spaces contribute to the activation of the public realm.



Figure 4.2a - Koopvarder Neighbourhood Park, Amsterdam (photo Arjen Veldt)



Figure 4.2b - Sociable Civic Space (photo Mitchell + Associates)



## 4.0 | RESIDENTIAL AMENITY

### 3. Community, Cultural and Arts Space

Outdoor community, cultural and art space is proposed to be provided at the southern end of the neighbourhood park and in front of the community building in Block 6B.

A community garden, a small plaza and a picnic lawn that can be used for events will be a focus for social activities and interactions in the new community. The community gardens in particular offer potential for workshops centred on a variety of activities and education, such as foraging, bee keeping, composting, crop planning, cooking harvest preservation and herbalism.



### 4. Streetscape: Woonerfs, 'New Street', Park West Avenue

The woonerfs, 'New Street' and Park West Avenue are hierarchal in nature, but a common theme for each is pedestrian-priority, followed by cyclists, then public transport and lastly cars. The streetscape incorporates sustainable street tree planting, raised planters and verges of bio-diverse planting, swales, off-street cycle ways, public seating and variation in hard and soft materials.

On-street car parking is broken up into short banks by trees and perennial planters, and is dispersed around the blocks to deliberately discourage private car use and to encourage active travel, especially for short trips. It is a recognised fact that the farther away from doors the cars are parked, the more will happen in the area in question, because busy pavements mean lively cities (ref Jan Gehl).



Figure 4.2c - Woonerf, Netherlands

### 5. Communal Open Space: Semi-Private Courtyards

All of the residential blocks have a semi-private courtyard for their residents' use. These communal open spaces are designed to be low-key amenity spaces for neighbours to meet and for small children to play. Each courtyard is planned with small playgrounds, seating areas, lawns, and the largest courtyard between Blocks 1 to 3 includes a small community garden. The food planting theme from the neighbourhood park is repeated in the courtyards, with a planting specification that includes fruit trees and berry shrubs.

A balance is struck between privacy and sociability by screening private terraces and ground windows with planting, swales, and timber panels. All of the courtyards are secured from the public street and access is for residents only.



Figure 4.2d - Communal Courtyard



### Quantitative Assessment of Public Open Space

Section 15.8.6 and Table 15.4 of the Dublin City Development Plan 2022-2028 requires a minimum of 10% of the net development to be public open space. This is provided in Phase 1 of the Cherry Orchard Point development as a large neighbourhood park in the centre of the scheme and as a small civic plaza on Park West Avenue, beside the supermarket and the railway station.

It is noted that the planning application redline includes all of the neighbourhood park, and this is to deliver the park in its entirety rather than piecemeal. Cumulatively the amount of open space proposed is 12.5% of the net development area, exceeding the minimum requirement of 10%, and it is proposed that the oversupply is attributed to the future Phase 2 planning application.

The community garden, event space and picnic lawn that is proposed to be provided as external Community, Cultural and Art space does not form part of the public open space calculation, and this is noted on the Table 4.0 below as a separate category. Similarly, communal open space for residents, provided in the form of semi-private courtyards, is separate to public open space and is quantitatively assessed separately in Table 4.0.

Public Open Space Required		
Planning Phase 1	Area (Ha)	
Net Residential Site Area	4.877 Ha	
Public Open Space Required	0.4877 Ha	10%
Public Open Space Provided		
Neighbourhood Park (A)	0.5514 Ha	
Civic Plaza (B)	0.0609 Ha	
<b>Total</b>	<b>0.6123 Ha</b>	<b>12.5%</b>
All Public Open Space Provided		
Phase 1 Public Open Space	0.6123 Ha	
Phase 2 Public Open Space <sup>1</sup>	0.205 Ha <sup>1</sup>	
Community Cultural & Arts	0.1157 Ha	
<b>Total Public Open Space</b>	<b>0.933 Ha</b>	

**Table 4.0** - Public Open Space Schedule

<sup>1</sup> Phase 2 Public Open Space (coloured pink), while delivered with Phase 1, is not counted towards the Phase 1 Public Open Space Provision.



**Figure 4.3** - Open Space Diagram



## 4.0 | RESIDENTIAL AMENITY

### Community, Arts and Culture Spaces

Chapter 12 of the Dublin City Development Plan 2022-2028 addresses challenges, ambitions and policies to preserve and grow the cultural diversity of the city, and to 'grow' the cultural offering by reaching out and engaging with those who have not partaken in mainstream cultural activities. Objective CUO25 states that all new regeneration areas (SDRAs) and large scale developments above 10,000 sqm in total area must provide at a minimum for 5% community, arts and culture spaces including exhibition, performance, and artist workspaces predominantly internal space as part of their development at the design stage.

Cherry Orchard Point is a large scale development exceeding 10,000 sqm of space and the objective to provide the minimum community, arts and culture spaces applies. Consultation with the Planning Section of Dublin City Council confirmed that the calculable area was the net residential area, which is 47,237 sqm. Over 50% of the requisite space is proposed to be provided on the ground of four separate blocks, in locations that are accessible to residents and visitors, and where the additional activity and footfall will benefit the scheme as a whole. The balance of Community, Arts and Culture space is proposed to be provided externally, in the form of a Community Event space and a Community Garden. These are located at the southern end of the neighbourhood park where they can create a synergy with the adjacent internal Community, Arts and Culture space in Block 6B. See Tables 4.1 and 4.2 for details.

A total of 2,379 sqm of Community, Arts and Culture space is proposed which is 5.036% of the net residential floor area.

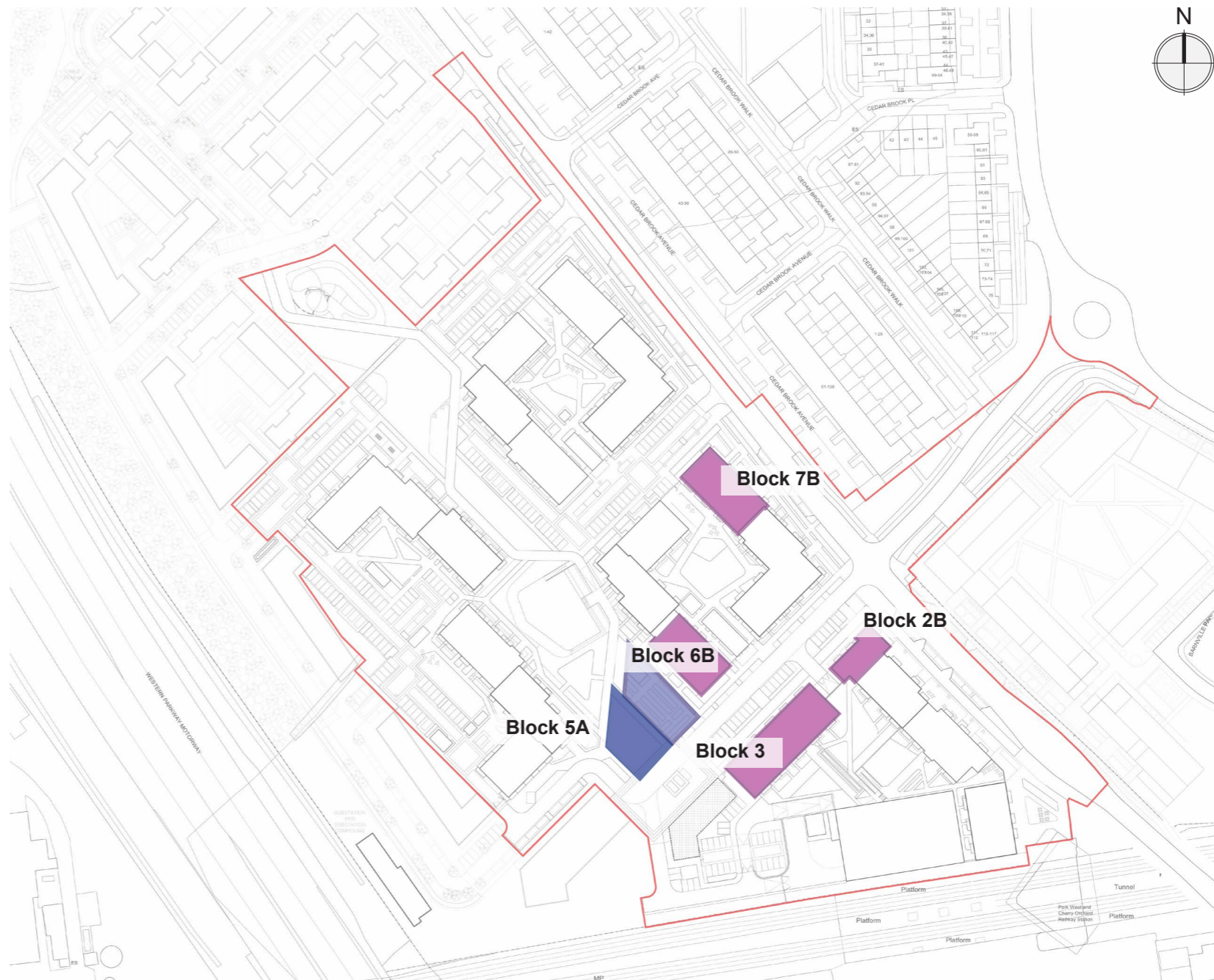
It is noted that the proposed external Community, Arts and Culture space does not form part of the overall public open space calculation.

Net Residential Floor Area	47,237 m <sup>2</sup>
5% Provision Required	2,362 m <sup>2</sup>

**Table 4.1** - Calculation of Community, Arts and Culture Spaces Required

Internal	Area
Block 2B	156m <sup>2</sup>
Block 3	424m <sup>2</sup>
Block 6	289m <sup>2</sup>
Block 7	353m <sup>2</sup>
Sub Total:	1,222m <sup>2</sup> (51.7%)
External	Area
Community Event Space	630 m <sup>2</sup>
Community Community Garden	527 m <sup>2</sup>
Sub Total:	1,157m <sup>2</sup> (48.3%)
<b>TOTAL</b>	<b>2,379 sqm</b>

**Table 4.2** - Provision and Location of Community, Arts and Culture Spaces



**Figure 4.4** - Location of Community, Arts & Culture Spaces



### Quantitative Assessment of Communal Open Space

Communal open space for residents, provided in the form of semi-private courtyards, is separate to public open space and is quantitatively assessed separately in Table 4.3.

Planning Phase 1	Area Proposed (m <sup>2</sup> )	Area Required (m <sup>2</sup> )
Communal Open Space 01	2226	1215
Communal Open Space 02	1200	1198
Communal Open Space 03	1020	1017
Communal Open Space 04	600	460
Communal Open Space 05	550	504
<b>Total</b>	<b>5596</b>	<b>4394</b>

Table 4.3 - Communal Open Space Schedule

### All – Ireland Pollinator Plan

The design team fully support the objectives of the All-Ireland Pollinator Plan. This is a shared plan of action that allows businesses, communities, local authorities, councils and all public and private bodies to take collective steps to help restore and protect pollinator populations.

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.

Architectural measures, such as the introduction of ‘bee bricks’ on suitable walls and at the right height, orientation and location, can make a small contribution in support of the plan.

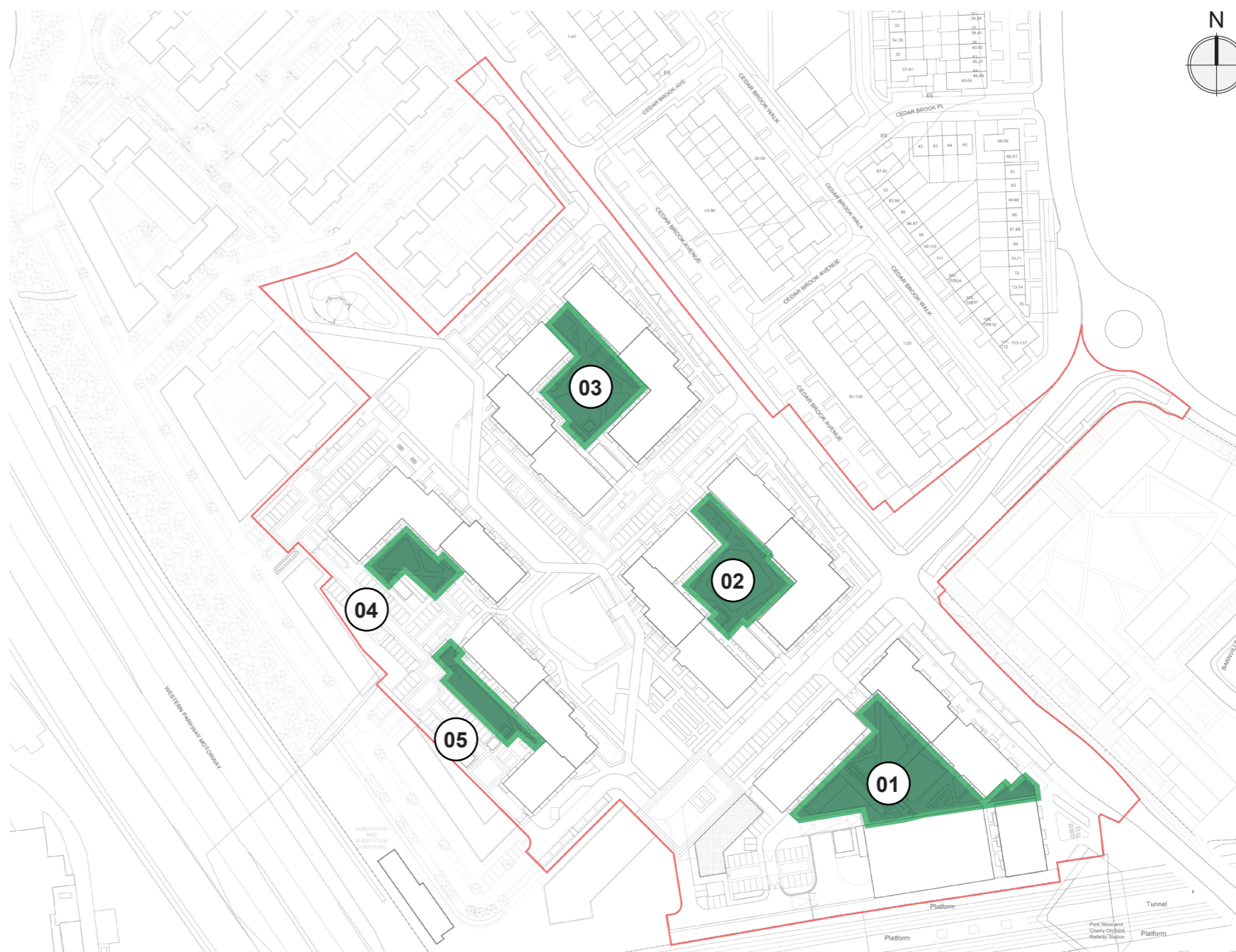


Figure 4.5 - Communal Open Space Diagram



## 4.0 | RESIDENTIAL AMENITY

### Bicycle Parking - Overview

Bicycle parking for residents and visitors is to be provided in accordance with Sustainable Urban Housing: Design Standards for New Apartments, at a rate of 1 secure, sheltered space per bedroom and 1 visitor space per 2 dwellings.

In general, residential bicycle stores are integrated into the building envelope, at ground level or at parking deck level. They are located close to entrance and access points and where they will be well overlooked by apartments or, in the case of covered decks, by regular footfall within the car park and ancillary services. Within the mid-density courtyard blocks, some bicycle storage will be within secure, sheltered stand-alone buildings.

Bicycle stands are a mix of Sheffield stands, vertical and stacked racks, which provides a choice for all user-groups. Space has been made available for cargo bikes and trailers, generally closer to access points to make their regular use as easy as possible. The mid-density residential bike storage rooms also have designated points for e-scooter charging.

Visitor bicycle stands will be located externally and close to building entrances. A large number of Sheffield stands will be provided adjacent to the proposed supermarket and shops, again to make everyday use of a bicycle as easy as possible. Sheffield stands are robust enough to secure a heavy e-bike or cargo bike and are the preferred method of bike security in the public realm.



Figure 4.6a - Example of secure bicycle parking



Figure 4.6b - Example of active travel environment

Building	Residential				Non Residential												Total per building
					Community				Retail				Creche				
	Long Term		Short Stay		Long Term		Short Stay		Long Term		Short Stay		Long Term		Short Stay		
	Required	Provided	Required	Provided	Required	Provided	Required	Provided	Required	Provided	Required	Provided	Required	Provided	Required	Provided	
1	35	20	12	0	0	0	0	0	2	6	25	30	0	0	0	0	56
2A	51	102	13	40	0	0	0	0	2	0	2	0	0	0	0	0	142
2B	176	116	55	30	1	0	1	0	1	0	2	0	0	0	0	0	146
3	58	99	18	30	1	2	4	6	0	0	0	0	0	0	0	0	137
5A	82	59	27	8	0	0	0	0	0	0	0	0	4	4	10	10	81
5B	53	55	15	14	0	0	0	0	0	0	0	0	0	0	0	0	69
6A	102	134	29	23	1	1	3	3	0	0	0	0	0	0	0	0	161
6B	44	56	12	0	0	0	0	0	0	0	0	0	0	0	0	0	56
7A	121	90	40	23	0	0	0	0	0	0	0	0	0	0	0	0	113
7B	55	54	15	22	1	1	3	3	0	0	0	0	0	0	0	0	80
8A	109	150	32	5	0	0	0	0	0	0	0	0	0	0	0	0	155
8B	53	86	17	5	0	0	0	0	0	0	0	0	0	0	0	0	91
9A	65	80	24	5	0	0	0	0	0	0	0	0	0	0	0	0	85
9B	40	84	11	0	0	0	0	0	0	0	0	0	0	0	0	0	84
10A	70	78	21	20	0	0	0	0	0	0	0	0	0	0	0	0	98
10B	53	44	15	20	0	0	0	0	0	0	0	0	0	0	0	0	64
	<b>1167</b>	<b>1307</b>	<b>356</b>	<b>245</b>	<b>4</b>	<b>4</b>	<b>11</b>	<b>12</b>	<b>5</b>	<b>6</b>	<b>29</b>	<b>30</b>	<b>4</b>	<b>4</b>	<b>10</b>	<b>10</b>	<b>1618</b>
																	<b>Requirement 1586</b>

Table 4.4 - Schedule of Residential Bicycle Parking



### High Density Residential Bike Parking

The high density residential blocks have secure bike parking rooms located within the podium parking zones. This provides good visibility and security for residents and their bicycles. Care has been taken to provide a varied range of bicycle parking facilities to accommodate a varied range of cyclists. All bike rooms will be provided with facilities for charging electric bicycles.

For example, the Apartment Block 3 secure bike parking rooms located at lower ground level are conveniently located adjacent to the stair and lift core. Within these rooms, 54 no. double stacked bike spaces, 27 no. single stacked, 16 no. Sheffield stands and 2 no. cargo bike spaces have been provided to provide a total of 99 no. bike spaces to suit residents at all stages of life. The double stacked bike systems will be specified as gas assisted to facilitate ease of use.

A series of 3 adjacent bike rooms are provided at the upper ground level parking area providing a total of 198 no. bike spaces via double stacked and Sheffield stands. These secure rooms are a short distance from Apartment Blocks 2A and 2B cores. These bike rooms will also supplement Apartment Block 1 residents requirements. Block 1 residents also have access to a bike room at ground adjacent to the circulation core with capacity for 20 no. bikes.

In addition to this, 8 no. cargo bike spaces and 12 no. Sheffield stands suitable for disabled cyclists are provided behind a secure gated entrance from Park West Avenue. These facilitate those with bulkier bikes, trailers, electric and non-electric cargo bike owners. The secure residents' pedestrian and bike entrance from Park West Avenue allows for easy access to the range of bike storage facilities at upper ground level without the need to share the car ramped access to the parking levels.

Visitor/short stay bike parking for the residential units is located at Park West Avenue and along the north face of Blocks 2A, 2B and to the south west of Block 3. 40% of visitor bike spaces are proposed to be covered. Locations can be seen on the diagrams on the next page.

Visitor/short stay bike parking for the retail units is located on the plaza at Park West Avenue.

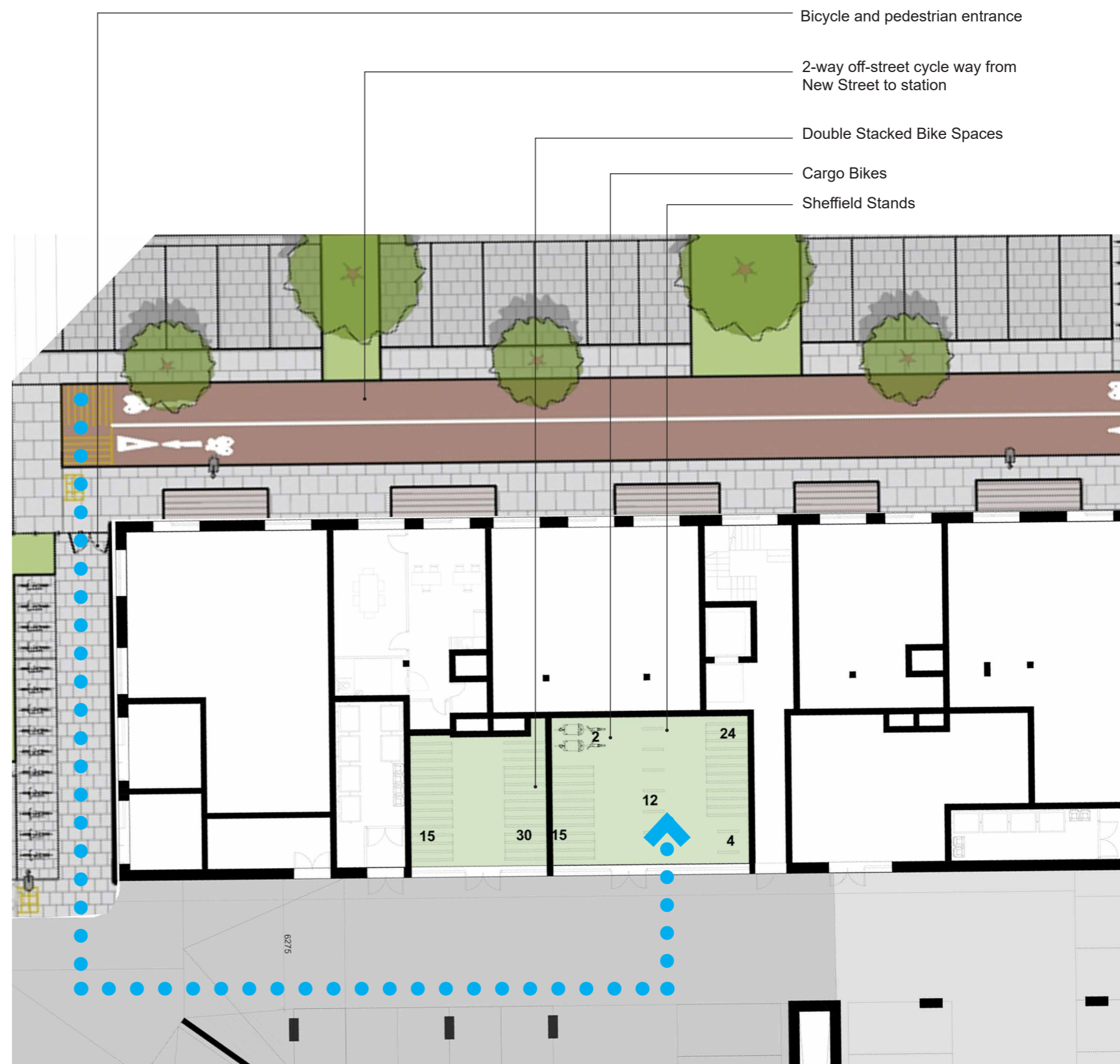


Figure 4.7 - Apartment Block 3 Bike Room at Lower Ground Level Indicated in green



## 4.0 | RESIDENTIAL AMENITY

### Bicycle Storage Room Locations at High Density Residential



Figure 4.9 - Double stacked system with gas assist



Figure 4.10- Cargo Bike Stands



Figure 4.8 - Bike Stores in High Density Residential Block - Lower Ground



Figure 4.11 - Bike Stores in High Density Residential Block - Upper Ground



**Medium Density Residential Bike Parking**

Within the medium density courtyard blocks the majority of bicycle parking will be provided in secure storage rooms at ground level, plus additional storage to be provided in secure, stand-alone shelters inside the communal courtyards. The ground level bike storage rooms will be equipped with gas assisted double stacked racks for ease of use. The storage rooms also have designated points for e-scooter charging.

Bicycle stands within this area are a mix of Sheffield stands, vertical and stacked racks, which provides a choice for all user-groups.

Visitor bicycle stands will be located externally and close to building entrances.



Figure 4.12 - Typical covered bike parking



Figure 4.13 - Double tier bike parking



Figure 4.14 - Location of Bike Storage for Medium Density Blocks



## 4.0 | RESIDENTIAL AMENITY

### Car Parking

A total of 444 parking spaces are proposed for current Phase 1 development. Of these, 328 spaces are designated for residential use, 105 for non-residential uses, and 11 will be reserved for Go Car or a similar car-sharing scheme.

Residential parking spaces are provided within woonerf streets, on Park West Avenue and New Street, and within a multi-level deck car park in the case of the high-density development section.

On-street spaces are a mix of parallel and perpendicular bays, broken into short banks by street tree planting, and softened by low level shrub and perennial planting buffers where appropriate. The woonerf streets are shared surface areas with parking bays tucked in between landscaping, and a contrast to the more formal 'boulevard' style parking on New Street.

The dispersion of much of the residential parking within the development, favoring car storage spaces situated at the end of streets or local hubs rather than confining them solely to spaces beneath podium decks or basements, plays a strategic role. This approach effectively deters the inclination towards using private cars for short trips, consequently promoting the adoption of more active modes of travel. Moreover, this dispersion fosters a heightened sense of community among residents. In contrast to scenarios where parking is secluded beneath buildings, dispersing it to the end of streets or local hubs encourages organic social interactions. As individuals stroll to and from their parked vehicles, they naturally converge in the street, cultivating an environment where social bonds can effortlessly form. Consequently, these conditions not only facilitate spontaneous social engagements but also create an enriched setting for recreational activities and vibrant street life.

	No. of Units / Area	No. of Spaces
Residential Dwellings	708 Units	328
Go Car/ Car Club/ Other	-	11
Non Residential (Covered)	Retail and Community, Arts & Culture Spaces - 4790sqm	92
Non Residential (On-Street)	Retail spaces and loading bay	7
Non Residential (Creche)	-	6
<b>Total Car Spaces</b>	-	<b>444</b>
<b>Total Motorcycle Spaces</b>		<b>22</b>

Table 4.5 - Schedule of Car Parking

### High Density: Car Parking

The high density section is a triangular-shaped urban block bordered by the railway line to the south, Park West Avenue to the east and 'New Street' on the northwest side. There is a steady fall of c.3m from the station plaza and railway over-bridge to the Park West Avenue/New Street junction, which gently falls again southwest along New Street towards the motorway boundary. The scheme design takes advantage of the level change and the 'void' created by building edges to integrate a 2-storey parking deck within the centre of the block.

Residential car parking is proposed at the upper level and is accessed from the south via a controlled, gated entrance. This car park is only accessible to the residents and cannot be accessed or used by the public. Each apartment core has stair and lift access to and from the car park.

Retail car parking is proposed at the lower level and is accessed from New Street, close to the Park West junction and where it is visible and accessible to supermarket customers. These retail parking spaces extend right under the supermarket shop, which is typical of most new urban supermarkets. A circulation core of travelators, lift and stairs brings customers up to street level, the supermarket shop and the pedestrian entrance hall.

The double parking-deck is covered with a landscaped podium which is the communal courtyard space for the buildings' residents. Ventilation shafts in the centre of the parking deck are protected by open grills, allowing for air movement and restricting access from the residential car park to the retail car park and vice versa.

Deliveries and waste collection from the supermarket is from the rear where a large service yard is screened from the public realm by a 2 meter high block wall. This has been sized to accommodate a turning movement for a large HGV within its curtilage and with no material impact on the residential car park.

The axonometric diagram opposite (Fig 4.16) describes how the car park decks, ramps and entrances are interconnected to provide a simple solution to the parking and delivery requirements of separate user groups. New on-street short-stay parking bays and loading bays along Park West Avenue are proposed to serve the smaller ground level retail units.

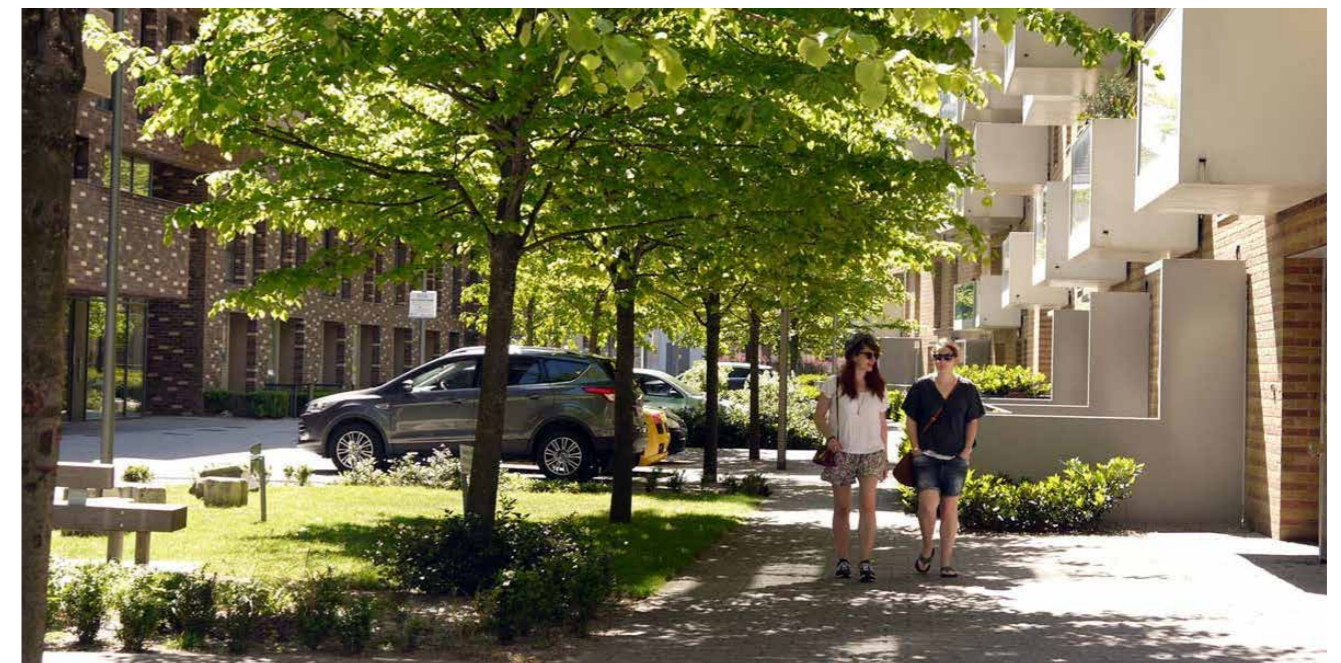


Figure 4.15 - On-Street Parking, St Andrews, Bromley by Bow Townshend Landscape Architects.





Figure 4.16a - Car Parking in High Density Residential Block - Lower Ground



Figure 4.16b - Car Parking in High Density Residential Block - Upper Ground

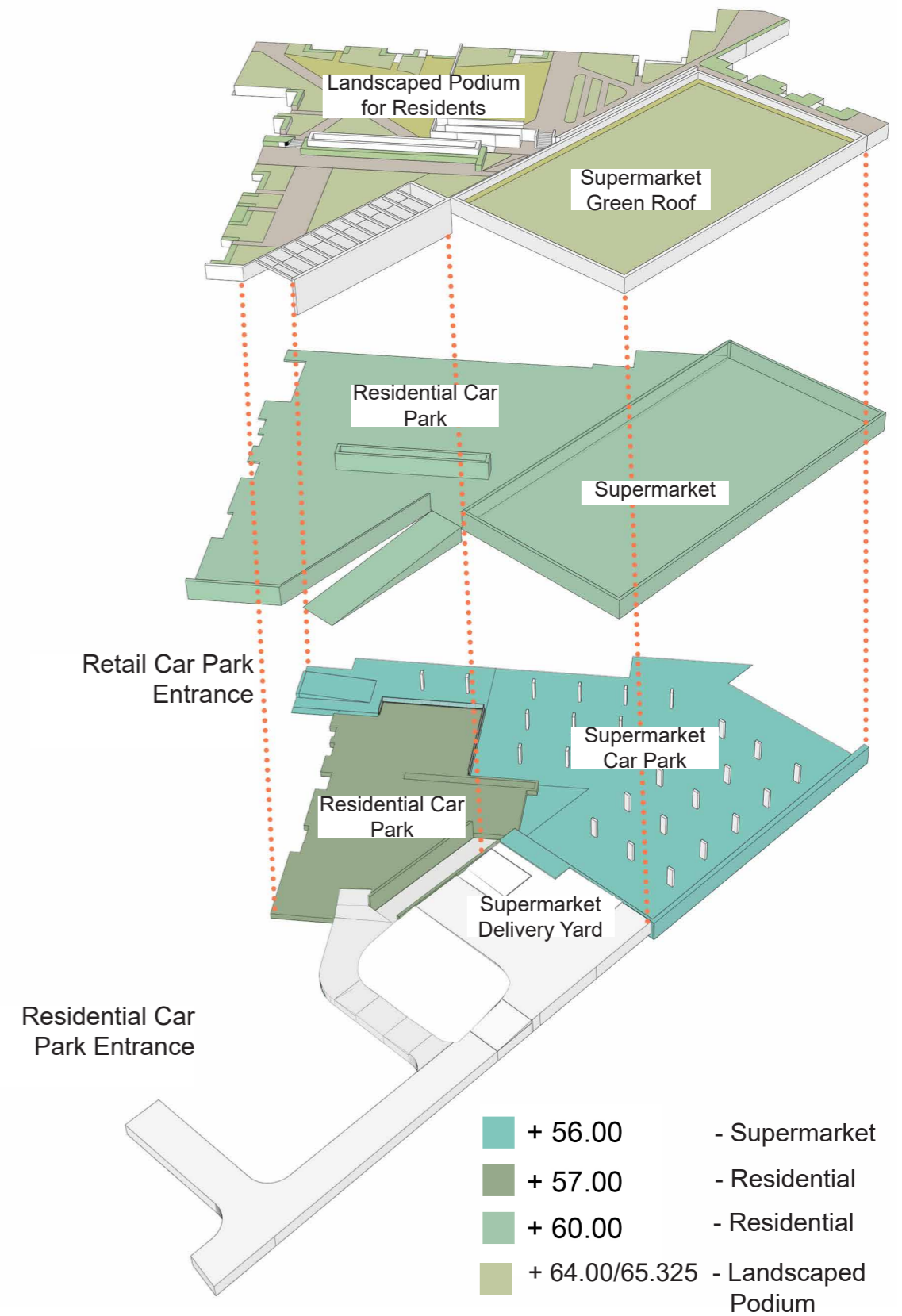


Figure 4.17 - Axonometric diagram of Car Parking in High Density Residential Block.



## 4.0 | RESIDENTIAL AMENITY

### Waste Management Strategy

Bin Storage will be provided in secure dedicated rooms separately for the residential, small retail and community rooms. All bin storage rooms will have clear signage to ensure correct separation of waste and recycling items. Bins will be brought to dedicated collection points agreed with the waste disposal company on bin collection days.

In the medium density residential area dedicated bin storage buildings will be incorporated within the landscape in the communal courtyards. The creche will have a separate secure section from the communal bin storage associated with the adjacent residential buildings 5A and 5B.

### Bin Storage at Medium Density Residential

The bin store enclosures will be made from galvanised steel louvred panels to ensure adequate ventilation with green roofs which will screen the view from above while also encouraging biodiversity.

Bin collection areas have been identified for collection days also as indicated adjacent.



Figure 4.18 - Material palette for bin storage areas at Medium Density Blocks



Figure 4.19 - Location of Bin Storage at Medium Density Blocks



**Bin Storage at High Density Residential**

The large retail unit will have a secure delivery yard with a secure enclosure for its own bin storage requirements. This will be screened with a pergola structure.

The majority of residential blocks in the high density residential area have their bin stores at car parking level adjacent to circulation cores. Block 1 bin store is located at upper ground level adjacent to its entrance. The community rooms have a dedicated bin store at the south western corner of Block 3 at lower ground parking level while the small Retail Units 1 – 5 have a shared bin store accessed off Park West Avenue street front.

Two bin collection areas have been dedicated for collection days – both on New Street.



Figure 4.20 - Bin Stores in High Density Residential Block - Lower Ground



Figure 4.21 - Bin Stores in High Density Residential Block - Upper Ground





5.0 | MATERIALS & PRECEDENTS



**Receiving Environment**

The existing developments to the east and south of the development site include a very broad range of building material and typology.

**1-2-3** The mid-density development of Cedar Brook is a more contemporary scheme of coloured render, timber cladding and galvanised steel roofs and metalwork.

**4** Saint Ultans Primary School is an award-winning building, with well-considered brickwork and distinctive barrel vault roofs.

**5** 'Traditional' houses in Barnville Park are brick and render with tiled roofs and PVC windows.

**6** The railway station is a contemporary building with a soaring canopy, glass and stone screen walls and exposed steel trusses.

**7** The relatively new Aspect Hotel is a curved block, with pre-cast panel cladding and simple window opes.

**8-9** The Crescent apartment scheme is a large, very distinct building, with render, timber cladding and stone details. Balconies are generally glazed.

**10-11** Park West Business Park is a commercial development with large glazed screens and terracotta rainscreen cladding.

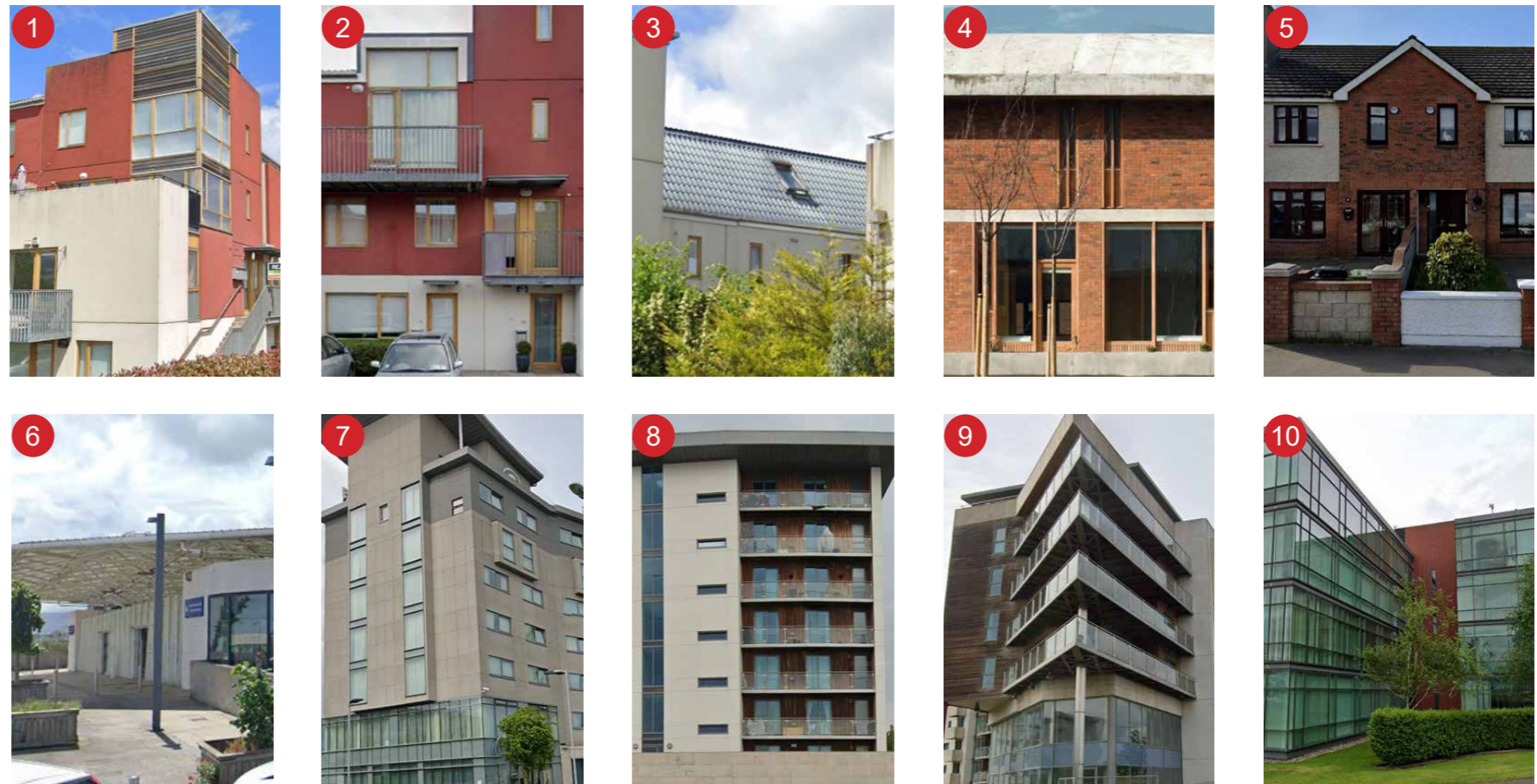


Figure 5.0 - Overview of surrounding built environment



## 5.0 | MATERIALS & PRECEDENTS

### Materials and Precedents

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 residential blocks and at the upper levels of the inner courtyard elevations of the medium density blocks.

The light render finish brightens and reflects sunlight within the courtyards, thereby contributing to the overall compliance of the blocks with daylight and sunlight standards.

Windows, doors and retail glazing will complement the primary material palette in a light grey coloured aluminium or uPVC window system, with integral aluminium cills. Balconies will be simply detailed in light grey coloured polyester powder coated mild steel.



Figure 5.1 - Fenwick Apartments SK + I Architecture.

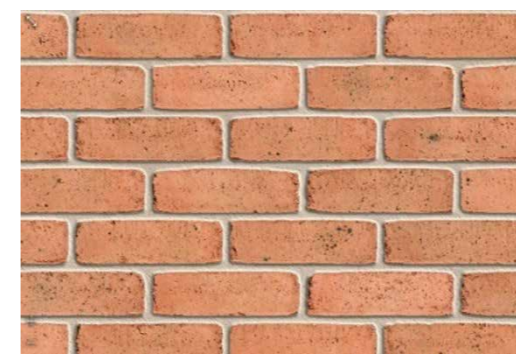
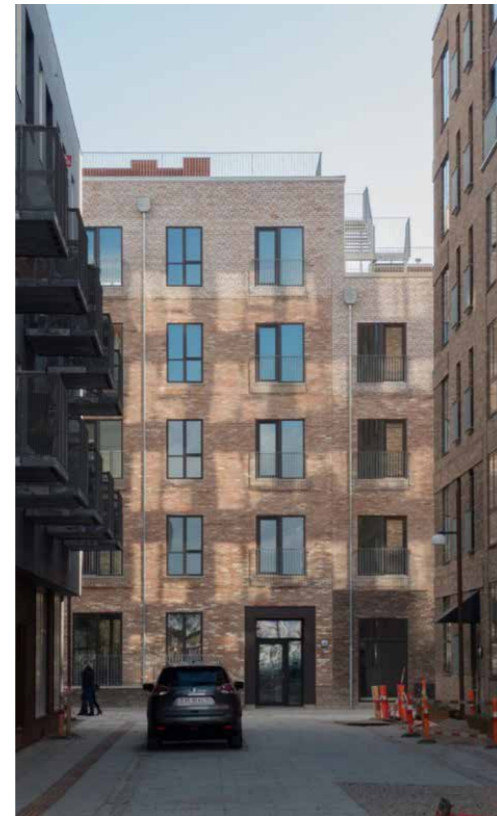


Figure 5.2 - Various brick samples





Nordhavn, Copenhagen



Nordhavn, Copenhagen



Marmolen, Copenhagen



Trees Housing, Highgate



Figure 5.3 - Material precedent images showing combinations of different brick colours and textures, and the juxtaposition with clean, crisp render.



Figure 5.4 - Material precedent image showing landscaped podium



## 5.0 | MATERIALS & PRECEDENTS



Figure 5.5 - Simple double soldier course detail



Figure 5.6 - Brick shadow effect similar to recess using dark and buff bricks in the same plane



Figure 5.7 - Powder coated vertical steel balcony guarding. Colour can add warmth and distinctiveness.



Figure 5.8 - Apartment block entrance glazing and contrasting brick palette



Figure 5.9 - Residents' post boxes in circulation core entrance lobbies



Figure 5.10 - Simple and distinctive canopy marking and sheltering apartment entrances.





6.0 | DEVELOPMENT PHASING



## 6.0 | DEVELOPMENT PHASING

### Development Phasing

The proposed phasing plan divides the site into four distinct sections, broadly following the four different character areas. Character areas are not necessarily defined by a planning redline or phasing boundary, and a transition or 'blurring' between character areas which are subject to different planning permissions and/or phases is to be expected to allow a large scheme to read as a coherent neighbourhood, rather than a series of independent estates, as was typical of late twentieth century development.

Phases 1, 2 and 4 are within Site 4 of the Local Area Plan and Phase 3 is within Site 5.

The subject planning application is Phase 1 of Cherry Orchard Point. Phase 2 comprises the low-medium density section in the north of the site and Phase 3 comprises the high-density development of Site 5. It is considered that sequentially, the planning and construction of either Phase 2 or Phase 3 could follow Phase 1, and that the phasing programme provides for such flexibility.

A large section of Phase 4 is required to facilitate the DART + South West works, which is currently the subject of a Rail Order. These works are estimated to be complete in 2030, which will hold the development of Phase 4 in the medium to long term.

Within Phase 1, it is proposed that the construction programme is flexible in itself for the high density and medium density sections of the site, allowing either to proceed ahead of the other, as the developer sees fit.

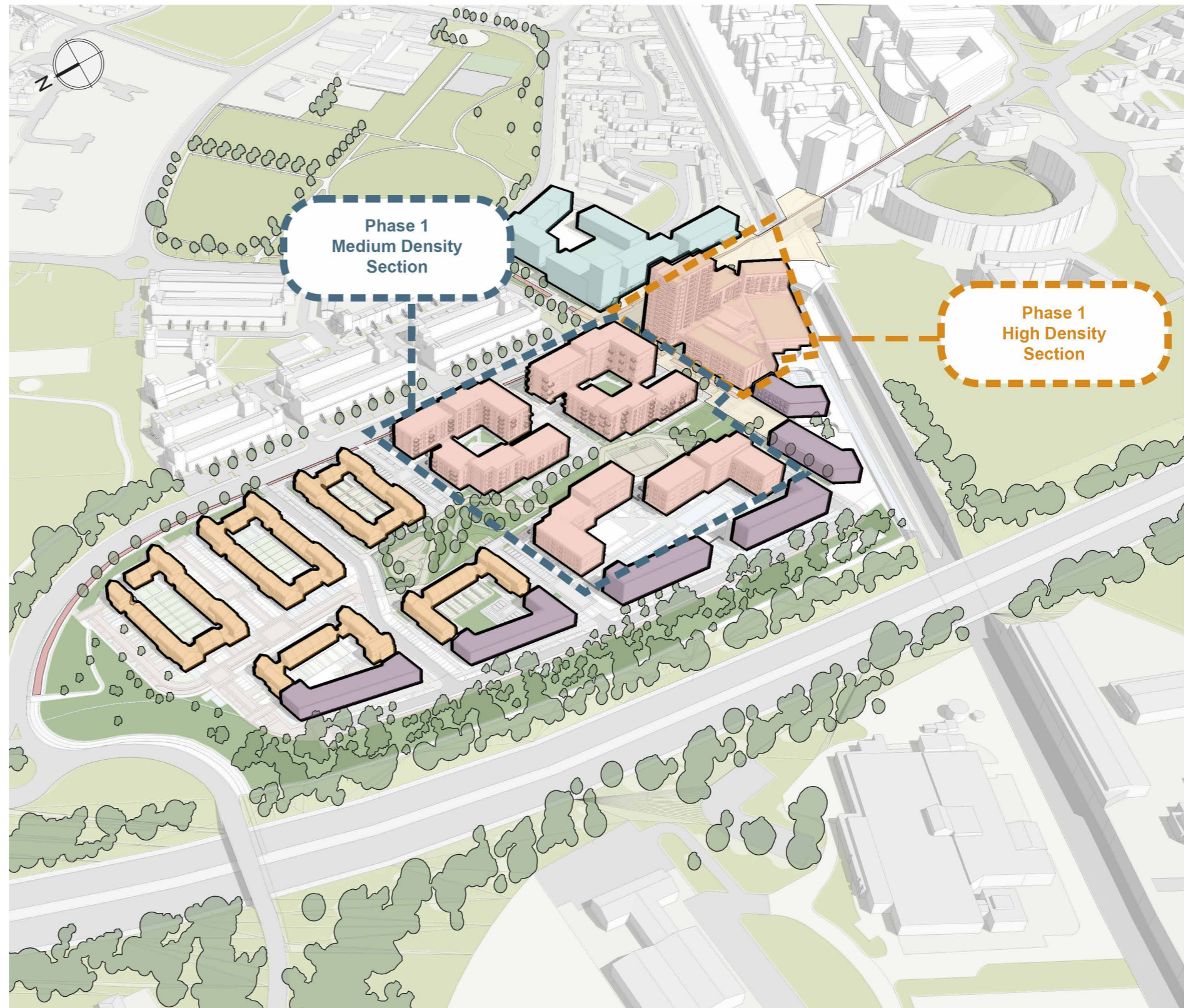


Figure 6.0 - Proposed Phasing





7.0 | THE '12 CRITERIA' OF THE URBAN DESIGN  
MANUAL - A BEST PRACTICE GUIDE (2009)



**01 CONTEXT**  
How does the development respond to its surroundings?

The proposed site layout seeks to achieve a cohesive integration of residential areas, well-designed streets, pedestrian-friendly spaces, and visually captivating surroundings. It prioritises both active frontages and passive surveillance to establish a secure and interconnected network of landscaped external spaces. Taking advantage of the site's strategic location along a public transport corridor, the plan enables informed decisions regarding population density.

The proposal entails the construction of five new urban blocks, varying in height from 4 to 15 storeys. These measurements align with the objectives specified in the DCC Park West Cherry Orchard Local Area Plan (LAP) of 2019.

The envisioned development aims to create a balanced and inclusive living environment. It will provide a range of housing options while incorporating well-designed infrastructure, enabling residents to enjoy a seamless and enjoyable experience.

To promote a car-free environment, the plan includes off-street cycle lanes connecting a new Neighbourhood Park space to Park West Avenue, the station plaza, and New Cherry Orchard Park. This design feature enables a smooth, uninterrupted pathway from the heart of the new development to New Cherry Orchard Park or the station.

A new pedestrian link from Park West Avenue to Barnville Park is proposed to improve connectivity between the existing estate and the new development. This connection will improve accessibility to future retail, transportation, and community facilities centered around the station.

**02 CONNECTIONS**  
How well connected is the new neighbourhood?

- There are attractive routes in and out for pedestrians and cyclists
- The development is located in or close to a mixed-use centre
- The development's layout makes it easy for a bus to serve the scheme
- The layout links to existing movement routes and the places people will want to get to
- Appropriate density, dependent on location, helps support efficient public transport

The urban design strategy prioritises connecting the new development with the surrounding neighborhood, recognising the existing road, bus, and rail infrastructure while addressing connectivity barriers. Future plans for DART+ and Bus Connects will improve existing public transport and should reduce car dependency, and the masterplan incorporates these plans by creating safe routes to the station and bus stops.

New access points from Park West Avenue will enhance permeability and offer alternative transportation options. These access points will cater to both car-based movements through the secondary loop network and pedestrian/cycle movements via woonerf streets and the Neighbourhood park.

Promoting active travel is a key goal, and to encourage cycling, an off-street cycle lane parallel to Park West Avenue will be constructed. This lane will seamlessly connect to an existing lane extending across the M50 flyover to Palmerstown Way. Additionally, more off-street cycle lanes will link the new Neighbourhood Park space to Park West Avenue, the station plaza, and New Cherry Orchard Park, providing off-street cycle paths from the development's centre to New Cherry Orchard Park or the station.

To better connect the existing estate with the new development, as well as future retail, transport, and community facilities around the station, a new pedestrian link from Park West Avenue to Barnville Park is proposed. This link will improve accessibility and create a seamless connection for residents.

**03 INCLUSIVITY**  
How easily can people use and access the development?

- New homes meet the aspirations of a range of people and households
- Design and layout enable easy access by all
- There is a range of public, communal and/or private amenity spaces and facilities for children of different ages, parents and the elderly
- Areas defined as public open space that have either been taken in charge or privately managed will be clearly defined, accessible and open to all.
- New buildings present a positive aspect to passers by, avoiding unnecessary physical and visual barriers

The proposed development has been carefully designed to adhere to the principles of universal design, taking into account publications like 'Universal Design Guidelines for Homes'. All homes feature level access, ensuring ease of entry for everyone. The public spaces at ground and podium levels have been thoughtfully planned to ensure equal accessibility for individuals of different ages and physical abilities.

To cater to a diverse range of people and households, the development offers a variety of apartment types in terms of size and design. These apartments range from studios to three-bedroom units, and there are different unit types, including those with their own entrances, promoting active street frontages at the ground level. Every building contains a number of 'Universal Design' accessible units, ranging from 11% within Block 1 to 35% within Block 2. These are broadly spread pro-rata between Part V social units (39 no. Universal Design accessible units) and the cost rental units (147 no. Universal Design accessible units).

Phase 2 of the Cherry Orchard Point development will provide 2 + 3 bedroom houses, duplex units and some walk-up apartments.

The proposed infrastructure, including roads, pathways, and cycling routes, has been strategically designed to ensure complete permeability throughout the entire development. It also allows for future connectivity to upcoming phases, other developments, and residential amenities in the vicinity.

By incorporating these considerations, the development aims to create an inclusive and accessible environment for all residents. It provides equal opportunities for individuals of varying abilities and ensures seamless movement throughout the development while also allowing for future connections and integration with surrounding areas.

**04 VARIETY**  
How does the development promote a good mix of activities?

- Activities generated by the development contribute to the quality of life in its locality
- Uses that attract the most people are in the most accessible places
- Neighbouring uses and activities are compatible with each other
- Housing types and tenure add to the choice available in the area
- Opportunities have been taken to provide shops, facilities and services that complement those already available in the neighbourhood

The development comprises a total of 48 apartment types, with 19 of them being primary types that are repeated frequently. These apartment types include 1, 2, and 3-bedroom units, as well as 1, 2, and 3-bedroom own door units. The apartments are distributed across nine different blocks, arranged around several communal amenity courtyards. Care has been taken to ensure that no north-facing single aspect apartments are present within the development.

The arrangement of the apartment blocks creates a strong urban edge along Park West Avenue and the proposed new street network, resulting in visual interest. The central green space within the development offers a mix of activities, with a significant number of homes having direct access to these spaces. Notably, units in Block 2B, above a certain height, will enjoy remarkable city views.

The layout and design of the apartment units vary depending on factors such as orientation, location, and other considerations. Emphasis has been placed on the provision of daylight to apartments, promoting a primary design focus.

Overall, the development offers a wide range of apartment types, thoughtfully arranged around communal courtyards, ensuring a pleasant living environment with access to green spaces and desirable urban views. The design prioritises daylight and adaptability to meet the diverse preferences and requirements of future residents.



**05 EFFICIENCY**  
How does the development make appropriate use of resources, including land?

- The proposal looks at the potential of higher density, taking into account appropriate accessibility by public transport and the objectives of good design
- Landscaped areas are designed to provide amenity and biodiversity, protect buildings and spaces from the elements and incorporate sustainable urban drainage systems
- Buildings, gardens and public spaces are laid out to exploit the best solar orientation
- The scheme brings a redundant building or derelict site back into productive use
- Appropriate recycling facilities are provided

The proposed site plan demonstrates a strong density, which has been carefully considered based on the site's direct proximity to a public transport corridor and its close proximity to the Parkwest Cherry Orchard Railway Stop. This is compliant with the objectives of the LAP, Section 4.6.4 of which 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'. Phase 1 has a net site area of 4.87 hectares and 708 units, which is a net density of 145 units per hectare.

The design of the development takes into account the guidelines outlined in the Park West - Cherry Orchard Local Area Plan of 2019, particularly regarding building heights. The relationship between building height and the width of streets or spaces is crucial in shaping the overall street and space enclosure. The primary routes within the development are designed to be wider, allowing for opportunities to incorporate taller buildings along the street frontages while maintaining appropriate levels of enclosure. This approach ensures that the buildings create a visually cohesive space at the ground level.

The majority of the proposed apartments are planned to have heights ranging from 4 to 5 storeys, providing a harmonious scale within the development. However, Block 2B, located at the southeast corner, stands tall at 15 storeys (approximately 51 meters). This building serves as both an urban marker and a gateway structure in accordance with the objectives outlined in the Local Area Plan for Site 4.

The design of the Site Plan carefully balances density, building heights, and street enclosure to create an integrated and visually appealing urban environment.

**06 DISTINCTIVENESS**  
How do the proposals create a sense of place?

- The place has recognisable features so that people can describe where they live and form an emotional attachment to the place
- The scheme is a positive addition to the identity of the locality
- The layout makes the most of the opportunities presented by existing buildings, landform and ecological features to create a memorable layout
- The proposal successfully exploits views into and out of the site
- There is a discernable focal point to the scheme, or the proposals reinforce the role of an existing centre

The development presents a cohesive urban network of streets and spaces that integrate with the existing context, taking into account factors such as height, scale, land uses, and open areas. This collective response establishes a new residential quarter within the area. One of the key elements shaping the new urban form is the establishment of the Neighbourhood Park. This park serves as the focal point, connecting various residential neighbourhoods and facilitating movement between existing development areas and proposed landscape and public transport elements.

Another feature is the introduction of a new Civic Plaza located at the southeast corner, which acts as a subtle anchor for the entire masterplan site. This plaza serves as a gateway to the scheme and creates a vibrant gathering space providing a diverse number of uses. A new pedestrian and segregated cycling link will be established, creating a connection to New Cherry Orchard Park and enhancing overall permeability within the surrounding area.

Blocks 1, 2, 7, and 8 come together to form a new urban edge along Park Avenue West, contributing to the overall coherence and visual appeal of the development. The 15-storey landmark building that is Block 2B is a discernable focal point of the scheme.

Overall, the scheme's design prioritises the integration of streets, spaces, and open areas with the existing environment. The Neighbourhood Park, plaza, pedestrian/cycling link, and urban edge along Park Avenue West play pivotal roles in creating a well-connected, functional, and aesthetically pleasing residential quarter that seamlessly fits into the surrounding context

**07 LAYOUT**  
How does the proposal create people friendly streets and spaces?

- Layout aligns routes with desire lines to create a permeable interconnected series of routes that are easy and logical to navigate around.
- The layout focuses activity on the streets by creating active frontages with front doors directly serving the street
- The streets are designed as places instead of roads for cars, helping to create a hierarchy of space with less busy routes having surfaces shared by pedestrians, cyclists and drivers
- Traffic speeds are controlled by design and layout rather than by speed humps
- Block layout places some public spaces in front of building lines as squares or greens, and some semi private space to the back as communal courts

Aligned with the DCC Park West Cherry Orchard LAP 2019, the development's urban design and built form objectives aim to establish a lively residential district centred around a newly created park and public realm. The layout of the site ensures a well-balanced combination of residential accommodation, active publicly accessible units along Park West Avenue, and interconnected landscaped spaces that will extend to future phases of the site.

At the South East corner of the site, a landmark building reaching 15 storeys acts as a gateway to the proposed development. Ground-level amenities include retail units and a civic public plaza that adds to the overall appeal and accessibility.

The Neighbourhood Park and promenade form a central axis, connecting Park West Avenue and beyond into New Cherry Orchard Park. This axis serves as the backbone upon which the primary building volumes are oriented. The blocks vary in height, ranging from 4 to 15 storeys, with a predominant baseline height of 4 to 5 storeys. They are grouped into five urban blocks with communal courtyards connecting them.

Along the perimeter of the blocks, a mix of apartments and own-door units, plus with community spaces, a creche, and retail units, contribute to active street frontages. This combination enhances the human scale at street level, creating an inviting and vibrant environment.

**08 PUBLIC REALM**  
How safe, secure and enjoyable are the public areas?

- All public open space is overlooked by surrounding homes so that this amenity is owned by the residents and safe to use
- The public realm is considered as a usable integrated element in the design of the development
- Children's play areas are sited where they will be overlooked, safe and contribute to the amenities of the neighborhood
- There is a clear definition between public, semi private, and private space
- Roads and parking areas are considered as an integral landscaped element in the design of the public realm.

The scheme aims to establish an inviting public realm by employing effective place-making strategies, incorporating extensive green areas, and utilizing high-quality materials. The public realm encompasses a diverse range of interconnected spaces that cater to both passive and active recreational activities for the community.

Incorporated within the design are sustainable solutions that address stormwater management, habitat preservation, and biodiversity enhancement. This includes the integration of residential buffer planting, the strategic placement of trees along circulation routes, and the establishment of linked bio-retention areas. These elements contribute to the overall ecological balance and resilience of the development.

The proposed public areas are thoughtfully defined by active frontages, creating a clear distinction between the public and private realms. This distinction ensures effective passive surveillance, fostering a safe and secure environment for residents. Furthermore, every residential unit is conveniently situated within a short walking distance from an open space, promoting accessibility to natural environments and recreational amenities.



**09 ADAPTABILITY**

How will the buildings cope with change?

- Designs exploit good practice lessons, such as the knowledge that certain house types are proven to be ideal for adaptation
- The homes are energy-efficient and equipped for challenges anticipated from a changing climate
- Homes can be extended without ruining the character of the types, layout and outdoor space
- The structure of the home and its loose fit design allows for adaptation and subdivision, such as the creation of an annexe or small office
- Space in the roof or garage can be easily converted into living accommodation

The layout of all apartment types within the development adheres to and, whenever feasible, exceeds the standards set by TGD M 2010 in accordance with the Building Control Regulations. The Design Team also strived to align with the principles of Universal Design for the proposed Strategic Housing Development, promoting accessibility and usability for individuals of all ages, sizes, abilities, and disabilities.

To ensure compliance with accessibility guidelines, various documents have been referenced, including “Universal Design Guidelines for Homes in Ireland.” The site plan and the design of the residential units have been carefully crafted to enable access, understanding, and utilization by a diverse range of individuals, regardless of their age, size, ability, or disability. These designs follow key principles, such as integration into the neighbourhood, ease of approach, entry, and movement, clear understandability and usability, as well as flexibility, safety, cost-effectiveness, and adaptability over time.

Each apartment block includes accessible lifts within their respective common lobbies. Additionally, simple flights of stairs without winders are provided to accommodate individuals with ambulant disabilities.

The emphasis on universal design principles ensures that the proposed development promotes inclusivity, enabling all residents to access, utilise, and navigate the spaces comfortably and independently.

**10 PRIVACY AND AMENITY**

How does the scheme provide a decent standard of amenity?

- Each home has access to an area of useable private outdoor space
- The design maximises the number of homes enjoying dual aspect
- Homes are designed to prevent sound transmission by appropriate acoustic insulation or layout
- Windows are sited to avoid views into the home from other houses or the street and adequate privacy is affordable to ground floor units.
- The homes are designed to provide adequate storage including space within the home for the sorting and storage of recyclables.

Ground apartments have a min. 2m threshold to the front and a large private terrace to the rear that opens out onto the communal open space. The terraces will have a low railing/hedge to afford them some privacy and to demarcate their property from the common areas. Simple metal guardings are proposed to the apartment balconies above.

40% of the apartments are dual aspect. The principal windows of bedrooms and living rooms are sited to avoid direct overlooking.

Every apartment has purpose-built internal storage that meets the standards of the Sustainable Urban Housing: Design Standards for New Apartments 2022. Dwellings will be insulated for sound-proofing in accordance with the Building Regulations.

**11 PARKING**

How will the parking be secure and attractive?

- Appropriate car parking is on-street or within easy reach of the home’s front door.
- Parked cars are overlooked by houses, pedestrians and traffic, or stored securely, with a choice of parking appropriate to the situation.
- Parking is provided communally to maximise efficiency and accommodate visitors without the need to provide additional dedicated spaces
- Materials used for parking areas are of similar quality to the rest of the development
- Adequate secure facilities are provided for bicycle storage

Car parking for the apartments in the medium density section of the site will be in parking courts around the perimeter of the urban block, making the Neighbourhood Park a car-free zone. The parking courts are overlooked by the apartments above and designed as “woonerf” streets to be shared surfaces where traffic speeds are slowed and pedestrians have priority. Wheelchair accessible spaces are proposed adjacent to block entrances, and EV charging bays are proposed at a number of locations in this area.

In the high density area of the site car parking is split with separate entrances for retail and residential. Residents of the apartment blocks have a secure and separate area of the under podium parking. The visual impact of this parking area is much reduced with planting to the external areas and a landscaped podium above which doubles as residential amenity for Apartment Blocks 1 – 3. Wheelchair accessible spaces are proposed adjacent to apartment block circulation cores, and EV charging bays are proposed for both the retail and residential parking areas.

Bicycle parking for all apartment blocks will be located within the privately managed curtilage of each block. The medium density blocks have a mix of secure bicycle storage rooms within the block and free standing bike storage enclosures with green roofs within the communal courtyards. At Blocks 1 – 3 secure bicycle storage rooms with mesh screens to provide added passive security are located at the car parking levels and adjacent to circulation cores. At the upper ground level car park a direct access route to the street at Park West Avenue is provided. A mix of bicycle users is catered for with accessible bike stands, cargo bike stands, Sheffield stands and gas assisted double stacked bike storage available to residents.

**12 DETAILED DESIGN**

How well thought through is the building and landscape design?

- The materials and external design make a positive contribution to the locality
- The landscape design facilitates the use of the public spaces from the outset
- Design of the buildings and public space will facilitate easy and regular maintenance
- Open car parking areas are considered as an integral element within the public realm design and are treated accordingly
- Care has been taken over the siting of flues, vents and bin stores

The detailed drawings indicate the proposed finishes which have been chosen for their durability and low-maintenance. Brick and render are the predominant materials, with a palette of 3 different complimentary bricks to the street facades. Darker brick is used to define the base plinth of the high density block with red and buff brick contrasting above to define the different volumes. Painted render is limited to the inner courtyard elevations of the medium and high density blocks.

On-curtilage parking bays will be finished in permeable paving, and on-street parking bays will be broken into small banks by new street trees.

Aluminium or PVC window frames, rainwater goods, fascia and soffits require little to no maintenance beyond regular light cleaning.

The secure bin and bike stores to the medium density blocks will be finished in metal louvered screens with green roofs and lockable metal doors.

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. Public streets will be landscaped with specimen street trees grown in structural tree pits to ensure their health and longevity.





8.0 | DEVELOPMENT STANDARDS



## Residential Development Standards

### Areas & Internal Storage

All new homes comply with the relevant minimum areas and internal storage requirements in accordance with SPPR3 of Sustainable Urban Housing: Design Standards for New Apartments (December 2022). Room by room details for every apartment within the scheme is detailed in the Housing Quality Audit that accompanies this planning application. The majority of the apartments within the scheme exceed the minimum area standard by a minimum of 10%. The total number of apartments is 708, and of these 372 no. exceed the minimum area by >10%.

### Aspect

It is a policy requirement that new apartment schemes in central, accessible locations close to high public transport comprise at least 33% of the dwellings as dual aspect. The proposed development complies with this policy, SPPR4 of Sustainable Urban Housing: Design Standards for New Apartments (December 2022) and a total of 281 dwellings, or 40%, of the 708 unit scheme are 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.

### Floor to Ceiling Heights

SPPR5 of the Sustainable Urban Housing: Design Standards for New Apartments (December 2022) requires all ground floor apartments to have a minimum ceiling height of 2.7m. All of the ground floor apartments in the medium density section comply with this policy. The ground units within the high density section are a mixture of retail and community, cultural and art spaces. The community, cultural and art units on New Street have a ceiling height of 2.7m, and the majority of retail units on Park West Avenue have a ceiling height of minimum 3.5m. The floor to ceiling heights of apartments on upper storeys are 2.4m.

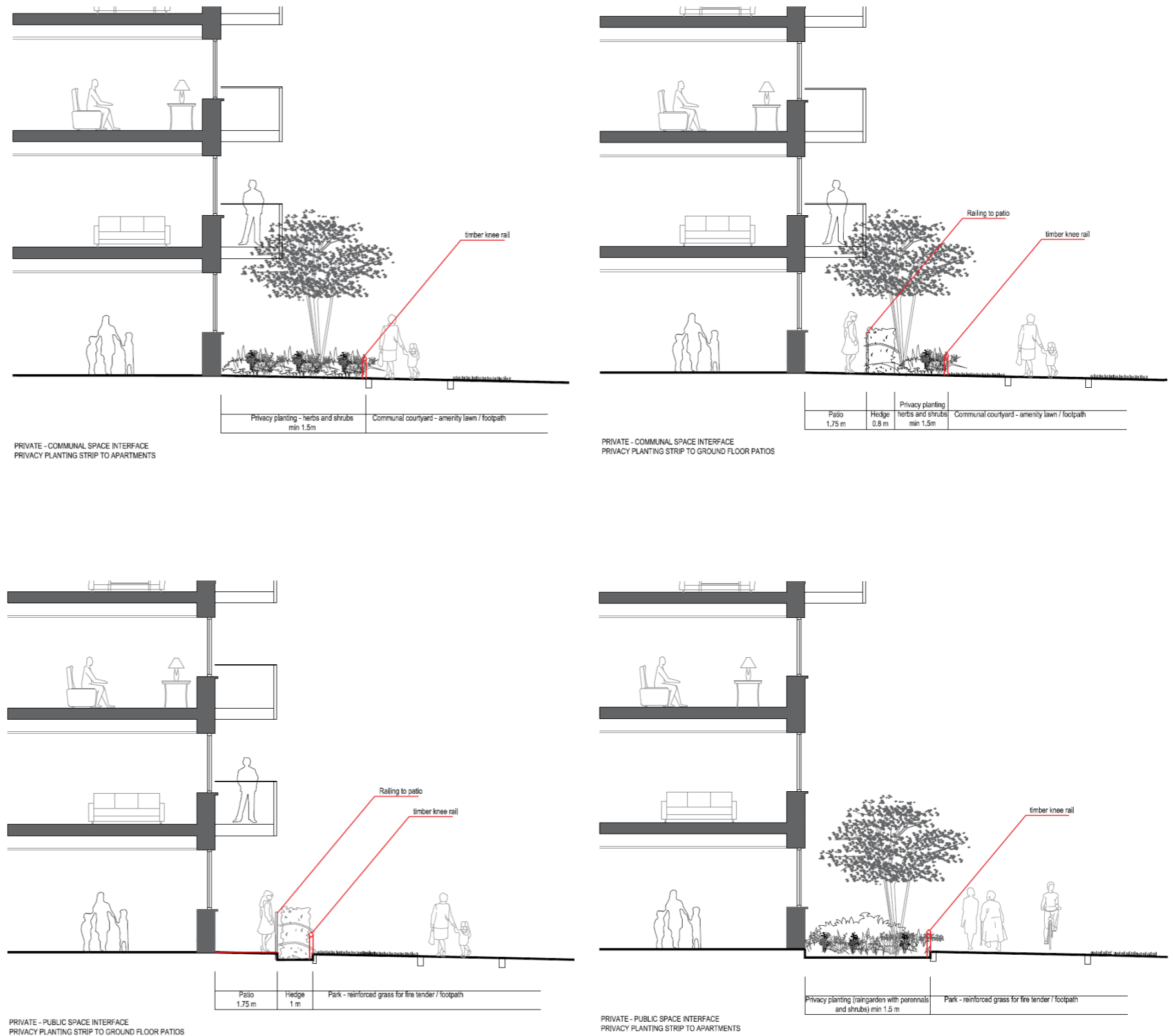


Figure 8.0 - Balancing privacy - sociability and passive surveillance: Privacy planting



## Residential Development Standards

### Lift and Stair Cores

The development complies with SPPR6 of Sustainable Urban Housing: Design Standards for New Apartments (December 2022). No single building comprises more than 12 units per core. The number of units per core/ varies across the development, depending on tenure and constraints, and ranges from 6 units per core to the max 12 units per core per floor.

Block	Units per Core/
Block 1	6
Block 2A	6
Block 2B	8
Block 3	10
Block 5A	12
Block 5B	6
Block 6A	11
Block 6B	6
Block 7A	12
Block 7B	6
Block 8A	11
Block 8B	7
Block 9A	11
Block 9B	6
Block 10A	11
Block 10B	6



Figure 8.1 - Threshold precedent images

### Private Amenity Space

Every apartment has 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.

Upper floor apartments will have protective railings compliant with TGD Part K as a minimum requirement. Ground floor apartments require greater privacy in addition to security and boundary demarcation. The Landscape Architect has designed a suite of different design solutions for the development, incorporating combinations of threshold planting, timber knee rails, railings and hedges, depending on the context and the public or communal realm to which the apartment faces.

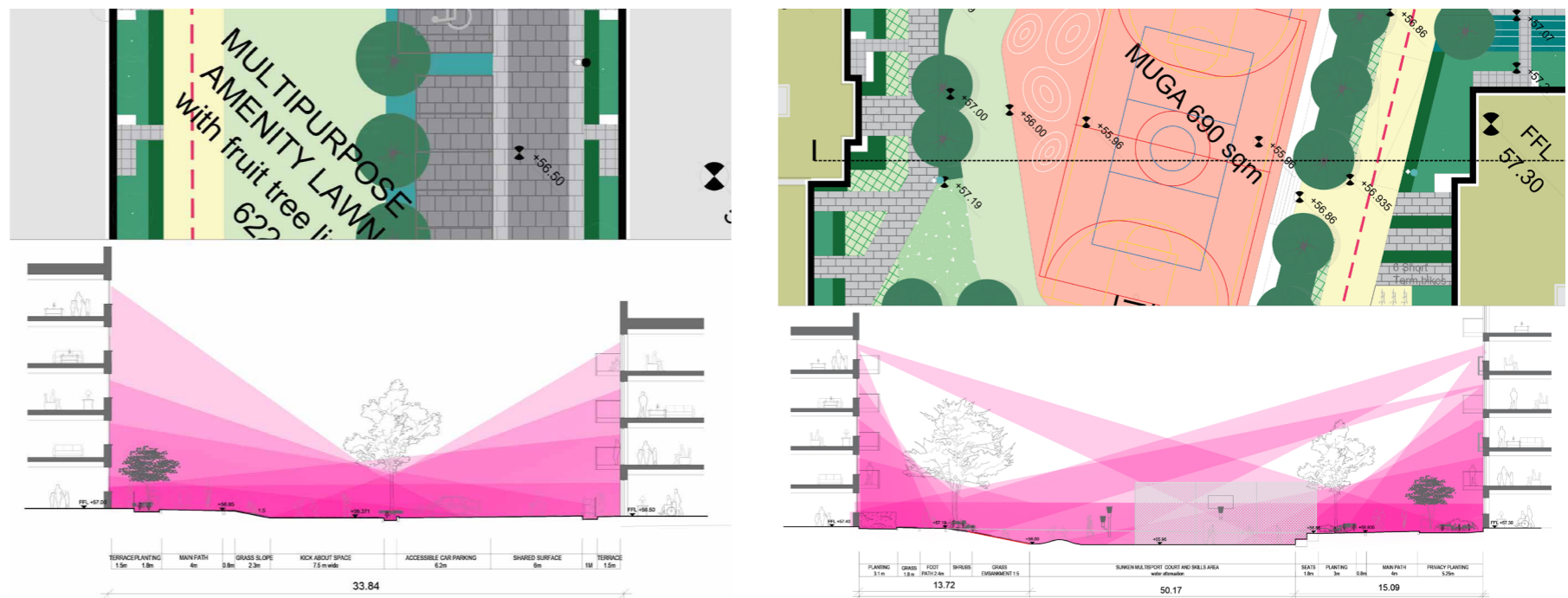


Figure 8.2 - Balancing privacy - sociability and passive surveillance: Privacy planting strip



## 8.0 | DEVELOPMENT STANDARDS

### Site Development Standards

#### Daylight and Sunlight

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 the proposed final scheme achieves a very high level of compliance with the Guidelines that is commensurate to the nature of this new, high-density, urban development. A full and comprehensive Daylight and Sunlight Assessment and Report accompanies this planning application.

#### Separation Distances and Overlooking

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 for 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, e.g. the southwest corner of Block 2B and the northeast corner of Block 3. In this instance, 'secondary' windows to the kitchen and living rooms of Block 3 apartments will provide additional 'eyes on street' over the courtyard and street below, which happens to be the recessed entrance to the supermarket car park and therefore warrants the increased surveillance. 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.

#### Communal Amenity Space

Each urban 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 amenity 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.

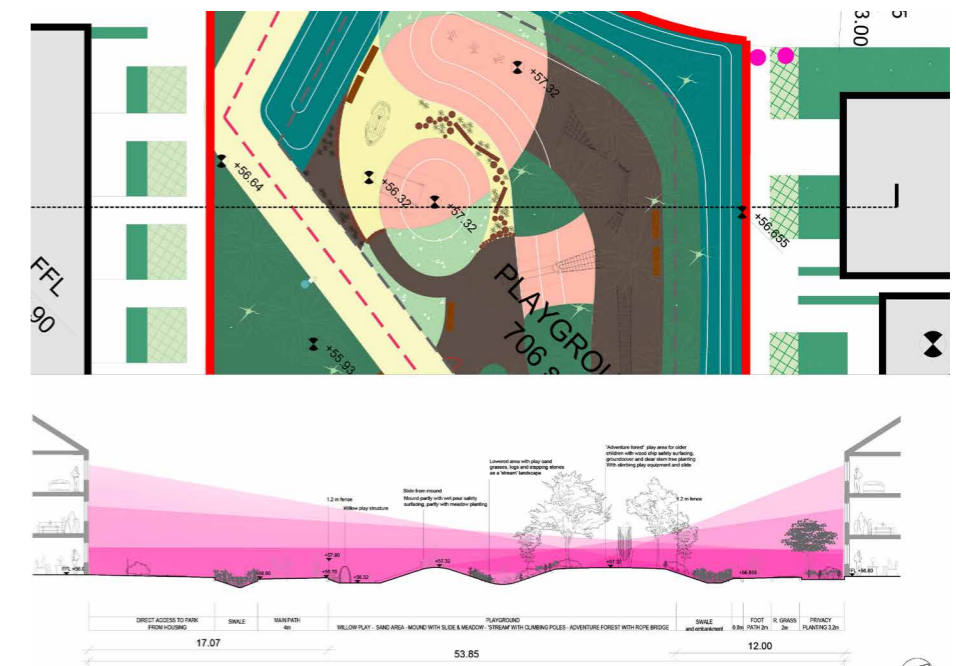
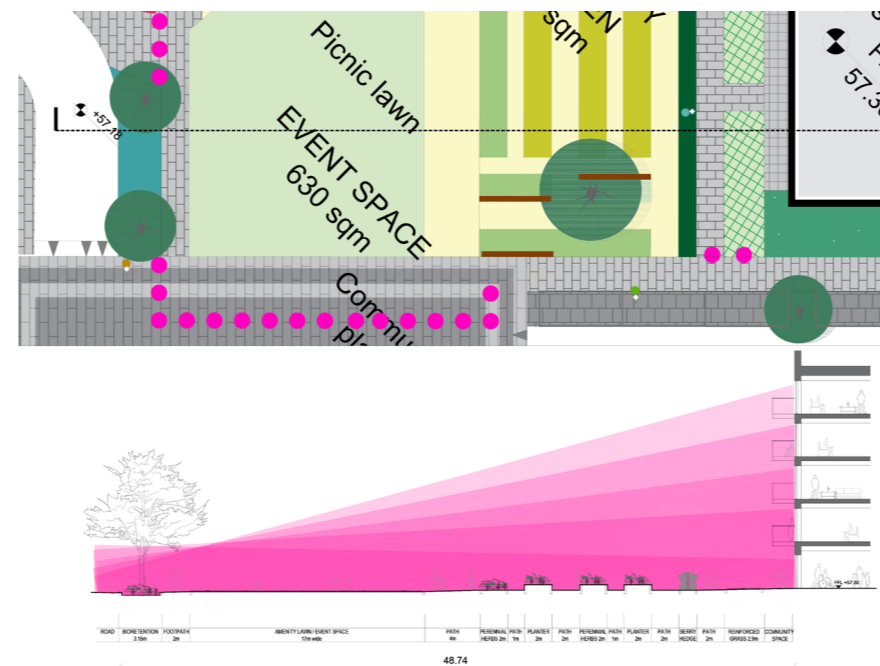


Figure 8.3 - Balance privacy - sociability and passive surveillance



#### Public Open Space

Public open space for the new development is provided in accordance with Section 15.8.6 and Table 15.4 of the Dublin City Development Plan 2022-2028. The lands are zoned Z14 Strategic Development and Regeneration Area (SDRA) which has a minimum requirement of 10% of the overall site are to be public open space. The proposed layout will provide public open space at a rate of 12.5% of the overall development, exceeding the minimum requirements.



#### Play Infrastructure

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.



### Universal Access Statement

- The scheme has been designed with reference to the following documents;
- Buildings for Everyone, A Universal Design Approach (CEUD and National Disability Authority).
- Universal design Guidelines for Homes in Ireland (CEUD and National Disability Authority).
- Technical Guidance Document Part M 2022 (Department of Housing, Local Government and Heritage).

All main entrances to buildings will be fully accessible including their approach.

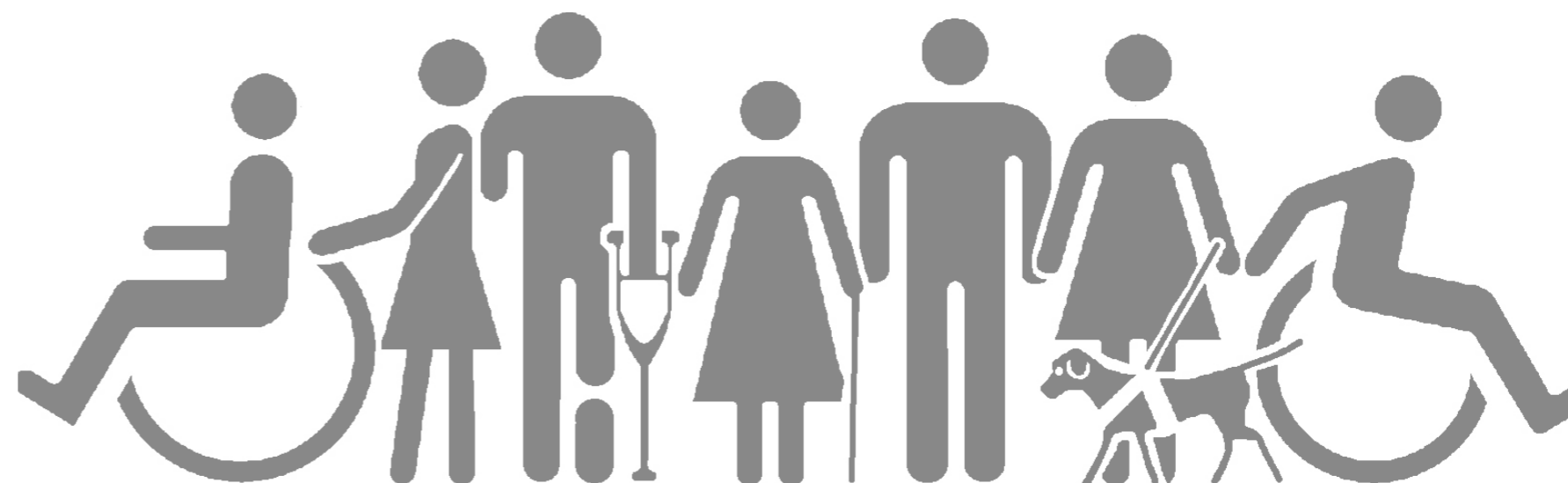
The design of the public realm is based on the DMURS standards. Priority is given to pedestrian use of the space. In general, all surfaces will be level (up to 1:50) or gently sloped (up to 1:20), to ensure the space is usable by those of various abilities. There are a couple of ramped access points to accommodate level changes within the high density podium block. All access routes will be well lit and surfaced with firm and reasonably smooth materials having the appropriate slip resistance. In grasscrete parking courts, concrete linear strips allow a level surface for accessibility for all users. Drainage gratings will be flush with the surrounding surface. The footpaths will be sufficiently wide to accommodate all users, from parents with buggies to the elderly.

Adequate dishing at kerbs and safe pedestrian crossing areas will be provided at all junctions around the site. Tactile paving surfaces will be used where necessary to warn of the absence of a kerb. All guarding and handrails will fully comply with Part M requirements, where relevant on access ramps. Accessible parking spaces to serve apartments/duplex apartments exceed the 5% required. The design of on-street parking stalls complies with the guidelines in Building for Everyone: A Universal Design Approach, Section 1.

The site landscape design includes public benches to provide resting spaces for the residents. Routes within the buildings are kept simple and legible for patrons of all ages and abilities. Lighting and signage will be designed to enhance the environment for all users.

Entrances to all buildings will be accessible. They will be easily identifiable, with level landings of 1800 mm x 1800 mm immediately in front. Building entrances will provide a minimum clear opening width of 1000 mm as per TGD Part M 2010. Door handle positions and glass manifestations will be provided. Suitable surface materials will be used so as not to impede wheelchair users nor create a tripping hazard.

General circulation corridors will be minimum 1500mm wide with wheelchair passing places 1800mm x 1800mm at intervals of maximum 20 metres but generally much more frequent. Passenger lifts are provided to all apartment units located above ground level. All exit stairs from apartment blocks are designed to be accessible for ambulant disabled.







9.0 | LANDMARK / TALL BUILDING ASSESSMENT



**Performance Criteria in Assessing Proposals for Landmark/Tall Buildings**

**1.0 - Exemplary Architecture**

The Dublin City Development Plan 2022 - 2028 sets out performance criteria for the assessment of landmark/tall buildings in Appendix 3, Table 4.

Landmark/tall buildings are generally considered to be those that are substantially taller than their surroundings and cause a significant change to the skyline. They are typically buildings greater than 50 metres in height. The Cherry Orchard LAP identifies the southern end of the site as a location for a landmark building up to 60m high. The proposed landmark tower at Block 2B, Cherry Orchard Point is 51.725m high.

Slenderness Ratio of 3:1

Maximum slenderness has been an aim of the tower design from inception stage in order to achieve the most elegant form possible. The proposed tower at Block 2B is 15 floors rising off a 6 floor shoulder of the adjoining Block 2A facing Park West Avenue. On New Street, the tower element defines the corner with a break in the elevation before the 5 storey massing of Block 3 to the west.

Slenderness ratios of 4:1, 5:1 and 8:1 are achieved as illustrated adjacent, with the tower element expressed to the ground and sited at the corner of Park West Avenue and "New Street".

Typical floor plates within the tower include 8 units, accessed along a T-shaped central corridor, with a centralised double lift and secure stair core. The massing is broken up through recessed bays of glazing, shadow gap detail between different brick types and projecting elements in the line of the facade to provide strong verticality to the elevations.

The massing is divided in four on the north-east elevation, with the vertical elements breaking down the elevation. The main vertical element at the corner is 4:1 to Park West Avenue and 6.8:1 to New Street. On the north-west elevation facing New Street the massing of the tower is divided into two elements.

The façade design is carefully articulated with high quality brick being used to all street facing facades to ensure durability. Contrasting brick colours are used to express the form and animate the street elevations. Care is taken to ensure blank gables are avoided to enhance passive security.

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 a "Landmark Building" in the Dublin City Council SDRA 4 Park West/Cherry Orchard Guiding Principles map. The principles of this map guide the final proposal for density allocation on the site.

A detailed external lighting proposal has been prepared by Sabre Lighting and will be submitted as part of the application. Light fixtures will be durable and placed to ensure the safety and security of residents while avoiding light spill, glare and sky glow.

The transition in scale from the landmark tower at Block 2B is accommodated by the shoulders of Block 2A and Block 3 adjacent. Block 2A transitions to a 6-storey volume while Block 3 is 5-storeys in height. A generous parapet of c.3m above roof level at the corner of Block 2B ensures that plant can be concealed behind.



Figure 9.0 - Elevation of the 15 storey building identifying the slenderness ratio



## 9.0 | LANDMARK / TALL BUILDING ASSESSMENT

### 2. Sustainable Design and Green Credentials

The overall scheme is designed to comply with Nearly Zero Energy Building (NZEB) standards for both the residential and retail use elements.

The high density area of the site where Block 2B landmark tower is sited makes very efficient use of resources through high density residential development, at 144dph in addition to the retail uses, residential and retail parking, bicycle stores and podium level amenity space. This provides the best possible use for this greenfield site, well connected to public transport.

The proposed design adopts best practice in both the internal layouts and external proposed finishes. This includes efficient plans, maximising daylight, ensuring views and providing shared amenity and support facilities for residents. The community, arts and cultural facilities and open space, both indoor and outdoor, and general high quality design are all in an effort to achieve an excellent addition to Cherry Orchard, and one that will enhance Dublin's built environment. 2226m<sup>2</sup> of communal amenity space is proposed at the shared podium for Blocks 1, 2A, 2B and 3, far in excess of the 1215m<sup>2</sup> required. All circulation cores provide direct access for residents to the landscaped podium.

The external finishes are designed to weather gracefully over time. The proposed brick colours are buff, dark grey and red brick. The robustness of the chosen finishes and the fact that they will require very little maintenance is a deliberate decision to ensure the good weathering of the building. This is needed as many modern buildings are stained and discoloured due to non maintenance of materials that need maintenance. There are many requirements that dictate the specification of the glazing to be used. For example, thermal performance, reflectance, maintenance requirements, slim opening sections, height of the building etc. As well as the design objective to provide a crisp, modern, high performance system, these factors and more will necessitate that the chosen system will be of a high standard. All materials can be confirmed in greater detail at compliance stage.



Figure 9.1 - CGI of landmark tower at Block 2B and Block 3 adjacent.

### 3. Public Realm

Block 2B along with its adjacent Blocks 1, 2A and 3 are designed with active uses of retail and community, arts and cultural spaces at ground level to enhance the public realm at Park West Avenue and along New Street which leads into the new development.

The existing plaza at Cherry Orchard train station is extended with a wide set back from the new 2 way bike lanes on the south side of Park West Avenue. The landscape design allows for outdoor seating areas as well as visitor short stay Sheffield bike stands for both the residential and retail uses.

Canopies are used to mark the building entrances, supermarket entrance as well as the retail and community units at the base of Block 2B to articulate these and help with wayfinding.

The existing streetscape at Park West Avenue is unattractive to pedestrians and cyclists so an enhanced public realm was a key objective from the initial stages of the design. The detailed design of the hard and soft landscape materials proposed in the public realm can be found in Mitchell and Associates landscape drawings and report submitted as part of this application.



Figure 9.2 - CGI of public realm improvements adjacent to Block 2B at Park West Avenue



### 4. Environmental Impacts

#### Wind

A detailed wind microclimate modelling report has been prepared by B-Fluid Ltd. to assess the impact of the new landmark building as well as the development in general.

The wind microclimate study considers the possible wind patterns formed under both mean and peak wind conditions typically occurring on the site area, accounting for a scenario where the proposed development is inserted in the existing environment (potential impact) and, for a scenario where the proposed development is analysed together with the existing environment and any permitted development (not constructed yet) that can be influenced by the wind patterns generated by the proposed one (cumulative impact). The potential receptors assessed included:

- Amenity areas (pedestrian level), areas likely to be utilised for leisure purposes and as such should be comfortable surroundings.
- Pedestrian routes and seating areas – to determine if locations are comfortable for leisure activities.
- Entrance to the buildings – to determine if there is potential for pressure related issues for entrances or lobbies.
- Landscaped areas – where there are sheltered areas.
- Impact to existing or adjoining developments – where the proposed

The results were used by the design team to configure the optimal layout for Cherry Orchard Point. In assessing the final design the analysis concluded that:

- 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.

#### EIAR

Detailed EIA screening has been carried out for this site and a full EIAR is being submitted as part of the planning application.

#### Daylight/Sunlight Assessment

A daylight and sunlight assessment has been carried out by Lawler Sustainability and is being submitted as part of this planning application.

### 5. Public Safety and Functional Impacts

Block 2B has been designed to create a high quality environment for its' inhabitants. The brick cladding has been chosen for its non-combustible and fire resisting qualities in addition to its' durability. The second lift serving the tower is sized as a fire fighting lift.

Waterman Moylan Engineers have carried out a flood risk assessment for the site as well as a full transport capacity assessment. The proposals for the development will enhance permeability through the site and pedestrian and cycle links to the station and wider area. Car parking at the high density block where 2B is located is planned to separate the retail customer parking from the residential parking area and separate entrances are provided to each.

AWN Consulting have prepared an Operational Waste Management Plan for the retail and residential areas of the development. Waste stores are provided adjacent to lift cores at the parking levels under the podium and designated waste collection areas have been identified on Park West Avenue and New Street. The dedicated waste collection areas will ensure no inconvenience is caused to the public realm on waste collection days. Suitable access and egress has been provided to enable the bins to be moved easily from the bin stores to the waste collection vehicles on the appropriate days.

Entrances and access routes are designed to ensure they work for all scenarios at peak hours. All circulation cores have stairs and lifts adjacent to provide options for residents at the lower storeys. All circulation cores have access from the below podium parking areas for those travelling by car and bike as well as access directly from the street for those accessing public transport. Access to each circulation core will be via secure key card system. The variety of access points will ensure no overcrowding at entrances at peak hours

### 6. Tall Building Clusters

A fifteen storey apartment block has been permitted adjacent to Cherry Orchard station to the south east of the railway line as part of the Park West SHD by Greenseed Ltd. (Planning Ref ABP-312290-21). The siting of a pair of tall buildings at opposite corners helps to define a central hub in Cherry Orchard focused on the existing transport connections as well as the new and existing retail units.

The landmark tower permitted at Park West SHD has been incorporated into the cumulative analysis as part of the visually verified montage report prepared by Mitchell and Associates as part of this planning application



### 7. Visual impact and Cityscape Analysis

A detailed visual impact assessment of the proposed scheme has been carried out by Mitchell and Associates. The cityscape analysis in the context of the impact of the landmark tower will be assessed further below.

#### Impact on Context

##### Existing Environment

As stated earlier in this report, the proposed site of the landmark tower at Block 2B at Cherry Orchard Point lies on lands which are currently vacant and overgrown in sections, particularly along the M50 boundary. Much of the lands of the larger site, west of Park West Avenue has been grazed short by ponies and horses. The traces of three historic townland boundaries converge in the centre of the larger site.

The site is generally flat in nature with levels at +56 and +57 OD Malin Head, rising sharply to the M50 along the west boundary (c. +61 OD) and the Palmerstown Way fly-over in the north (c.+62 OD). The site falls locally towards the railway station and the change in level to Park West Avenue is retained by a concrete wall.

##### Existing Cityscape Character

The axes of Park West Avenue and the railway serve to broadly define the different cityscape character areas around the subject site. Immediately east of the site lies largely 2 and 3 storey residential housing. Cloverhill and Wheatfield Prisons are located to the north of the site, on the far side of the Cherry Orchard Equine Centre.

The M50 motorway borders the west side of the lands and the area to the west of this is dominated by Clondalkin Industrial Estate. The railway borders the southern edge of the site. To the south of this lie the 6 and 7 storey apartment blocks at The Crescent Buildings. Park West Business Park and Park West Industrial Estate are located to the south of the railway line within a 1 kilometre walking radius. The building heights at Park West Business Park range from 4 – 7 storey office buildings.

##### Future Development

The Park West SHD by Greenseed Ltd. (Planning Ref ABP-312290-21) has permission for a high density apartment development of 750 no. 1, 2 & 3 bedroom apartments on the site to the south east corner of the railway line and Park West Avenue. Building heights here are generally 4-8 storey apartment blocks with a 15 storey landmark tower at the north western corner of the site adjacent to the train station.

As part of the future phasing of Cherry Orchard Point, Character Area 3 or “the East Quarter” can provide approximately 254 new homes. This neighbourhood will mirror the scale and intensity of development proposed in Phase 1 along the east side of Park West Avenue. Ground floor retail units and a landscaped civic pavement will animate the southwest façade of this block and contribute to the urbanisation of Park West Avenue. This high-density and tightly planned urban block will provide a wide landscaped pedestrian and 2-way off-street cycle link from Park West Avenue to Cherry Orchard Park and the wider neighbourhood.

#### Impact on Existing Cityscape Character

The proposed development is located within a greenfield site zoned a Strategic Development Regeneration Area (SDRA) in the Dublin City Development Plan 2022-2028 and for which a set of site specific development objectives have been described in the Park West - Cherry Orchard Local Area Plan. Taking undeveloped lands and providing a mixed use development with residential units, retail units, a supermarket, a new public park as well as indoor and outdoor community, arts and cultural uses will have a direct, positive effect upon the existing area.

The current context within Park West and Cherry Orchard is quite flat and open. As such, the addition of a tall building at Block 2B will aid legibility and wayfinding to Park West/Cherry Orchard Train Station from the surrounding residential and industrial areas.

View 1.2 below shows the proposed view from the walkway over the M50 to the north of the site. The tall building at Block 2C can be seen as a landmark within the proposed view which will help pedestrians navigating their way to Cherry Orchard Point and transport links adjacent from the west side of the M50.

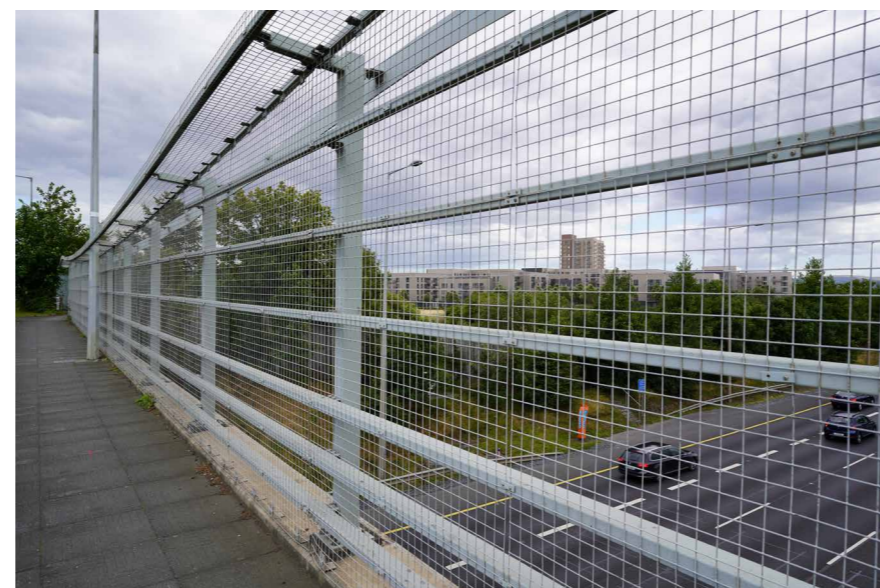


Figure 9.3 - Verified View 1.2

View 11 below shows the proposed view from Cloverhill Road to the north of the site looking southwards. The landmark tower at Block 2B helps to orientate oneself within the local landscape.



Figure 9.4 - Verified View 11

View 12 below shows the site as viewed from the northern approach along Park West Avenue. The new development at Cherry Orchard point will provide new retail and community spaces with the landmark tower serving as a wayfinding marker to define this new community hub.



Figure 9.5 - Verified View 12



**Impact on residential amenities**

Both the daylight and sunlight report and wind microclimate modelling report have assessed the impact of the landmark tower on adjacent residential amenities and has found no adverse impacts.

**Impact on conservation areas and protected structures**

The lands around Cherry Orchard and Ballyfermot were farmland until the 1950's when they were purchased by Dublin Corporation for the purpose of building housing. Development within Cherry Orchard itself begun in the 1980s as Ballyfermot expanded west. There are no protected structures or architectural conservation areas within a 2km radius of the site. A number of buildings on the Cherry Orchard Hospital campus form part of the Ministerial Recommendations for additions to the Record of Protected Structures but have not yet been added.

**Impact on significant views**

The primary long range views of the site are from the Dublin Mountains to the south. The landmark tower will not obstruct the view of the site from the mountains but will help with long-range wayfinding and assist to identify Cherry Orchard from its surrounding built hinterland. While Block 2B may be visible as a long distance view from other Dublin suburbs, it is not considered deleterious to these areas and is not anticipated to obstruct any important or historic visual connections or vistas within south Dublin.

**Built Form and Massing**

The building has been simulated within a 3D digital model to assess the impact of the proposal. The adjacent granted Park West SHD by Greenseed Ltd. (Planning Ref ABP-312290-21) has been included in the 3D massing model as well as the future phases of Character Areas 2, 3 and 4 of Cherry Orchard Point. The images adjacent show the cumulative impact of the tall building proposal at Block 2B in the proposed context. The pairing of the two towers to mark the existing transport hub which will be enhanced by new retail and community spaces will have a positive impact on the existing cityscape in our opinion as designers.

The impact within the existing and proposed context is fully assessed in the Landscape Visual Impact Assessment prepared by Mitchell and Associates.



Figure 9.6 - Cumulative massing model - birdseye view from east

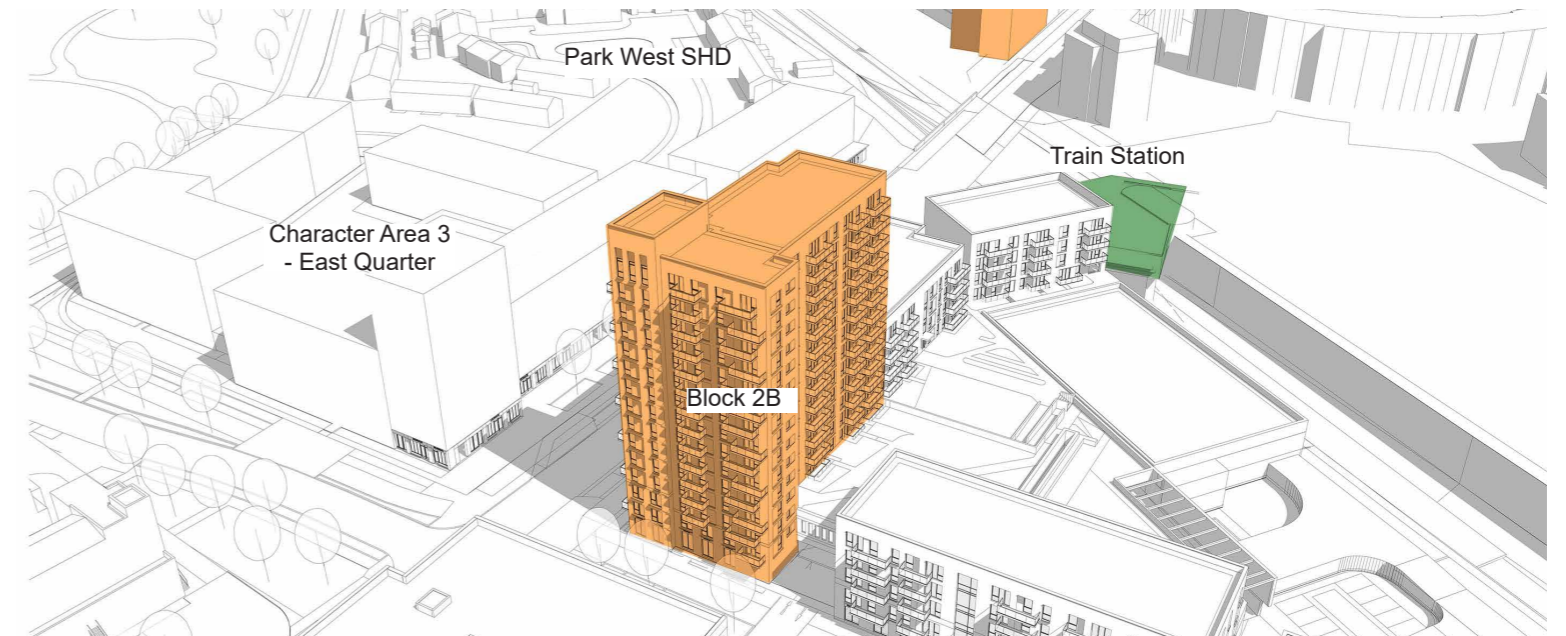


Figure 9.7 - Cumulative massing model - birdseye view from north-west



Figure 9.8 - Cumulative massing model - birdseye view from south





10.0 | COMMUNITY AND SAFETY STATEMENT



The Dublin City Development Plan 2022-2028 (DCDP) outlines best practice for Safe and Secure Design in Section 15.4.5 under Development Standards.

Under Objective QHSNO15 the DCDP requires the preparation and submission of a Community Safety Strategy for all housing developments over 100 units “which would set out the design features incorporated to address the above measures to ensure a high level of safety and security is maintained including overlooking, passive surveillance, street lighting and clear accessible routes.”

From Section 15.4.5 of The Dublin City Development Plan 2022-2028:

### Safe and Secure Design

*New developments and refurbishments should be designed to promote safety and security and avoid anti-social behaviour by:*

- *Maximising passive surveillance of streets, open spaces, play areas and surface parking.*
- *Avoiding the creation of blank facades, dark or secluded areas or enclosed public areas.*
- *Eliminating leftover pockets of land with no clear purpose.*
- *Providing adequate lighting.*
- *Providing a clear distinction between private and communal or public open space, including robust boundary treatment.*
- *Enabling residents to watch over the entrance to their home; recessed entrances should be avoided and front doors should also be overlooked from other houses or from well-trafficked public areas.*
- *Locating back gardens next to other back gardens or secure private areas rather than on to roadways or other public areas.*
- *Ensuring that the layout and design of roads within residential areas encourages appropriate traffic volumes and speeds.*
- *Providing clear and direct routes through the area for pedestrians and cyclists with safe edge treatment, maintaining clear sight lines at eye level and clear visibility of the route ahead.*
- *Using materials in public areas which are sufficiently robust to discourage vandalism.*
- *Avoiding the planting of fast-growing shrubs and trees where they would obscure lighting or pedestrian routes; shrubs should be set back from the edge of paths.*
- *Consulting with An Garda Síochána crime prevention design advisor where appropriate; Dublin City Council will also have regard to the Guidelines on Joint Policing Committees as established under the Garda Síochána Act 2005 as amended (2014), in order to ensure safe and secure communities.*

Key urban design principles which form the basis for Cherry Orchard Point site and landscape design will be integral to encouraging neighbourliness, fostering a sense of community and discouraging anti-social behaviour, vandalism and crime.

The following pages will illustrate how the design strategy seeks to ensure a high level of safety and security is maintained in the new development.

- *Maximising passive surveillance of streets, open spaces, play areas and surface parking.*

Central to Cherry Orchard Point is a new large and dynamic public park, and this is both the ordering device for the urban site plan and the driving force for the new development. 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.

Roads and vehicles are pushed to the peripheral edges of the site, making the central space a safe and pleasant car-free space for residents and visitors. The residential buildings which overlook this provide passive surveillance of the open space, recreation and play areas within. The medium density residential blocks have own door units at ground to maximise active frontages. Surface parking within the medium density areas of the site is overlooked by the adjacent residential blocks and adjacent to building entrances to maximise passive surveillance.

A continuous edge to Park West Avenue will create better enclosure and activity on that street, and will announce the changing nature of the streetscape as the station and village hub are approached from the Palmerstown Way motorway overpass and Cloverhill Road. New street trees, an off-road cycle lane, parallel parking bays and a pedestrian/cycle crossing on Park West Avenue will help to calm traffic.

- *Avoiding the creation of blank facades, dark or secluded areas or enclosed public areas.*

Care has been taken with the building elevation design to specifically ensure no blank facades exist in the scheme, particularly at end gables. A full lighting design will be prepared and submitted with the planning application to ensure no dark or secluded areas pose a safety risk to residents. Public areas are open with planting and buildings used to define the edges and provide vehicular barriers.

- *Eliminating leftover pockets of land with no clear purpose.*

The landscape design for the site clearly defines public, semi-public and private space within the scheme ensuring that no leftover pockets of land will arise. The adjacent extract from the landscape architects report clearly shows the definition in terms of character of different landscaped areas on the site to provide different amenities for the new and existing community.

- *Providing adequate lighting.*

A lighting consultant will prepare a detailed lighting design for all public and semi-public areas of the site to ensure adequate lux levels are achieved for residents’ safety and security.



Figure 10 - Avoidance of blank facades in the building elevation design



## 10.0 | COMMUNITY & SAFETY STATEMENT

- *Providing a clear distinction between private and communal or public open space, including robust boundary treatment.*

The neighbourhood park is designed as safe amenity space for pedestrians and cyclists. Vehicular traffic is thus avoided as much as possible not only in the park but also in its perimeter, creating direct access to the park from residential buildings framing it. This creates active park edges and improves the passive surveillance of the park.

The park boundaries are largely formed by building edges and planted edges that create a natural vehicular barrier. Where the park paths are connecting into “Woonerf” and streets, bollards are provided with removable bollards to allow access for maintenance vehicles and fire tender.

The hierarchy of open space is clearly defined between the central neighbourhood park with permeable edges, civic space extending along New Street and Park West Avenue, “Woonerf” home zones where traffic speeds are slow with surfaces shared with pedestrians and cyclists and secure community courtyards within the residential blocks which provide communal amenity space.



Figure 10.1 - Fence to Communal Amenity Space. Public Open Space is permeable.

### PARK EDGES - VEHICLE BARRIERS

-  Building
-  Fence to communal open space
-  Bollards (with removable bollards for fire tender and maintenance access)
-  Planted edge - hedge / bioretention planting / groundcover and shrubs

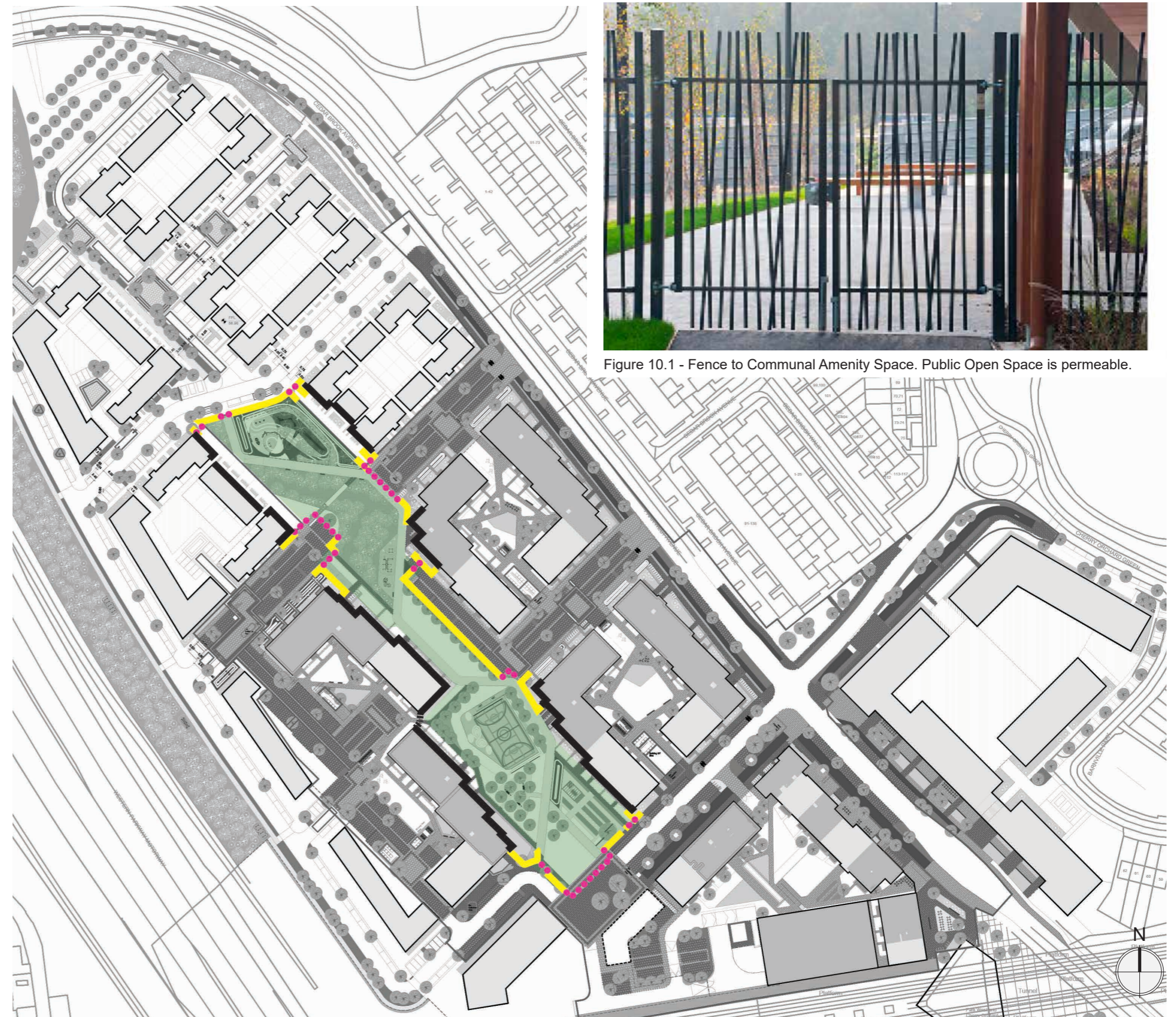


Figure 10.2 - Vehicle free neighbourhood and boundary treatment to public park



- *Enabling residents to watch over the entrance to their home; recessed entrances should be avoided and front doors should also be overlooked from other houses or from well-trafficked public areas.*

Care has been taken at own-door ground units to provide defensible space to the front of the unit. This setback allows residents to see visitors approaching. These units are either adjacent to primary or secondary roads within the development or adjacent to public space which will provide overlooking and passive surveillance.

- *Locating back gardens next to other back gardens or secure private areas rather than on to roadways or other public areas.*

This is addressed in the proposed masterplan for Cherry Orchard. There are no back gardens within Character Area One - Cherry Orchard Point which is the subject of this planning application.

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

The street network design from the periphery into the centre of the development, ensures that car priority diminishes in favour of pedestrians and cyclists.

The design strategy for the primary existing road along Park West Avenue proposes to calm this road by design: by locating active building edges close to the carriageway, mixed-uses around the station, introducing parallel parking bays and large street trees, traffic lights at the primary crossing point and off-street cycle lanes.

A secondary street system irrigates local traffic through the new development. This 'New Street' forms a loop around the site, keeping traffic to the edges and providing access to residential and commercial car parks. This street will provide some on-street parking and large street trees.

The tertiary street network is a series of minor streets characterised as 'Woonerf' spaces, a Dutch term for living streets, whereby the street is shared between pedestrians, cyclists and cars, but clear priority is given to pedestrians. Hard and soft landscaping contribute to making these living streets safe and attractive.

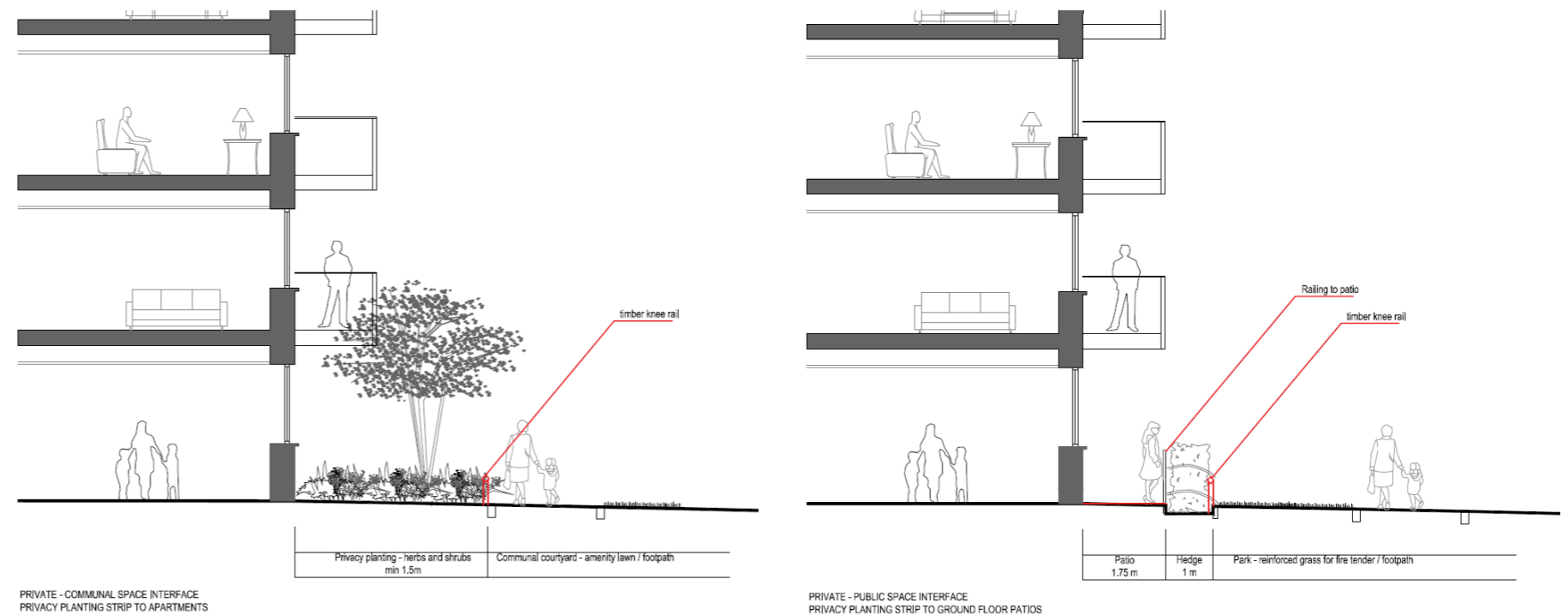


Figure 10.3 - Building sections showing defensible space - balancing privacy sociability and passive surveillance through privacy planting strip



## 10.0 | COMMUNITY & SAFETY STATEMENT

- *Providing clear and direct routes through the area for pedestrians and cyclists with safe edge treatment, maintaining clear sight lines at eye level and clear visibility of the route ahead.*

This is central to the design of the public park which runs through the centre of the scheme. Priority is given to pedestrians and cyclists and planting choices at detail design stage will ensure clear sightlines are maintained.

Clear signage will be used within both the low and high density areas of the site to ensure visitors can find their way easily. The under podium parking for the high density blocks will have secure access and will be well lit with good signage to the circulation core entrances.

- *Consulting with An Garda Síochána crime prevention design advisor where appropriate; Dublin City Council will also have regard to the Guidelines on Joint Policing Committees as established under the Garda Síochána Act 2005 as amended (2014), in order to ensure safe and secure communities*

The design team has liaised with the An Garda Síochána crime prevention design advisor assigned to Cherry Orchard Point. Where feasible, and in consideration of the design of objectives of the overall scheme, their feedback and constructive advice will be incorporated in the proposals.

- *Using materials in public areas which are sufficiently robust to discourage vandalism.*

Material and public lighting choices within the public and semi public realm have been carefully considered for their robust qualities.

The communal plaza will have permeable pre-cast paving with granite finish while key pedestrian links will have pre-cast concrete kerbs with granite finish. Permeable pre-cast concrete paving will be used for woonerf streets with pre-cast concrete kerbs. The park paths will be compacted gravel.

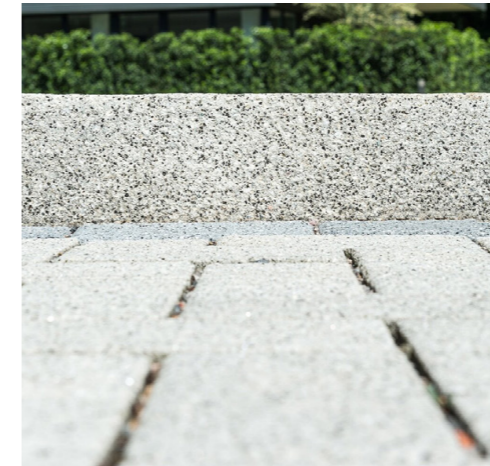
Community gardens will be overlooked by and maintained by residents. Outdoor gym equipment will be sturdy and robust to discourage vandalism.

Children's play areas are designed to have nature inclusive play with natural structures such as a willow tunnel, timber stepping stones and logs as well as mounding and integrated planting within the playground. Natural environments support children's imaginative play, the development of positive relationships and allows for the environment to become a place of learning, it also has an impact on the social behaviour and structure - imagination becomes as valued as physical abilities.

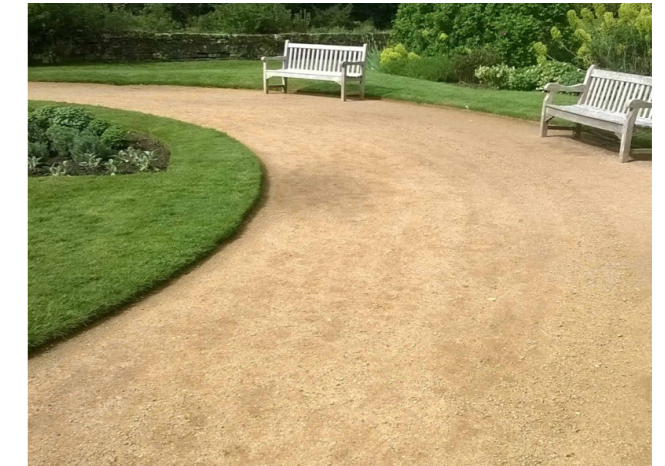
Large picnic tables from heavy timber or concrete will provide opportunities to sit and eat together.



Pre-cast paving with granite finish



Pre-cast concrete kerbs with granite finish



Compacted gravel paths through the park





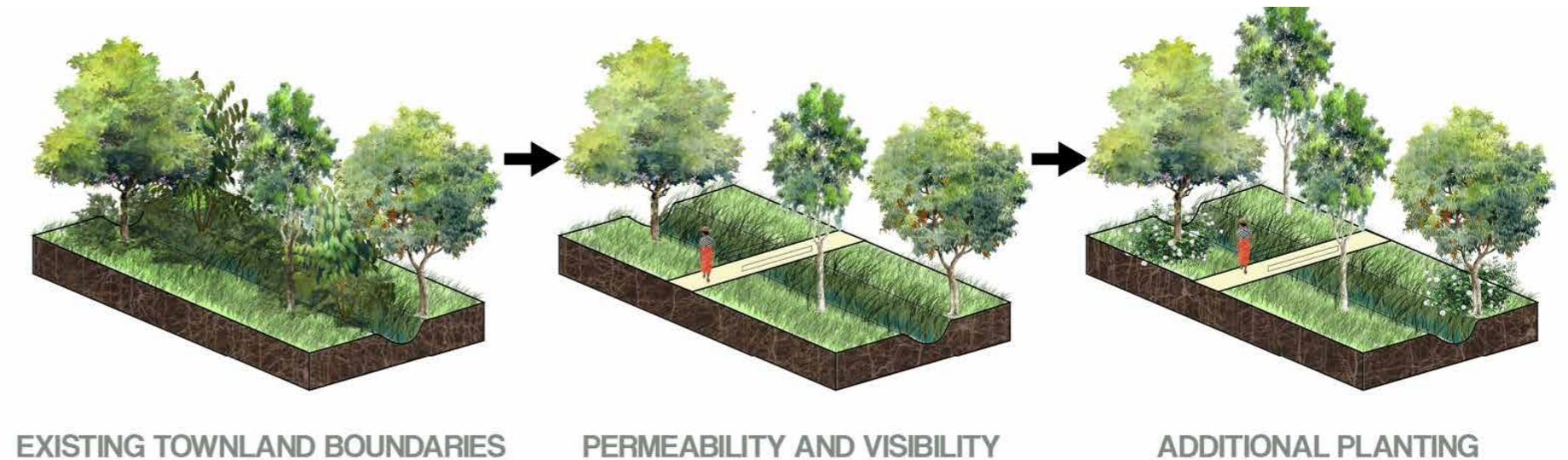
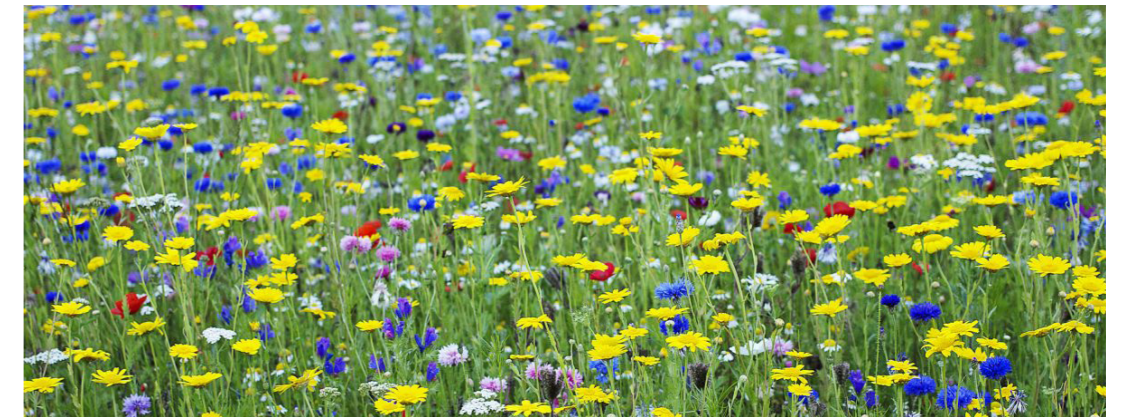
- *Avoiding the planting of fast-growing shrubs and trees where they would obscure lighting or pedestrian routes; shrubs should be set back from the edge of paths.*

The landscape design intent is to provide a visually permeable scheme, using a diversity of native and pollinator-friendly planting and management techniques to improve biodiversity, while being conscious of maintenance requirements. The design strategy includes extensive native wildflower meadows, native microforest planting (only along the M50), partial retention of existing hedgerows, which are managed to increase visibility across the amenities, swale and raingarden habitats, herb gardens, and fruit trees.

Edible species are introduced in the scheme ranging from native species for foraging in the park's townland boundaries, and in the microforest planting along the M50, to more cultural varieties of fruit trees in the park, herb planting, and fruit bushes in the communal courtyards, and more intensive community gardens where vegetables and other edibles can be grown by the residents.

It is envisaged that as the community develops, residents may take an active role in some operations associated with landscape management and maintenance. Engagement of the local community in realistic and meaningful management roles will empower the residents and assist in building a cohesive community spirit and sense of place and local stewardship. The introduction of the community garden is a key way of commencing this process. It allows the community to develop the experience and enthusiasm for taking some responsibility for their environment. In general, regular and simple operations such as mowing and hedge cutting require little experience, but appropriate training related to H&S to enable any residents to take a role. This is an opportunity for local people to gain experience and to upskill. More simple tasks, such as seasonal planting, weeding, and leaf and litter picking, are the kind of operations that will evolve out of the communal garden.

The landscape design intent is to provide a visually permeable scheme, using a diversity of native and pollinator-friendly planting and management techniques to improve biodiversity, while being conscious of maintenance requirements. The design strategy includes extensive native wildflower meadows, native microforest planting (only along the M50), partial retention of existing hedgerows which are managed to increase visibility across the amenities, swale and raingarden habitats, herb gardens, and fruit trees.





## 11.0 | ARCHITECTURAL DESIGN STATEMENT SUMMARY

Table 15.2 of the Dublin City Development Plan 2022-2028 outlines the information requirements for Design Statements. For ease of reference see table below with the relevant locations of this information within the Architectural Design Statement and the planning application submission.

Residential Developments	
Site Location and Description	Architectural Design Statement, Chapter 1 - Site
Context and Setting	Architectural Design Statement, Chapter 1 - Site
Urban Design Rationale	Architectural Design Statement, Chapter 2 - Urban Design Rationale
Design Evolution / Alternatives Considered	Environmental Impact Assessment Report, Chapter 4 - Alternatives Considered
Block Layout and Design	Architectural Design Statement, Chapter 2 - Urban Design Rationale
Site Connectivity and Permeability	Architectural Design Statement, Chapter 2 - Urban Design Rationale, P.20
Height, Scale and Massing	Architectural Design Statement, Chapter 2 - Urban Design Rationale, P.21
Materials and Finishes	Architectural Design Statement, Chapter 5 - Materials and Precedents
Open Space (Private, Communal, Public)	Architectural Design Statement, Chapter 4 - Residential Amenity
Public Realm Contribution	Architectural Design Statement, Chapter 4 - Residential Amenity
Compliance with Internal Design Standards	Architectural Design Statement, Chapter 8 - Development Standards
Daylight and Sunlight	Refer to Daylight and Sunlight Report by Lawler Sustainability submitted as part of the planning application
Overlooking, Overbearing, Overshadowing	Architectural Design Statement, Chapter 2 - Urban Design Rationale, P.36 - 39
Car and Cycle Parking	Architectural Design Statement, Chapter 4 - Residential Amenity
Management / Lifecycle Report	Refer to Building Lifecycle Report submitted as part of the planning application.
Compliance with DMURS	Architectural Design Statement, Chapter 2 - Urban Design Rationale Refer to Waterman Moylan Engineering Reports also.
Safety and Security	Refer to Community and Safety Statement submitted as part of the planning application. Summary in the Architectural Design Statement, Chapter 10 - Community & Safety Statement also.
Universal Access	Architectural Design Statement, Chapter 8 - Development Standards, P.83



This scheme design was informed by all relevant national, regional and local planning and development policies, as well as over-arching urban design policy and best-practice guidance documents.

National Planning Framework: Project Ireland 2040  
(Dept of Housing, Local Government and Heritage 2018)

Climate Action Plan 2023: Changing Ireland for the Better  
(Dept of the Environment, Climate and Communications 2023)

Regional Spatial & Economic Strategy 2019 - 2031  
(Eastern and Midlands Regional Assembly 2019)

National Sustainable Mobility Policy (Dept of Transport 2022)

Design Manual for Urban Roads and Streets (Dept of Transport, Tourism and Sport 2013)

Sustainable Residential Development in Urban Areas  
(Dept of Environment, Heritage and Local Government 2009)

Sustainable Urban Housing: Design Standards for New Apartments  
(Dept of Housing, Local Government and Heritage 2022)

Urban Development and Building Heights (Dept of Housing, Planning and Local Government 2018)

Urban Design Manual: A Best Practice Guide  
(Dept of Housing, Local Government and Heritage 2009)

Greater Dublin Area Transport Strategy 2022 - 2042 (National Transport Authority 2022)

Cycle Design Manual (National Transport Authority 2023)

Safe Routes to School (SRTS) Programme 2021  
(National Transport Authority and Green-Schools 2020)

Building for Everyone: A Universal Design Approach, and Universal Design Guidelines for Homes in Ireland  
(CEUD and National Disability Authority 2012 and 2015)

Quality Apartments and Urban Housing (Housing Agency and Urban Agency 2018)

Dublin City Development Plan 2022 - 2028

Park West - Cherry Orchard Local Area Plan 2019

Life Between Buildings: Using Public Spaces (Jan Gehl, 1971)

Cities for People (Jan Gehl, 2010)

Urban Design Compendium (English Partnerships 2000)

Places, Streets & Movement (UK DETR 1998)

A Pattern Language (Christopher Alexander et al 1977)

