

## Winter Bird Count Cherry Orchard Dublin 10

### Introduction and Terms of Reference

The proposed development will comprise of the construction of medium density residential development at Cherry Orchard, Dublin 10. The Proposed Development (13,280sq.m GFA) comprises of 137 dwellings in a mix of houses, duplex units and own-door apartments, all of which are proposed to be affordable for-sale homes, ranging in height from 2 to 3-storeys and represents the logical and coherent continuation of the Phase 1 development (Bord. Ref: ABP-318607-23) as approved by An Bord Pleanála in July 2024.

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

The development as described in the public notices is set out below:

*In accordance with Section 175(4) of the Planning and Development Act, 2000 (as amended) Dublin City Council, in partnership with The Land Development Agency, gives notice of its intention to make an application for approval to An Bord Pleanála under Section 175(3) of the Planning and Development Act, 2000 (as amended) to carry out the following proposed development on a site of c. 3.185 hectares, located on lands at Cherry Orchard, Dublin 10 (known as Development Site 4 in the Park West Cherry Orchard Local Area Plan 2019). The site is bound by Cloverhill Road to the north, Cedar Brook Avenue and Park West Avenue to the east, the approved Phase 1 development (Bord. Ref: ABP-318607-23) to the south, and the M50 motorway to the west. The development will consist of the construction of a residential scheme containing 137no. residential dwellings (comprising 31no. 2-bedroom units, and 106no. 3-bedroom units) through a mixture of houses, duplex units and own-door apartments. The proposed development will include a new access road connecting to the entrance point at Park West Avenue as approved under the Phase 1 scheme, new internal streets, landscaped public and communal open space, a new pedestrian connection to Cloverhill Road and all associated site and development works. The proposed development represents Phase 2 of the overall planned development for Development Sites 4 and 5 of the LAP lands. Phase 1 of the overall planned development was approved permission in July 2024 (Bord. Ref: ABP-318607-23).*

*The proposed development (GFA of c. 13,280sqm) involves the construction of 137no. dwellings in a mix of houses, duplexes and own-door apartments ranging in height from 2 to 3 storeys comprising 31no. two-bed units (9no. two-bed three-person and 22no. two-bed four-person) and 106no. three-bed units (13,015 sqm total residential floor area), and all ancillary accommodation including bike and bin stores and ESB substation (265sqm total GFA). The proposed development also includes the provision of 2,133sqm landscaped public open space, in addition to 2,050sq.m of public open space as approved under the Phase 1 permission (Bord. Ref: ABP-318607-23). The total public open space provided for Phase 2 totals 4,183 sqm (12.34% of the net site/development area (3,390ha) of Phase 2 lands). Communal open space for the duplex and apartment units is provided across three dedicated communal amenity areas (602sq.m in total area) with private open space to serve the proposed units to be delivered through a mixture of rear gardens and terraces.*

*The proposed development will also involve the provision of 141no. car parking spaces at curtilage and street level throughout the development, of which 7no. are accessible spaces and 71no. EV charging points (representing 50% of the total parking spaces). A total of 306no. bicycle parking spaces, of which 18no. are visitor spaces accommodated through a mixture of bike stores and external cycle parking stands. A total of 7no. motorbike parking spaces are also provided. Vehicular, pedestrian and cycle access routes to serve the proposed development are provided via the approved Phase 1 entrance to the east of the site along Park West Avenue with further connections provided to the north and to the south to the approved Phase 1 scheme. Provision is also made for the installation of a signalised access junction with associated traffic lights and below ground infrastructure and the relocation of bus stop and shelter along Park West Avenue. The need to provide a signalised junction requires minor alterations to the entrance to the development including adjustment to the paving as previously approved under the Phase 1 scheme (no further amendments to that permission are proposed under this application.) The proposed development also includes the provision of off-street cycle lanes along Park West Avenue that will provide direct connectivity to the Rail Station to the southeast and Cherry Orchard Park to the east.*

*The development will also provide for all associated ancillary site development works including site clearance, boundary treatment, associated public lighting, internal roads and pathways, bin and bike stores, ESB substation, hard and soft landscaping, play equipment, and all associated works and infrastructure to facilitate the development including connection to foul and surface water drainage and water supply.*

Field visits were undertaken to all points within the site on the 10<sup>th</sup> November 2024.

Field work was undertaken on site throughout the tidal range in Dublin Bay and the environs. Initial observations were commenced at High Tide 06.13 AM Dublin Bay 10/11/24 and continued until post next High Tide 18.23 pm Dublin Bay 10/11/24.

Binoculars (7x50) and telescope (x50) were used. Visual and auditory evidence was used to determine the presence of species. Conservation status of species was ascertained using NPWS Data, "The Irish Red Data Book 2: Vertebrates" Whilde A., HMSO Belfast and Red List 3 Marnell, F., Kingston, N. & Looney, D. (2009) Ireland Red List No. 3: Terrestrial Mammals, National Parks and Wildlife Service, Department of the Environment, Heritage and Local Government, Dublin, Ireland and Red List 4 Regan, E.C., Nelson, B., Aldwell, B., Bertrand, C., Bond, K., Harding, J., Nash, D., Nixon, D., & Wilson, C.J. (2010) Habitats were identified using "A Guide to Habitats in Ireland", Fossitt J., The Heritage Council, 2000.

A Garmin GPSmap handheld GPS unit was used to mark the location of items of interest on-site. Heavy tree cover may compromise the accuracy of GPS locations.

A digital camera (Canon 1000D and Canon IXUS) was used to document items of interest.

### **Survey Constraints**

A different avian diversity may have been evident if the survey was undertaken at another time of year. This is a heavily managed landscape and many years of management has resulted in a series of highly modified habitats. This report reflects the species that were witnessed during fieldwork on the date referred to.

Habitats were identified using "Guide to Habitats in Ireland", Fossitt J., Heritage Council 2000. The site has the following habitat classifications; There one main habitat within the study area

- Mosaic of Dry Meadows and Grassy Verges (GS2), Recolonising Bare Ground (ED3). There are associated hedgerows (WL1) with an area of Scrub (WS1) to the east across the road .
- The timing has certain limitations and certain flora and fauna may be missed due to the time of year.

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G. Tobin BSc. MA    gjtobin@gmail.com 0872233587

This is a heavily modified habitat as a result of human interference. The mosaic nature of the habitat stems from the years of neglect and has resulted in the encroachment of hedgerow into the meadow habitats. The grasses within the study area are all lodged and ungrazed. Sedges and rushes occupy an area that at some stage was waterlogged within the recolonising bare ground. At the time of the winter bird count this area is partially ponded. The area currently bounding the railway track is characterised by Buddleia and Alder (*Alnus* spp.)

The scrub Area is characterised by Willow (*Salix* spp.), Buddleia and Mallow (*Malva sylvestris*) and is located across the road and east of the main site.

The boundary with the motorway is a substantial hedgerow with dense tree and ground flora. This area is outside the boundary of the development site. There is extensive human disturbance evident with dumping and vehicle tracks evident in places.

### Site Visit 10/11/2024

#### Birds Count

Pied wagtail (*Motacilla alba*) 4  
Thrush (*Turdus philomelos*) 6  
Blackbird (*Turdus merula*) 3  
Blue Tit (*Parus caeruleus*) 18  
Great Tit (*Parus major*) 10  
Chaffinch (*Fringilla coelebs*) 9  
Greenfinch (*Carduelis chloris*) 0  
Magpie (*Pica pica*) 4  
Jackdaw (*Corvus monedula*) 5  
Hooded Crow (*Corvus corone*) 0  
Rook (*Corvus frugilegus*) 2  
Sparrow Hawk (*Accipiter nisus*) 0  
Robin (*Erithacus rubecula*) 6  
Starling (*Sturnus vulgaris*) 14  
Wren (*Troglodytes troglodytes*) 9  
Dunnock (*Prunella modularis*) 10  
Woodpigeon (*Columba palumbus*) 6  
Feral Pigeon (*Columba livia*) 0  
Goldcrest (*Regulus regulus*) 4  
Swallow (*Hirundo rustica*) 0, (Summer visitor)  
House Sparrow (*Passer domesticus*) 4  
Tree Creeper (*Certhia familiaris*) 0  
Meadow pipit (*Anthus pratensis*) nesting in the recolonizing bare ground 0  
Herring Gull (*Larus argentatus*) 4  
Buzzard (*Buteo buteo*) 1  
Snipe (*Gallinago gallinago*) 0

Were all seen, heard. These are all commonly occurring species.

Brent Geese were not present to forage in the area as they need cropped grass as a food source and the hedgerows present will prevent access to the open area for a species that need a glide path to land.

*Bibliography:*

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