

Planning Report

In respect of a Part 10 (s.175) Planning Application for a Proposed Residential Development (Phase 2 Scheme) located on lands at Cherry Orchard, Dublin 10.

February 2025



Document review and approval

Revision history

Version	Author	Date	Revision
1	AS	09/10/2024	1
2	AmC	16/10/2024	2
3	AmC	10/12/2024	3-4
4	AmC/AC	22/01/2025	5
5	AmC/AC	14/02/2025	Final

This document has been reviewed by

Version	Reviewer	Date	Revision
1	AC	December	
2	AC	January	
3	AC	February	

This document has been approved by

Version	Subject matter expert	Date reviewed
1	AC	December 2024
2	AC	January 2025
3	AC	February 2025

Contents

1.0	Introduction	5
1.1	Purpose of the Report	5
1.2	Statutory Description	5
1.3	Strategic Context	6
1.4	Submitted Application Documents	6
2.0	Subject Site and Surrounding Environs	9
2.1	Site Location	9
2.2	Transport and Accessibility	9
2.3	Community, Social & Cultural Infrastructure	14
3.0	Approved Scheme – Phase 1	17
4.0	Proposed Development	19
4.1	Summary Overview	19
4.2	Residential Development	20
4.3	Community, Arts & Cultural Uses	22
4.4	Childcare	24
4.5	Public Open Space and Landscaping	24
4.6	Strategic Vision for Development Site 4	26
4.7	Need for the Development	28
5.0	Relevant Planning History and Related Developments	32
5.1	Planning History	32
6.0	Consultation	38
6.1	Dublin City Council	38
6.2	Public Consultations	38
7.0	Planning Policy and Assessment	41
7.1	National Planning Policy	41
7.2	National Planning Framework: Ireland 2040	41
7.2.2	Update on National Development Plan 2024	43
7.2.3	Housing for all Q2 2024 Progress Report	44
7.2.4	Sustainable Residential Development and Compact Settlement Guidelines 2024	44
7.2.5	Sustainable Urban Housing: Design Standards for New Apartments (2023)	48
7.2.6	The Planning System and Flood Risk Management, Guidelines for Planning Authorities (2009)	49

7.2.7	Climate Action Plan 2024	50
7.3	Regional Planning Policy	51
7.3.1	Regional Spatial and Economic Strategy for the Eastern and Midlands Region (2019) ..	51
7.4	Local Planning Policy	54
7.4.1	Dublin City Development Plan 2022-2028	54
7.4.2	Land Use Zoning	59
7.4.3	Cherry Orchard Local Area Plan 2019	61
7.5	Development Management Standards	62
7.5.1	Neighbourhood Development	62
7.5.2	Height and Density	64
7.5.3	Residential Unit Type and Mix	67
7.5.4	Green Infrastructure	68
7.5.5	Surface Water Management and SuDs	69
7.5.6	Public Open Space and Recreation	70
7.5.7	Private/Communal Amenity Space	71
7.5.8	Play and Amenity Areas	71
7.5.9	Community and Social Audit	71
7.5.10	Dual Aspect	72
7.5.11	Daylight and Sunlight	72
7.5.12	Separation Distances	73
7.5.13	Sustainable Movement and Transport	74
7.5.14	Plot Ratio and Site Coverage	75
7.5.15	Other Local Objectives	76
7.5.16	Childcare facility	78
7.6	Mobility and Connectivity	78
7.6.1	Cycle and Car Parking Standards and Management.....	78
7.6.2	Mobility Management Measures	82
7.6.3	Impact on Transportation	84
7.7	Drainage and Water Services	84
7.7.1	Water Supply	84
7.7.2	Foul Water	86
7.7.3	Surface Water	87
7.8	Flood Risk Assessment.....	87
7.9	Archaeology and Architectural Conservation	89
7.10	Waste Management	90
7.11	Visual Impact Assessment	90

7.12	Construction Phase	90
7.13	Taking in Charge	91
7.14	Part V	93
8.0	Statement of Effects on Environment and European Sites	94
8.1	Environmental Impact Assessment.....	94
8.2	Appropriate Assessment Screening.....	95
9.0	Conclusion.....	96

1.0 Introduction

KPMG Future Analytics (KPMG FA) of 1 Stokes Place, St Stephen's Green, Dublin 2 (Chartered Town Planning and Development Consultants) have been instructed to act on behalf of the applicant to prepare this Planning Report to accompany the application for a proposed development on a site of 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).

1.1 Purpose of the Report

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

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

1.2 Statutory Description

The proposed development on a site of c. 3.185 hectares, located on lands at Cherry Orchard, Dublin 10 (known as Development Site 4 in the Park West Cherry Orchard Local Area Plan 2019). The 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.

1.3 Strategic Context

This Planning Application is made under Part 10 Section 175 of the Planning and Development Act, 2000 (as amended) (The Act). Planning applications where the Planning Authority, either in its own capacity or in partnership with another entity, proposes to carry out development within its functional area in which an Environmental Impact Assessment (EIAR) has been prepared, are made under Section 175 of The Act. Such applications are made directly to An Bord Pleanála (ABP) for assessment and decision. The Subject Lands – known as Key Development Site 4 of the Park West Cherry Orchard Local Area Plan 2019 – are under the ownership of Dublin City Council (DCC) and being developed in partnership with the Land Development Agency.

Although the subject application involves the construction of 137no. affordable homes and is therefore considered a sub-threshold development that would not, in isolation, trigger the requirement to provide an Environmental Impact Assessment, a holistic approach to the broader redevelopment of the DCC lands has been adopted. As outlined in the approved Phase 1 (Bord Ref: ABP-318607-23) application, a conservative approach to EIA was adopted that considered all proposed phases of development cumulatively in the ‘Parent EIAR’ submitted under the Phase 1 application with future applications drawing from that body of work. An Environmental Impact Assessment Report has been prepared as part of this application that updates the various environmental assessments, where relevant, and sets out proposed mitigation measures contained within the subject site. The Environmental Impact Assessment Report is to be read as an Addendum to, and in conjunction with, the Parent EIAR.

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

1.4 Submitted Application Documents

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

Requirement	Responsible Discipline
PLANNING PARTICULARS	
Cover Letter	KPMG FA
Planning Application Form	KPMG FA
Site Notice	KPMG FA
Newspaper Notice	KPMG FA
Letters of Consent (Appended to this Letter)	DCC
Prescribed Bodies Letters	KPMG FA
Application Fee: Confirmation of Electronic Fee Transfer Acknowledgement (Appended to Application Form)	LDA
EIA Portal Confirmation (Appended to Application Form)	KPMG FA
DRAWINGS	
Site Location Plan (@1:1000)	VDA / CCK
Site Layout Plan (@1:500)	VDA / CCK
Architect Drawings and Schedule	VDA / CCK
Engineering Drawings and Schedule	WM
Landscape Drawings and Schedule	MA
Taken In Charge Drawing	VDA / CCK
Phasing Plan	VDA / CCK
Public Lighting Plan	WM
REPORTS	
Planning Report	KPMG FA
Community, Social and Cultural Infrastructure Audit (incl Schools and Childcare Demand Assessment)	KPMG FA
Phase 1 Parent EIAR and appendices	All
Addendum to Approved Phase 1 Parent EIAR	All
Architectural Design Statement	VDA / CCK
Building Lifecycle Report	VDA / DT
Universal Access Statement	VDA / CCK
Arboricultural Impact Assessment Report (incl. Tree Survey)	VDA/Aborcare
Landscape Design Statement	MA
Landscape Materials, Equipment and Planting Booklet	MA
Landscape and Visual Impact Assessment (LVIA)	MA
Verified Views	GNET3D
Engineering Assessment Report (incl Road Safety Audit)	WM
Flood Risk Assessment	WM
Preliminary Construction Environmental Management Plan	WM
Mobility Management Plan and Travel Plan	WM
DMURS Report and Statement of Design Consistency	WM
Traffic and Transport Assessment	WM
Surface Water Management Plan	WM
Resource and Waste Management Plan	AWN
Operational Waste Management Plan	AWN
District Heating Viability Study	WM
Climate Action and Energy Statement	WM
Telecommunications Report	WM

Public Lighting Calculation Report and Layout	WM
Appropriate Assessment Screening	Gerry Tobin
Ecological Impact Assessment	Gerry Tobin
Bat Survey	Gerry Tobin
Invasive Species	Gerry Tobin
Winter Bird Count	Gerry Tobin
Daylight Sunlight and Overshadowing Assessment	DD

2.0 Subject Site and Surrounding Environs

2.1 Site Location

The subject site is located at Park West Avenue, Cherry Orchard, Dublin 10 as shown in Figure 2.1 below. 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 site benefits from very good accessibility with its close proximity to numerous bus routes and the M50.



Figure 2.1 Site Location with the extent of the site identified in red.

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

2.2 Transport and Accessibility

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

Site.

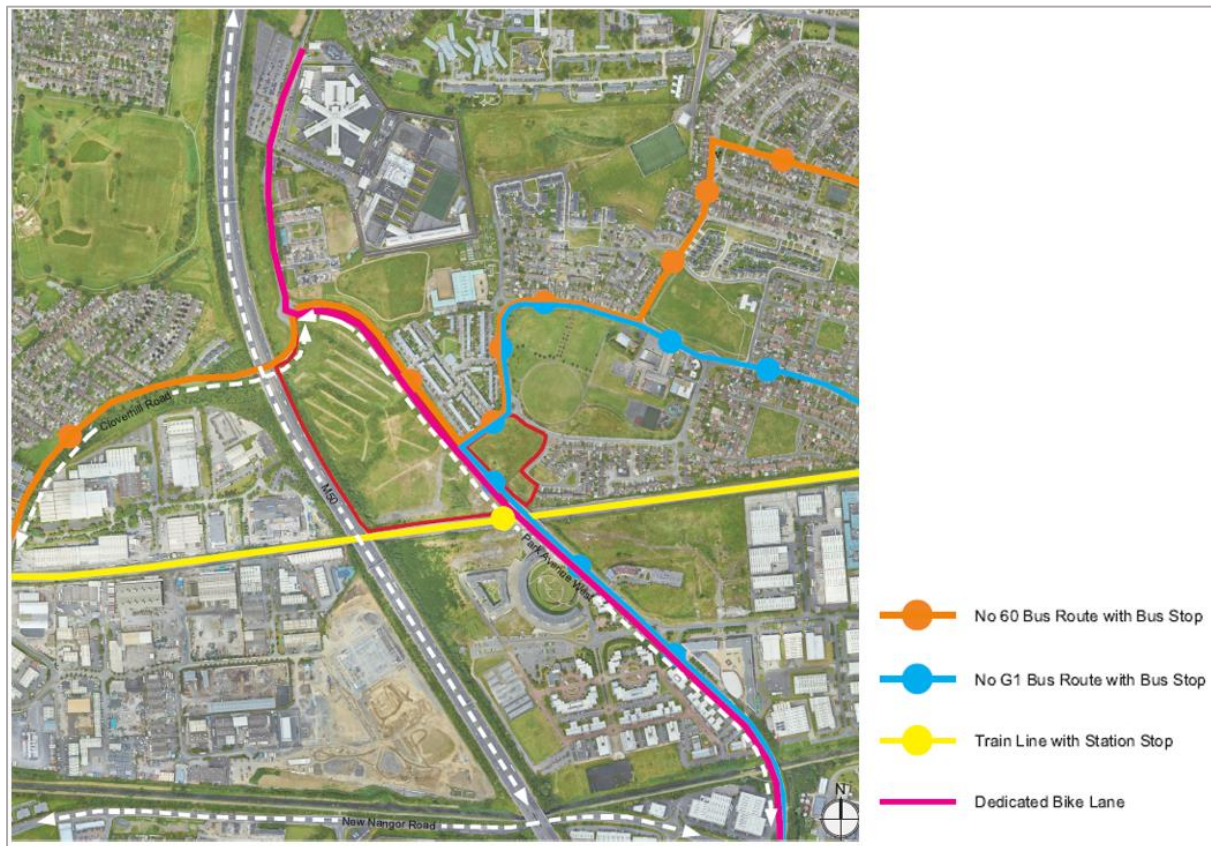


Figure 2.2 Subject site and public transport

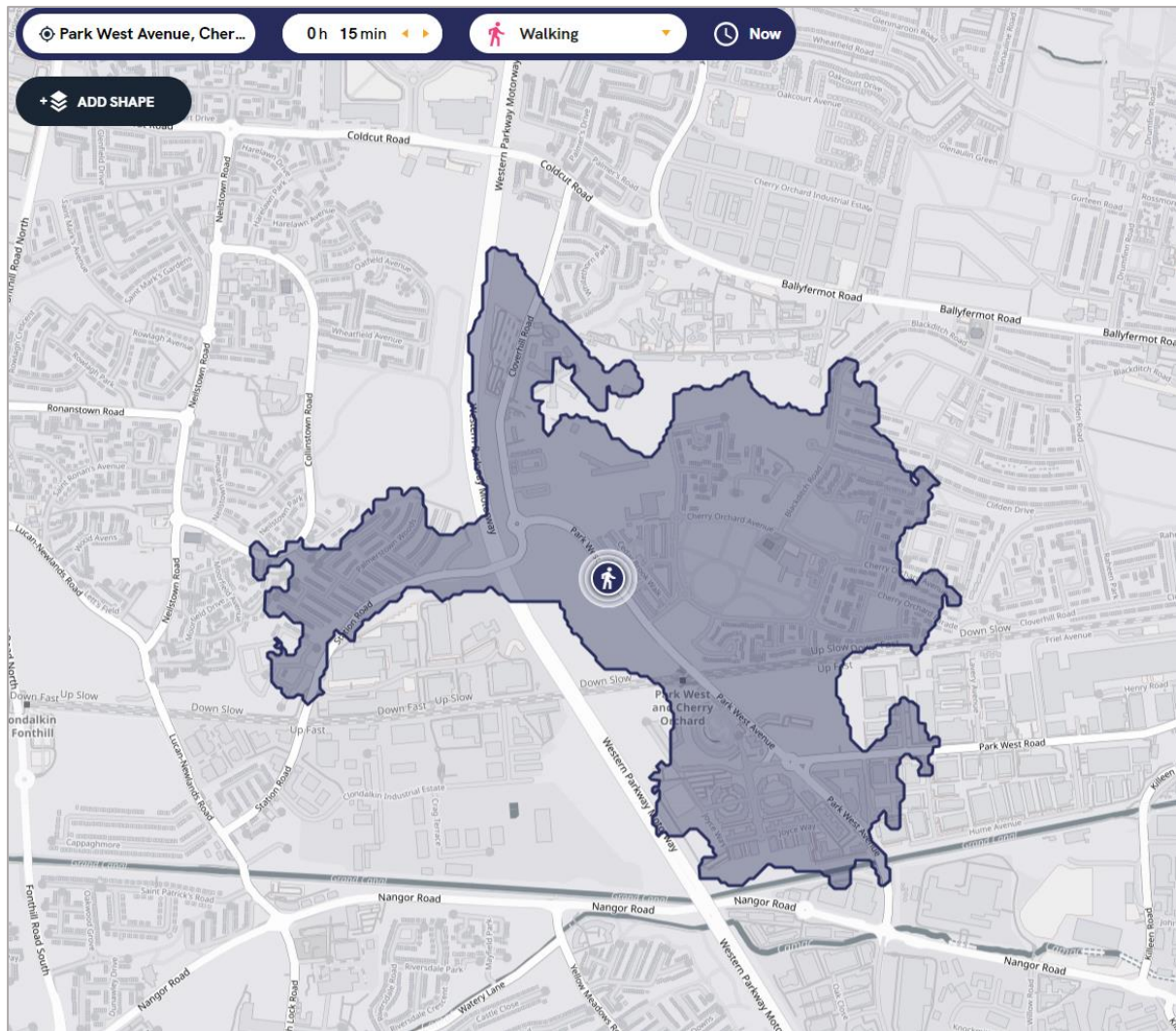


Figure 2.3 15-minute walking distance from the subject site (source: app.traveltime.com)

As shown above, the proposed access point to the subject site via Park West Avenue, will facilitate direct pedestrian linkages to Cherry Orchard Park, the existing community centre, a primary school and other facilities within 15 minutes walking distance from the site. Furthermore, the proposed development will benefit from direct access to the commercial, community and cultural / arts uses proposed under the approved Phase 1 scheme which will contribute to the creation of a socially inclusive neighbourhood based on the principle of the 15-minute city. This approach, coupled with the provision of a continuum of affordable housing options including traditional housing, duplex units and own door apartments will promote social inclusion and integration and contribute to the creation of compact growth and the consolidation of an established urban settlement supported by excellent existing and planned public transport infrastructure.

DART + South West Project

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

It is expected that once this project is delivered, it will increase the train capacity to double the current (12) trains per hour per direction and increase passenger capacity from the current peak capacity of

approximately 5,000 passengers per hour to around 20,000 passengers per hour per direction. Figure 2.4 below provides the route map for the DART + South West extension which also illustrates the new route passing adjacent to the Subject Site through the Park West and Cherry Orchard train station.

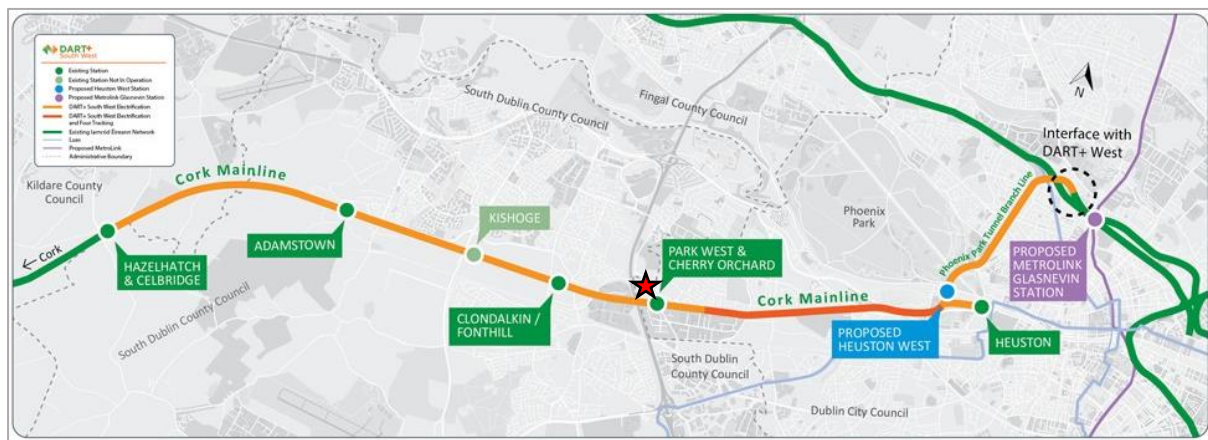


Figure 2.4 Route Map of the Dart + South West with site identified with a red star. (Source: dartplus.ie)

Part of the rail upgrade works will involve the provision of a substation, temporary access and compound on lands within Development Site 4 as shown below. The design and layout of both this application and the Phase 1 scheme have had full regard to the proposed rail works with suitable boundary treatment approved under the Phase 1 scheme as an interim solution pending the full redevelopment of the wider lands. The approved Parent EIAR has also considered potential cumulative impacts that may arise from the application scheme in combination with the proposed rail upgrade works and has set out, where necessary, appropriate mitigation measures to minimise impacts on the environment. The electrification of the rail line coupled with increased capacity and frequency of the service will be of substantial benefit to residents enhancing connectivity to the city centre and providing a cleaner more sustainable mode of public transport.

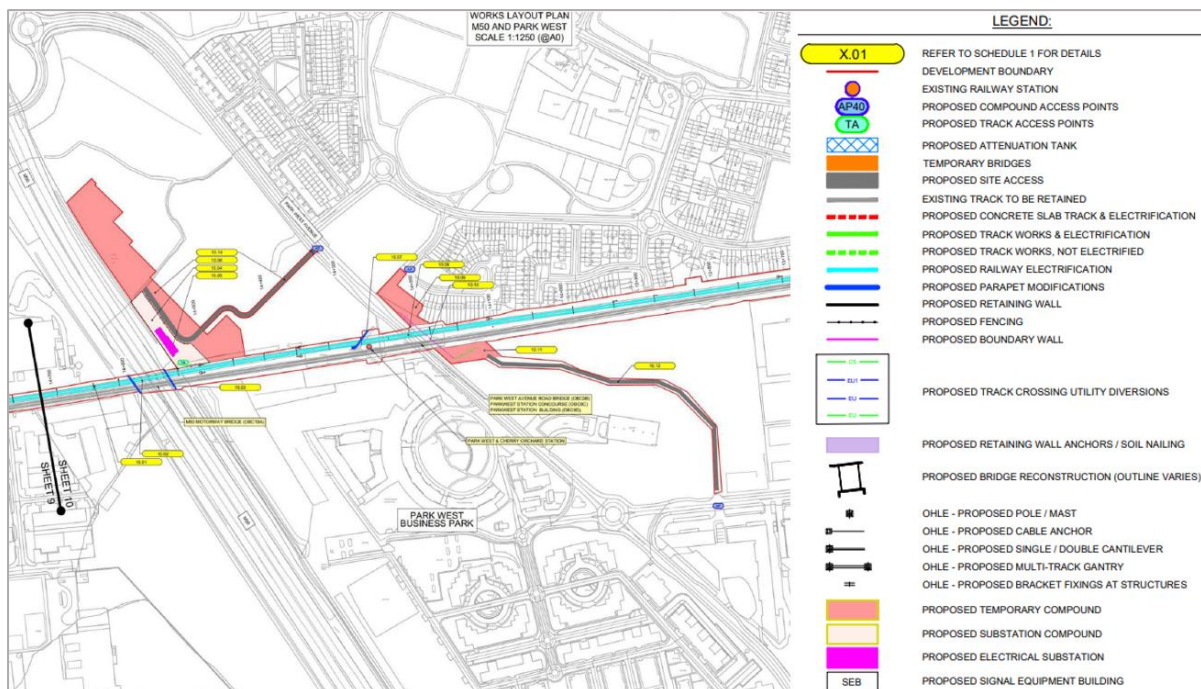


Figure 2.5 Dart + South West Layout Plan

Greater Dublin Area Cycle Network

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

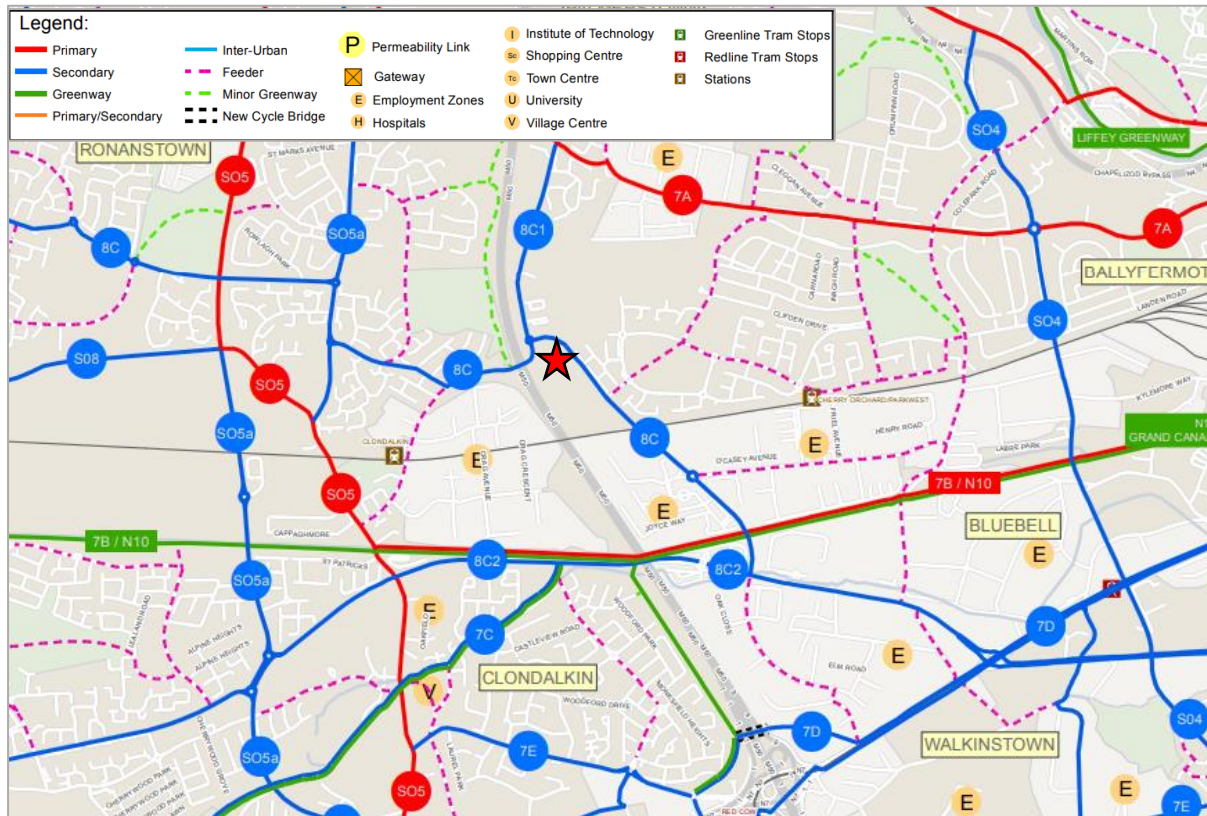


Figure 2.6 The Greater Dublin Area Cycle Network Plan 2013 (updated in 2021/22) and the subject site is marked by a red star. (Source: National Transport Authority – [Proposed Cycle Network Dublin Area](#))

BusConnects Corridor

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

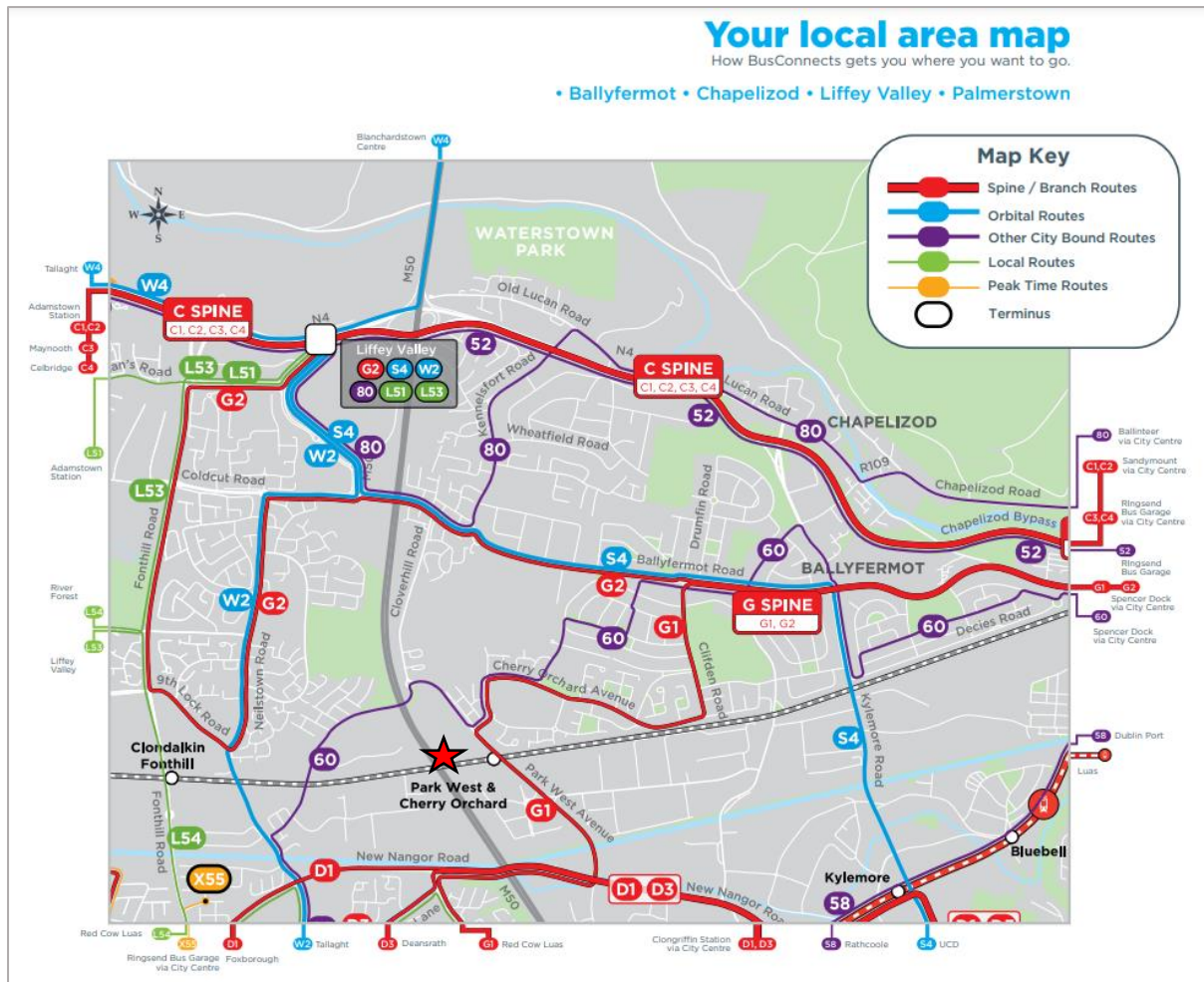


Figure 2.7 Bus Corridors under BusConnects, serving the Subject Site which has been marked by a red star (Source: busconnects.ie)

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

2.3 Community, Social & Cultural Infrastructure

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

Undertaken in accordance with the requirements and Objectives of the Dublin City Development Plan 2022-2028 together with the guidance set out in the Cultural Toolkit, the baseline analysis revealed that

the application lands benefit from direct access to a range of services with more than 80 facilities located in close proximity to the subject site. The site's strategic location bordering the Park West Business Park, and strong public transport accessibility with direct connectivity to Dublin City centre will provide future residents with greater access to additional facilities beyond the immediate catchment area. A summary of the existing community and social facilities and services serving the Subject Site within a 1km radius have been listed in the below Table 2.1.

Table 2.1 Social Infrastructure Within 1km Buffer from the Site

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

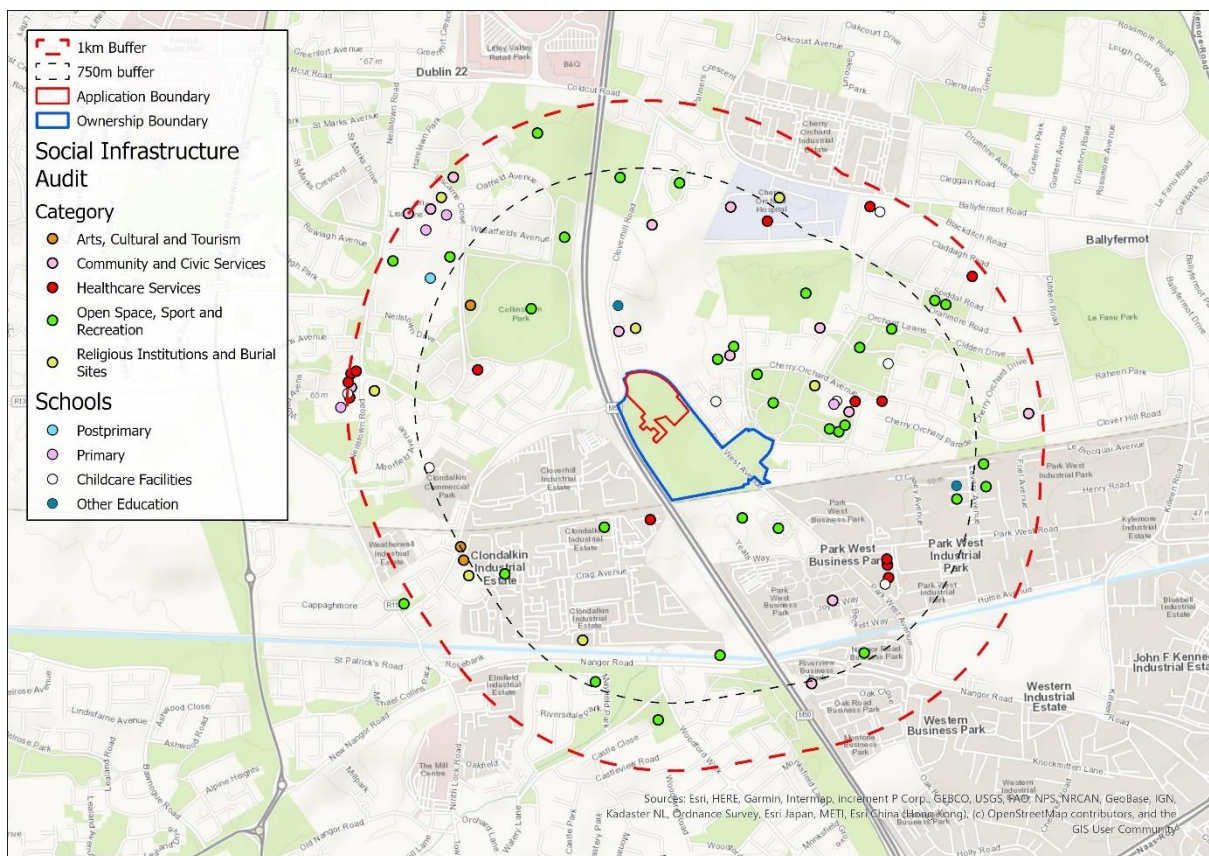


Figure 2.8 Community and Social Infrastructure within 750m-1km study area

The Audit illustrates that the availability of arts and cultural facilities in this part of Dublin city is somewhat sparser than the more centrally located areas of the city, where such facilities tend to be located. However, it is noted that the subject site is well connected to central parts of the city through a variety

of public transport routes / links providing direct access to such facilities for future residents of the scheme, Future residents of the proposed development will benefit from direct access to the community, cultural and arts uses that will be delivered under the approved Phase 1 scheme (Bord. Ref: ABP-318607-23). Furthermore, and in compliance with the 5% requirement of the Policy Objective CUO25 of the Dublin City Development Plan 2022-2028, DCC will be progressing the delivery of an athletics running track that will be provided outside the Phase2 development lands but within the Cherry Orchard SDRA, specifically Cherry Orchard Park. The running track is an investment and commitment to the area that will play a critical role in creating community and social cohesion within the wider Cherry Orchard Area.

The Audit has, through evidential analysis, demonstrated that the proposed development is sufficiently served by strong and robust social infrastructure, educational and childcare networks capable of accommodating demand generated by the scheme.

3.0 Approved Scheme – Phase 1

The scheme approved under ABP Ref. 318607 – 23 in July 2024 principally involves the construction of a residential led mixed use development comprising c.708 residential apartments consisting of 547 cost rental and 161 social/affordable units together with a convenience retail supermarket, 7 retail/commercial units and 13 community, arts and cultural spaces including external event spaces and community gardens, and a childcare facility with associated external playing space.

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

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

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



Figure 3.1 Layout Plan for approved Phase 1 scheme

4.0 Proposed Development

4.1 Summary Overview

The proposed development (13,280sq.m GFA) involves the construction of a residential scheme consisting of 137no. units (31no. two-bed units and 106no. three-bed units) ranging in height from two to three storeys. The proposed development also includes the provision of landscaped public open space of 2,133sq. m. in addition to 2,005sq.m of public open space that was proposed as part of the approved Phase 1 application. Communal open space for the duplex and apartment units is provided across three dedicated communal amenity areas (616sq.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 sufficient car parking (including accessible and EV car parking spaces) and bicycle parking spaces at surface level throughout the development. The development will also provide for all associated ancillary site development infrastructure including site clearance, boundary treatment, associated public lighting, internal roads and pathways, bin and bike stores, ESB substation, hard and soft landscaping, play equipment, boundary walls, and all associated works and infrastructure to facilitate the development including connection to foul and surface water drainage and water supply.



Figure 4.1 Proposed Site Layout Plan (Source: VDA / CCK Architectural Design Statement)

Figure 4.1 above provides a visual representation of the scheme illustrating how the proposal represents a coherent and logical response to an underutilised site positioned in a strategic and accessible location. An overview of key development statistics is set out in the table below.

Table 4.1 Key Development Statistics

KEY DEVELOPMENT STATISTICS	
Site Area	3.185 ha
Gross Floor Area (Residential)	13,280 sq.m
Density	40 uph
Plot Ratio	.39
Site Coverage	22.46%
Height	2-3 Storeys
Total No. of units	137
OPEN SPACE	
Total Public Open Space (Phase 2)	0.418ha (12.34%)
Communal Amenity Open Space	602sq.m
RESIDENTIAL	
Houses	13 no. 2 bedroom houses 88 no. 3 bedroom houses
Apartments	18 no. 2 bedroom apartments
Duplexes	18 no. 3 bedroom duplexes
PARKING	
Car Parking Provision	141 (of which 7 are accessible and 71 are EV fitted spaces)
Bicycle Parking	306
Motorbike Parking	7

The proposed development represents Phase 2 of the wider vision for the plan led redevelopment of Sites 4 of the LAP lands. The proposed development will contribute to delivering upon the LAP's vision for Cherry Orchard in creating an attractive and identifiable place with a vibrant and active community. The scheme has the potential to act as a catalyst to kick-start the regeneration of the wider area and revitalise underutilised lands through the implementation of a fully integrated and sustainable development.

4.2 Residential Development

The proposed development involves the construction of 137no. high-quality affordable homes ranging in height from two to three storeys. The design and layout of the scheme has been informed by targeting the three storey buildings along Park West Avenue provide a suitable urban edge to the road and to sensitively transition from this lower density element of the wider development southwards towards the medium and higher density blocks approved in Phase 1. The internal pathways provide a direct connection to the approved Phase 1 scheme through the dedicated area of public open space which results in a fully integrated and connected development.

The residential element of the scheme would be underpinned and supported by the commercial and community, arts and cultural uses approved under the Phase 1 scheme that would result in a fully functional new community within the Cherry Orchard Area providing future residents with easy access to a range of facilities and amenities to enhance their quality of life and living environment.

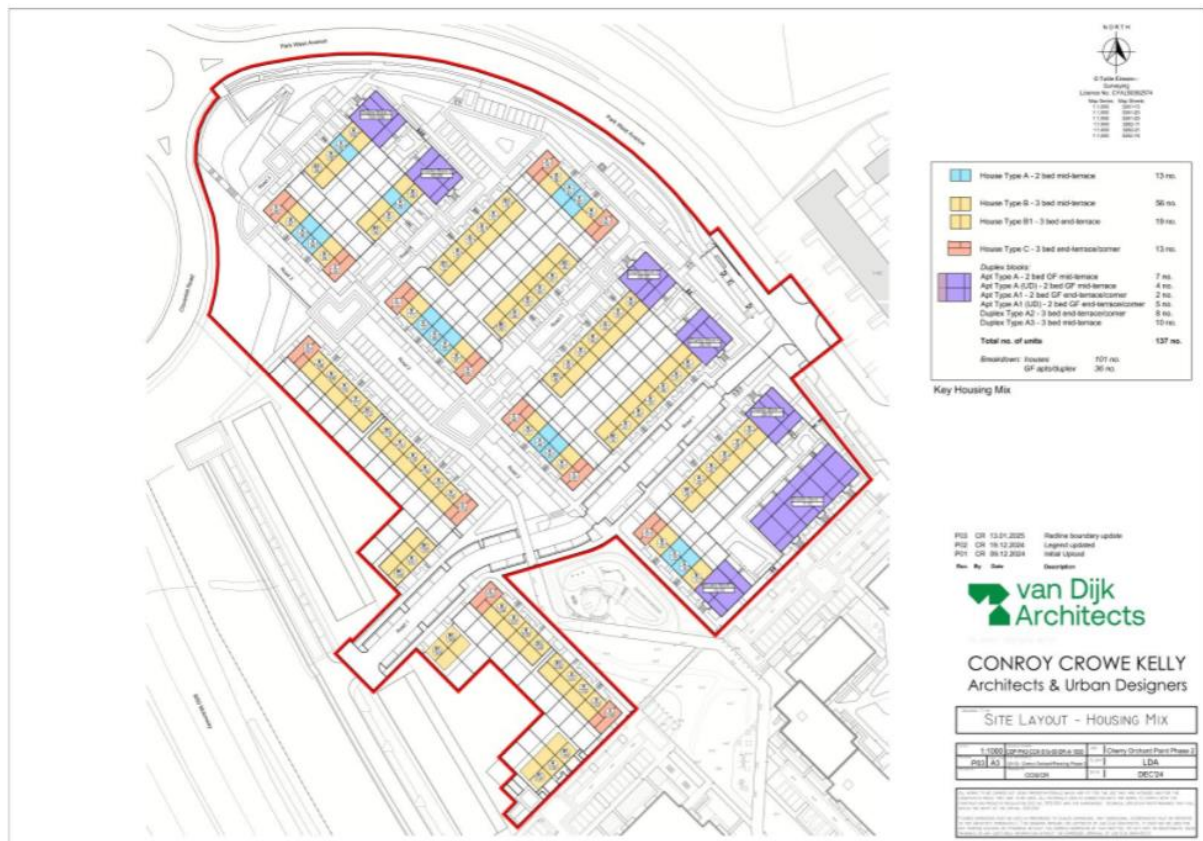


Figure 4.2 Proposed Residential Housing Mix (Source: VDA / CCK Architectural Design Statement)

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

Table 4.2 Proposed Mix of Uses and Units within each Block

Unit Type		Area sqm	No. of Units	Total Floor Area (sq.m)
2 Bed/ 4 Person House	HT A	81	13	1,053
3 Bed/ 5 Person House - 2 storey	HT B	96	56	5,376
3 Bed/ 5 Person House - 2 storey (end terrace)	HT B1	96	19	1,824
3 Bed/ 5 Person House - 2 storey	HT C	106	13	1,378
2 Bed/ 4P Own-Door Apt – mid terrace	Duplex A	73	6	438
2 Bed/ 3P Own-Door Apt (UD) – mid terrace	Duplex A (UD)	73	4	292
2 Bed/ 4P Own-Door Apt – end terrace/corner	Duplex A1	73	3	219
2 Bed/ 3P Own-Door Apt (UD) – end terrace/corner	Duplex A1 (UD)	73	5	365
3 Bed/5P Own-Door Duplex – end terrace/corner	Duplex A2	115	8	920
3 Bed/5P Own-Door Duplex – mid terrace	Duplex A3	115	10	1,150
Total			137	13,015

The need for additional housing to be targeted towards serviced lands, within the built footprint of Dublin City, in tandem with other uses in order achieve compact urban growth and accommodate rising

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

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

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

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

The inclusion of two and three bed units will appeal to a wide ranging demographic including an ageing population cohort that may be seeking to downsize and age in place.

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

4.3 Community, Arts & Cultural Uses

Policy Objective CUO25 of the Development Plan requires that developments of a certain scale (more than 10,000 sq. m.), and developments within SDRAs, should provide at a minimum for 5% community, arts and cultural spaces (predominantly internal) as part of the development proposal. When applied to the net residential floor space of the proposed development (c. 13,015 sq. m.), a requirement of 288sq.m of community space is required.

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

Section 4 of Guidance Note 1 of the Toolkit provides direction on identifying the appropriate provision of potential uses and notes how the Development Plan recognises that cultural infrastructure is best delivered in tandem with community uses, particularly in established residential areas such as Cherry Orchard. In this regard, it is considered essential that substantial community space be provided to supplement the approved cultural uses in the Phase 1 scheme, and ensure they can function and operate successfully, and symbiotically with the community spaces.

Policy Objective CUO25 of the Plan permits the option of relocating up to half of the 5% requirement to a site immediately adjacent to the area where it is demonstrated to be the better outcome and that it

can be a contribution to an existing project in the immediate vicinity. The Toolkit provides further clarity on this provision stating that *“consideration will be given to an opportunity to deliver cultural, or community uses within a 1km radius of the site....and for sites located within the SDRA, the positioning of the facility within the SDRA itself **meets the criteria of being within the site** for the purposes of CUO25 (emphasis added).”* The Toolkit further notes that community uses that benefit the development and the wider population will be considered on their merits subject to clear justification and recognises the potential role that **capital projects** being delivered by DCC in proximity to the application site can play in meeting the 5% requirement. This should be subject to further engagement with the relevant Departments of the Authority.

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

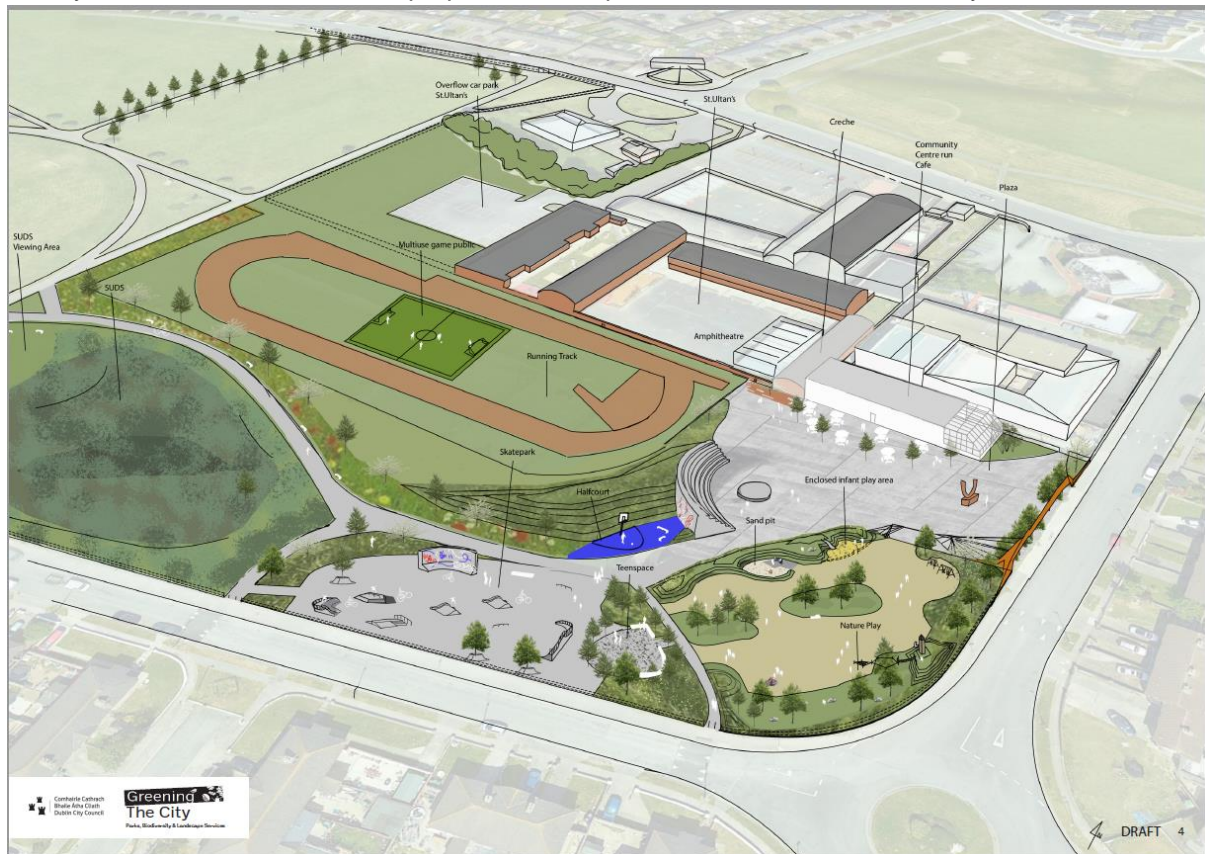


Figure 4.3 Potential location for running track (Source: Page. 4 Cherry Orchard Park Concept Plan Dublin City Council):

It has been agreed that delivery of the running track will be the responsibility of DCC supported by the LDA under the terms of its partnership with DCC following the conclusion of the planning process. Given that the proposed facility will be located within the boundaries of the SDR and therefore meets the criteria of being within the site for the purposes of CUO25, the 50% offsite limitation does not apply, and the delivery of a sports facility / running track is compliant with the requirements of CUO25. This capital project is a longer-term commitment and a critical component in creating community and social cohesion within the wider Cherry Orchard Area, that will be made possible by the applicant's contribution to the project. The LDA is committed to supporting DCC in progressing the delivery of the running track. Ultimately, the implementation of the running track will be in the remit of DCC and the applicant would request that occupation of much needed affordable housing is not restricted on this basis. The substantial quantum of community, arts and cultural uses being delivered under Phase 1 will meet the needs of both the Phase 1 and Phase 2 residents which will in turn be further enhanced when the Track is operational.

4.4 Childcare

In terms of childcare provision, the proposed development is adequately catered for by the approved childcare facility being delivered under the Phase 1 scheme. The proposed childcare facility within Phase 1 of the Scheme has been designed to accommodate a total demand of c. 135 child spaces. This is considered to be more than sufficient to cater to a total of 71 no. child spaces generated in Phase 1 of the scheme as well as accommodate c. 56 no. child spaces estimated to be generated in Phase 2 (which is the subject of this planning application), and Phase 3 of the Development. In addition, there is also potential for c. 8-10 no. additional child spaces available, which can cater to any untapped demand within the scheme or in the surrounding area.

Therefore, the creche was deliberately designed with a floor area of 672sq.m to accommodate a total demand of c.135no. childcare spaces generated by both the Phase 1 and Phase 2 developments; an approach deemed acceptable by the Board. Figure 4.4 below provides an overview of the layout of the approved childcare facility.



Figure 4.4 Proposed Layout of Childcare Facility (Source: Van Dijk Architects)

Please refer to the enclosed **Community, Social and Cultural Infrastructure Audit** for more detail on the childcare assessment undertaken as part of this application.

4.5 Public Open Space and Landscaping

The proposed development also includes the provision of 2,133sq.m of high-quality landscaped public open space, in addition to the 2,050sq.m of public open space as approved under the Phase 1 scheme, to serve this element of the development. The total quantum of public open space being provided across both phases of development totals 4,183sq.m which represents approximately 12.34% of the net site area of the Phase 1 and 2 lands.

The landscaping strategy for the development centres on the integrated delivery of a neighbourhood park in its entirety under the Phase 1 scheme, rather than in piecemeal form which results in the creation of a fully integrated development.

The design approach to the form and layout of the open space, has ultimately informed the movement and connectivity strategy for the development. The Neighbourhood Park which represents the centre point of the wider development sits at the top of the open space hierarchy for the development and will act as a direct link between both phases of development as illustrated below.



Figure 4.5 Proposed Open Space Hierarchy (Source: Mitchell + Associates)

The proposed development also includes the provision of 2,133 sq.m of public open space to the north of the lands fronting Cloverhill Road and has been design as a semi-natural space that promotes healthy lifestyle and a focus on encouraging social interaction by providing seating areas. The space is traversed by a pedestrian pathway which provides a direct connection through the lands from Cloverhill Road and promotes more sustainable travel movements.

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

4.6 Strategic Vision for Development Site 4

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

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

Having regard to the above, it is imperative that the completion of this neighbourhood is not seen to be a protracted, piecemeal process and that a phased approach to the collective development of both sites 4 and 5 is considered. As such, a phased approach to the delivery of the wider lands has been developed and is shown in Figure 4.6 and summarised below:

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

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

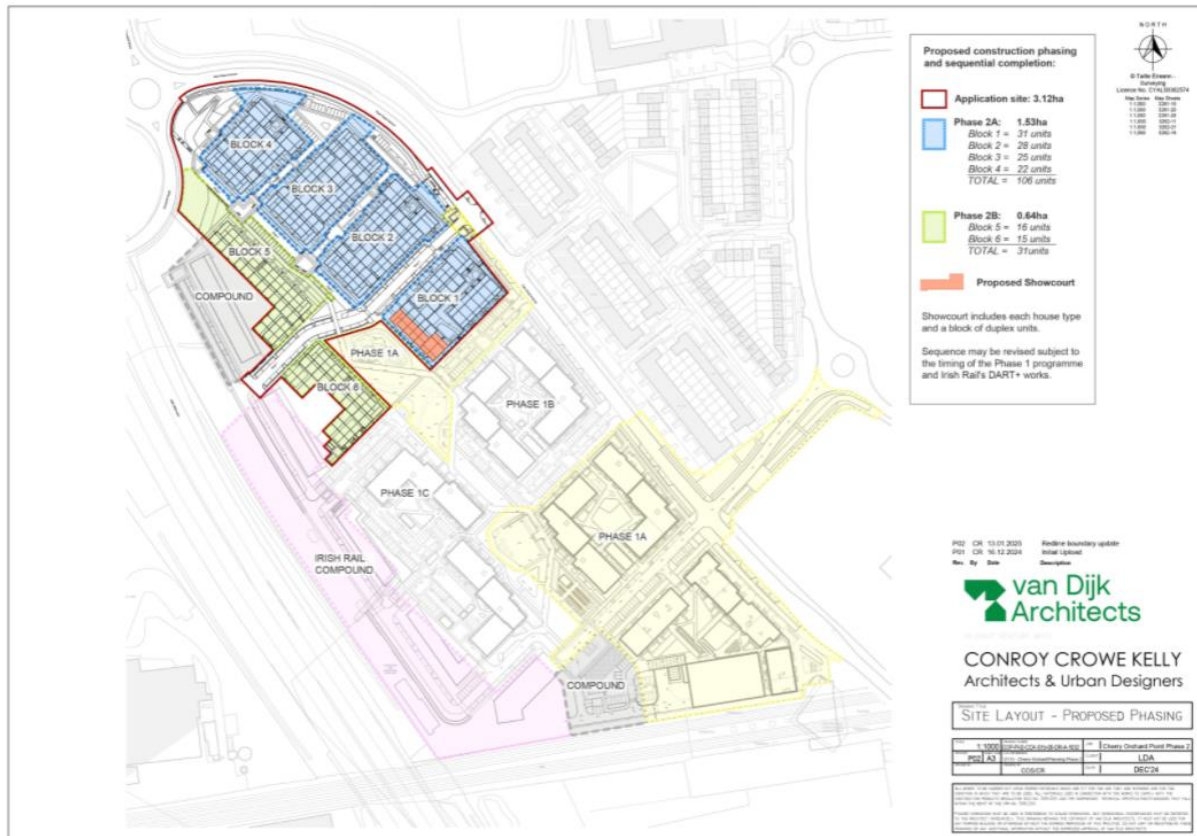


Figure 4.6 Delivery Plan for the Key Development Sites 4 and 5 of the Park West Cherry Orchard Local Area Plan 2019.

A breakdown of the total residential units and non-residential floorspace proposed for Phase 1-4 is provided in the table below. In total, the entire development of Sites 4 and 5 of the LAP lands will provide approximately 1,099 homes, and up to 6,255sqm of non-residential uses including community, retail, commercial and employment.

Table 4.3 Breakdown of typology of residential units proposed in Phases 1 to 3 of the Development

Phase	Cost Rental	Social and Affordable	Total Units	Non-Residential Use
1	547	161	708	4,790sq.m
2	0	137	137	265sq.m
3	196	59	254	1,200sq.m
Total			1,099	6,255sq.m

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

4.7 Need for the Development

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

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

The Study Area catchment has been defined by c. 51 no. Census Small Area (SA) Boundaries (2022), intersected by a 1km buffer from the subject land boundaries (blue line in Figure 4.7 below). This consideration has been made on the basis that the wider development lands (all of LAP sites 4 and 5) fall under a single ownership and hence, will be developed as a single scheme, delivered in phases to align with the availability of essential infrastructure, services and amenities. This would further remain consistent with the Study Area defined in other reports for this scheme, specifically the Environmental Report: Addendum to Approved Phase 1 Parent EIAR, which considers the entirety of the development in determining associated risks and any subsequent mitigation measures to be considered.



Figure 4.7 Study Area Catchment defined by Small Area Boundaries for Census 2022.

The study area catchment also aligns with the principle of the 15-minute walking city concept introduced within the new DCC CDP – which seeks to ensure that people’s daily requirements can be reached

within 15-minute by foot, bike, or public transport. As such it is considered that this study area provides a good representation of the socio-economic and demographic characteristics of the immediate populated area potentially impacted by the proposed development.

Table 4.4 below, records the percentage change in population during this period to highlight overall residential patterns. Between 2016 and 2022, the Study Area population has experienced an exponential increase from the previous Census period, of c. 7.7%, which is similar to the population increase observed in the Dublin Region (c. 8.2%) during the 6 years following Census 2016.

Table 4.4: Population Change during the Census Period 2016 and 2022

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

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

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

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

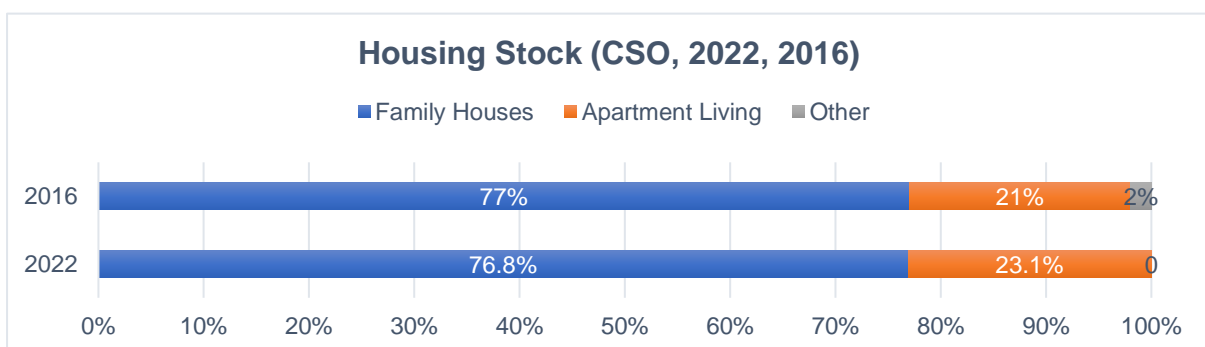


Figure 4.8 Housing Stock for the Study Area as of Census 2016 and 2022

The changing age profile for the study area between 2016 and 2022, would suggest there is a growing aging community in place, with an increase of c. 29% in the population age group 65 years and over (see Table 4.5) – this is likely a reflection of a lack of substantial new housing development coming on stream within the study area. The increase in this age group for the Dublin Region, albeit high at c. 19%, is still lower than the study area.

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

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

Table 4.5 Population Age Group within the Study Area as per Census 2022

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

The Housing Needs Demand Assessment (HNDA) carried out under the Dublin City Development Plan 2022-2028 identifies that for the years 2023 to 2028, about 38% of new households will need social housing (this includes an existing unmet need of c. 2,343 households), 18% will be able to rent, and around 29% will need affordable housing (such as cost rental or affordable purchase). The Government has agreed that to reach the total of 303,000 new homes by 2030, an annual increase in housing delivery starting from 41,000 homes in 2025 and rising incrementally to 60,000 homes by the end of the period.

The proposed scheme consists of 137no. affordable homes, which will provide the community with access to much needed good quality housing within the area. The addition of these units developed to modern building control, construction and design standards to the existing housing stock will improve the overall viability of the scheme and result in a continuum of housing options to meet varying needs of future occupiers.



Figure 4.9 Proposed Development Layout Strategy (Source: Architectural Design Statement)

The proposed development will provide a vibrant and sustainable urban neighbourhood with a distinct character that will represent the logical and coherent extension of the approved Phase 1 development. It proposes an appropriate density to sustain quality public transport, such as the approved DART+ upgrade to the rail line and Bus Connects project and sustain a mix of retail and commercial uses on Park West Avenue to be delivered under the Phase 1 consent.

5.0 Relevant Planning History and Related Developments

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

5.1 Planning History

Table 5.1 summarises planning applications for Key Development Sites and other lands in the Cherry Orchard LAP Area.

Table 5.1 Planning History – Residential Schemes within the Cherry Orchard LAP Area

Reg. Ref.	Address	Summary Development Description	Decision and Date
Planning History for the Subject Lands known as Key Development Sites 4 and 5 under the Park West Cherry Orchard Local Area Plan 2019: <i>The subject lands are unused greenfield sites with no prior development, buildings, or feature of note.</i>			
Extant Planning Permission on designated Key Development Sites within Park West Cherry Orchard Local Area Plan (2019) Boundary			
4313/22 (Part 8)	Key Development Site 1	<p>The proposed construction of a residential development comprising 172 no. dwellings (141 no. 3-bedroom two-storey terraced houses and 31 no. 2-bedroom two-storey terraced houses), 2 public open spaces approx. 0.83 ha /14% of site area, associated site infrastructure works/ supporting infrastructure, landscaping, public lighting, access roads/pavements, boundary treatments and provision for a link road/pavements and cycleways to Ballyfermot.</p> <p>The Development also consists of a pocket park and children's playground and 172 no. private parking spaces (1 no. in-curtilage parking per house) 14 no. on-street public car parking (includes 2 no. accessible parking spaces) and 20 no. public bicycle parking spaces.</p>	Granted 03-10-2022
	Key Development Site 2	None	
	Key Development Site 3a	None	
	Key Development Site 3b	None	
318607	Key Development Site 4	Proposed construction of a residential led mixed use scheme across 16 blocks within 9 buildings ranging in height from 4 to 15 storeys	Granted 09-07-2024
	Key Development 5	None	

312290	Key Development Site 6	The proposed development on a total site of 9.4 hectares will consist of 750 residential units in 7 separate blocks, ranging in height from 2 to 15 storeys, 6,175 sq. m of communal amenity space and 14% public open space. 522 no. car parking spaces and 1,676 bicycle spaces. The development also includes: Retail Unit – 156 sqm Crèche – 410 sqm (84 child spaces) Community Space – 48 sqm Café/bar – 91 sqm	Granted 16-06-2022
	Key Development Site 7	None	
	Key Development Site 8	None	
Other Extant Planning Permission for Residential Schemes within the Local Area Plan (2019) Boundary			
3403/21		Planning permission for the proposed development will consist of modifications to the permitted residential development of 86 no. residential units over retail/restaurant uses (reg. ref. 3798/18, 3941/20, 2517/21) within blocks 70 and 72 as follows: modifications to the private amenity spaces attached to 65 no. residential units at ground, first second and third floor levels to provide winter gardens in lieu of previously permitted balconies including alterations to the existing curtain walling and permitted elevations. The floor area of the apartments and private amenity spaces remains unchanged from that previously permitted. Omission of previously permitted canopy at fourth floor level. The total number of apartments (86 no.), designated car parking spaces (86 no.) bicycle parking spaces (167 no.) and gross floor area of blocks 70 and 72 all remain as previously permitted.	Granted 6/12/2021
SD188/0006 * (Part 8)	New Nangor Road, Clondalkin, Dublin 22.	Social Housing Development comprising of two and three storey housing and apartment units (44 units in total) on a site located at New Nangor Road, bounded by Riversdale Estate & Mayfield Park, Clondalkin, Dublin 22. The proposed development shall consist of: 19 3-bed, two storey houses, 1 two storey specially adapted unit and 24 2-bed apartments in 3 storey building. The works include: Landscaping works to boundaries and new park/play area, new pedestrian access routes to adjacent shopping facilities and transport, ancillary works to landscape housing areas, and all necessary associated ancillary works on the site and adjacent areas. The housing provision	Granted 08/10/2018

		includes two storey houses in terraces and adjacent to the existing two storey housing, and three storey own door apartments of 3 units addressing the new Nangor Road.	
--	--	---	--

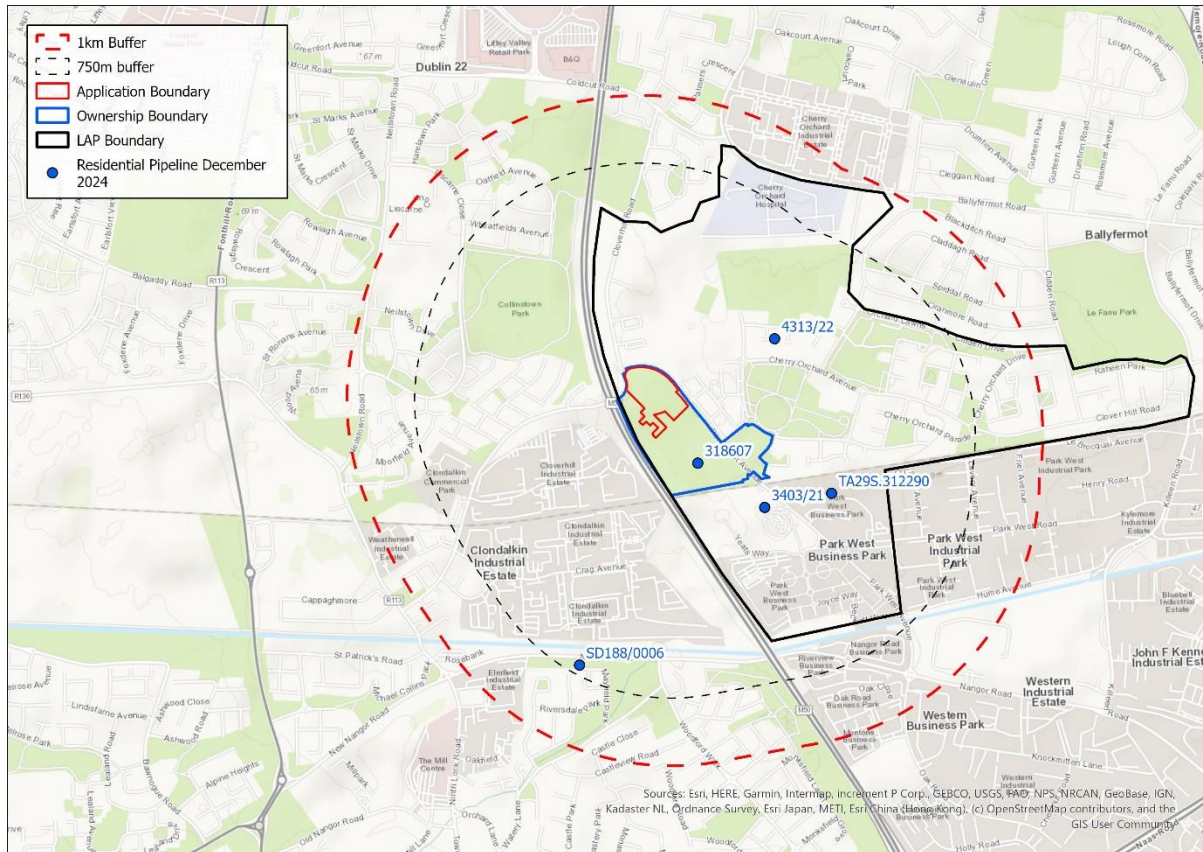


Figure 5.1 Extant Residential Schemes Granted Planning Permission within the LAP (2019) Boundary

Table 5.2 Planning History – Retail / Commercial Schemes within the Cherry Orchard LAP Area

Reg. Ref.	Address	Summary Development Description	Decision and Date
SD21A/0100*	Unit 15, Cherry Orchard Industrial Estate, Ballyfermot Road, Dublin 10,	Construction of a revised two storey mono-pitched Discount Foodstore.	Granted 17/06/2021
3999/21	Unit 55, Park West Road, Park West Industrial Park, Dublin 12	PERMISSION & RETENTION: The development will consist of extension of the existing office space at second floor level resulting in an overall office floorspace increase of 125 sqm approximately, construction of a new mezzanine level in the warehouse area (circa 257 sqm) and a new stairwell. Creation of 2no. openings to the south elevation and 1no. opening to the west elevation and associated site development works. The development will also include	Granted 04/02/2022

		the retention of the existing office space at ground and first floor level of 250 sqm approximately.	
312290	Park West Avenue and Park West Road, Park West, Dublin 12	Greenseed Limited intend to apply to An Bord Pleanála for a 10-year permission for a strategic housing development at this site (c.9.4ha) at Park West Avenue and Park West Road, Park West, Dublin 12 (site bounded by Park West Avenue to the west, Park West Road to the south, Park West Industrial Estate to the east and the Dublin to Cork Mainline Railway to the north. The site is also part of the site known as Site 6 within the Park West and Cherry Orchard Local Area Plan 2019). Of a total of 70,694sq.m gross floor area (GFA) in 7no. blocks (Blocks A to G) including: 750no. residential apartment units comprising 321no. 1 bed units, 384no. 2 bed units and 45no. 3 bed units (totalling 69,989sq.m), non-residential floorspace	Granted 16/06/2022
SD20A/0309* ; SD22A/0093*	3-4, Crag Avenue, Clondalkin Industrial Estate, Clondalkin, Dublin 22	Provision of 4 new information and communications technology (ICT) facility	Granted 23 Mar 2021
SD19A/0185*	3-4, Crag Avenue, Clondalkin Industrial Estate, Clondalkin, Dublin 22.	Alterations to approved plans (Grant of Permission ref PL06S.243151 and PA Reg Ref SD13A/0271 and SD18A/0068) to the previously granted planning permission for the construction of an ESB 110kV Gas Insulated Substation for the use by Crag Digital Limited in support of the development and to incorporate an ESB Network Substation to improve and upgrade power supply to Clondalkin and adjoining areas; the proposed ESB 110kV Gas Insulated Substation is a two storey building of gross floor area of 1,586sq.m and Client Control Room building of an area of 116sq.m; single storey 2MV ESB Substation of 38sq.m floor area is proposed to be constructed to facilitate the construction of the already granted development until completion and commissioning of the proposed ESB 110kV GIS Substation, including for 3 ESB external transformers and 3 Crag Digital Limited external transformers; alterations include for the relocation on site of previously granted client transformers, control building and energy centre ancillary building to facilitate the revised ESB 110kV Substation building layout; ESB Substation and client control building and transformer compound are to be secured with a 2.6m and 3m high palisade fence and access gates; all landscaping and ancillary site works as per previously granted planning permission SD18A/0068.	Granted 31 Jul 2019

5311/22	Block 7, Parkwest Business Campus, Parkwest, Dublin 12	The development will consist of the change of use of the ground, first and second floors from class 3 office use to class 8 for use as a health centre / clinic along with all associated works.	Granted 05 Apr 2023
SD22A/0060*	Cloverhill Industrial Estate, Cloverhill Road, Dublin 22	Change of use of 464sq.m of warehouse mezzanine storage, approved under planning reference SD18A/0031, to office use, as well as associated and ancillary internal works, elevational changes and external ground works to facilitate this new use.	Granted 19 Jul 2022
SD24A/0106*	Block 1, Units 10-13 Weatherwell Industrial Estate, Neilstown, Clondalkin, Dublin 22.	The construction of new office space at first floor level including enclosing the existing access stairs (total area @ 87.915 sq./mts), all works proposed are ancillary to the use of the existing building and business.	Granted 12 Sep 2024
SD24A/0125 W	Unit 10, Clondalkin Business Centre, Crag Cres, Clondalkin Industrial Estate, Dublin 22, Co. Dublin	Gabor Construction Limited are applying for Permission for partial change of use as constructed under Reg. Ref. S99A/0146, from Warehouse to Office use (29sqm) to include for internal alterations and extension of current office floor areas on ground and first floor level.	Granted 4th July 2024
SDZ22A/0010	The proposed development is located west of the Ninth Lock Road, south of the Dublin-Cork railway, line north of Cappaghmore, housing estate and whitton Avenue and east of an existing carpark/park, Dublin 22, Co. Dublin	The proposed development consists of the construction of 294no. dwellings, creche and retail/commercial unit.	Granted 2nd May 2023

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



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

6.0 Consultation

6.1 Dublin City Council

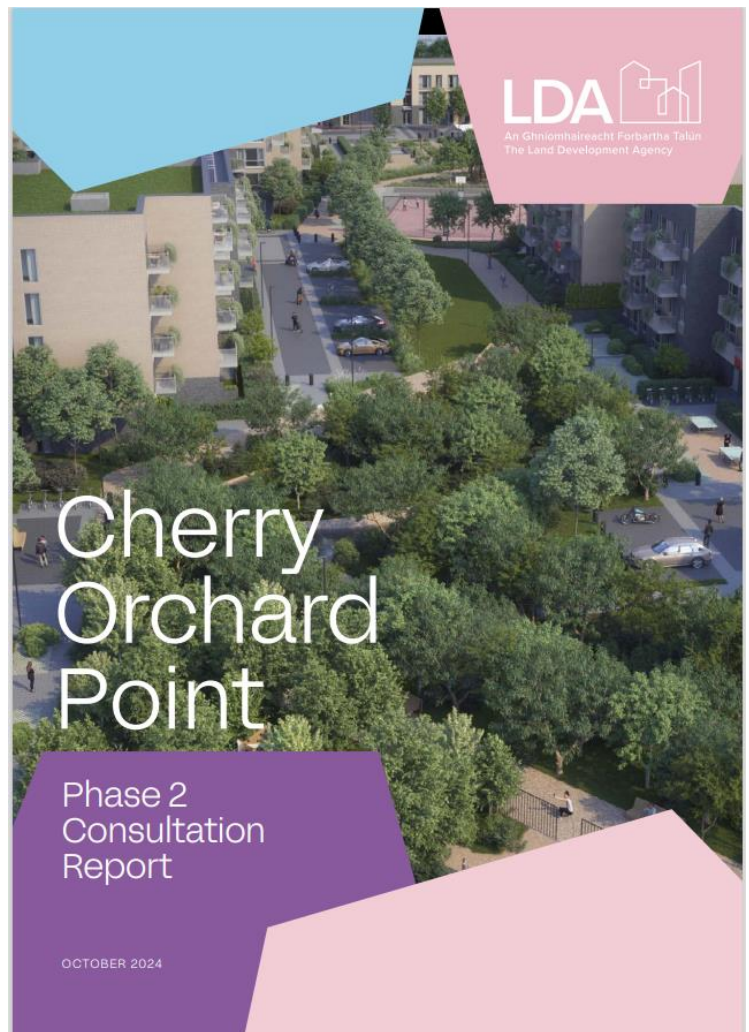
Throughout the design process extensive pre-planning engagement took place between The Land Development Agency and Dublin City Council across a range of departments and functions. Technical experts within the Design Team also consulted extensively with their counterparts in the Roads, Drainage, Parks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

6.2 Public Consultations

As part of the application for Phase 2, on behalf of Dublin City Council, the Land Development Agency undertook extensive engagement with the public, relevant stakeholders, community groups and Elected Members of Dublin City Council. This included workshops with the local community and in person consultation events to ensure that the community felt involved in the design and application process and that their views, formed and shaped by invaluable local experience and knowledge could guide the proposed scheme.

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

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



public to get in touch with comments and suggestions on the proposed development.

A number of submissions were received from various members of the public throughout the non-statutory consultation process for both Phase 1 and 2 of the development, where local knowledge of historical issues that have impacted the area were raised. This information was assessed and ultimately utilised in shaping the final design and layout of the scheme together with the nature and extent of the mix of uses proposed as set out below.

Housing & Design:

“New housing especially cost rental and affordable housing is much needed and welcomed”.

Response: The Cherry Orchard lands are owned by Dublin City Council and are being brought forward in a development partnership with the LDA to provide both social and cost rental homes. Phase 2 will see the delivery of 137no. Social / Affordable Units.

Amenity & Infrastructure:

“There is a lack of public amenities in Cherry Orchard”.

Response: The Neighbourhood Park being provided in the heart of the wider overall scheme is a car-free, high amenity park which will be accessible to all, both new and existing residents from the wider area. Residential buildings on either side will overlook the park helping to ensure the park is a safe and secure place for residents and the wider public to enjoy.

Transport & Traffic:

“Highlighted local traffic issues and the inadequacy of road infrastructure to facilitate additional traffic”.

Response: The site is well served by road; bus connects and rail infrastructure. The approved DART+ South West and BusConnects upgrade to the immediate area will significantly enhance public transport provision and help to reduce car dependency in the area. The current LDA plans provide for the integration of DART+ and BusConnects into the development by means of safe, well-overlooked routes to the station and bus stops.

Community & Society:

“There were some concerns that there will be an over-concentration of social housing units within a small area”.

Response: All developments are designed with inclusivity, universal design, safety, and passive surveillance in mind. The LDA is committed to ensuring a well-integrated, carefully designed development that will bring many positive benefits to the area not only in terms of the delivery of new, much needed social, cost rental and affordable homes but also in terms of strengthening the community offer of the area. The LDA will continue to engage with Dublin.

Biodiversity:

“More detail needed on the impact of the proposals on wildlife, conservation of trees and protection of the natural environment.”

Response: The proposed development has many green open spaces and an extensive network of green infrastructure throughout. The location and nature of green spaces has been informed by detailed

site specific ecological and Arboricultural (tree) surveys which focus on maximising biodiversity and the protection of the environment.

Commercial Space & Enterprise:

“Commercial and enterprise buildings should be delivered at an early stage”.

Response: The commercial element included as part of the approved Phase 1 development involves the provision of a convenience retail supermarket (2,523sq.m GFA), and 7 no. independent and co-located retail / commercial units (totalling 373sq.m GFA) located adjacent to the Park West Cherry Orchard rail station and is positioned to benefit from proximity to the train station and the planned BusConnects Spine Routes.

The level of active engagement that was undertaken will foster a sense of community and create a feeling of public ownership of the overall development.

7.0 Planning Policy and Assessment

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

- National Planning Framework: Ireland 2040
- Draft Revised National Planning Framework 2024
- National Development Plan 2024
- Housing for all Q2 2024 Progress Report
- Sustainable Residential Development and Compact Settlement Guidelines 2024
- Sustainable Urban Housing: Design Standards for New Apartments (2023)
- The Planning System and Flood Risk Management, Guidelines for Planning Authorities (2009)
- Climate Action Plan 2023
- Regional Spatial and Economic Strategy for the Eastern and Midlands Region (2019)
- Dublin City Development Plan 2022-2028
- Park West Cherry Orchard Local Area Plan 2019

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

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

7.1 National Planning Policy

7.2 National Planning Framework: Ireland 2040

The *National Planning Framework* (NPF), under Project Ireland 2040, forms the overarching framework for the spatial development of Ireland to 2040. A key focus of the NPF is on sustainable and compact development within pre-existing urban areas and the provision of accessible services and facilities for all communities.

Given its focus on sustainable development, the NPF includes a number of points related to social infrastructure inclusive of ‘National Strategic Outcome 10: Access to Quality Childcare, Education and Health Services’ which seeks to provide good accessibility to quality health services, childcare and education facilities, supported by compact growth in urban areas.

Furthermore, Chapter 6 of the NPF states that the *“ability to access services and amenities, such as education and healthcare, shops and parks, the leisure and social interactions available to us and the prospect of securing employment”* is intrinsic to providing a good quality of life for new and existing communities. Chapter 6 additionally includes a Hierarchy of Settlements and Related Infrastructure that indicates the services and facilities necessary within settlements of different size to serve their populations (Figure 7.1).



Figure 7.1 Hierarchy of Settlements and Related Infrastructure.

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

7.2.1.1 Draft Revised National Planning Framework 2024

The National Planning Framework which was originally published in 2018 is being revised and updated to take account of changes that have occurred since 2018 and to build on the existing framework.

The core principle that runs through the 2018 Framework is that of sustainable development, and the creation of sustainable high-quality communities. A key theme and recognised National Strategic Outcome of the NPF is Compact Growth. It is recognised that carefully managing the sustainable growth of compact cities, towns and villages will require the consolidation of development within the footprint of pre-existing urban settlements. The proposed development presents an opportunity to contribute to the Compact Growth of the Dublin region.

In that regard, the proposed development is consistent with the principles of the 2018 NPF and seeks to deliver a scheme that promotes clustered and compact growth, improved connectivity that ultimately delivers economic prosperity and environment sustainability. The proposed scheme has been carefully designed in line with best practice principles of good quality urban design centred on creating a sustainable and well-connected community within the Cherry Orchard area.

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

Public consultation on the Draft Revised NPF concluded in September 2024 and the Final Stage was due to be approved, finalised, and published in October 2024. The draft has since been published on the 15th of November 2024 with some of the changes are outlined below.

- *New target of an average 50,500 new homes per year – scaling up to 60,000 homes in 2030 and that level maintained thereafter.*

This milestone decision represents a critical step towards meeting Ireland's growing housing needs, driven by projected population increases, latent and ongoing demand for housing.

These revised housing targets are reflecting the latest research by the Economic and Social Research Institute (ESRI) which forecasts substantial population growth over the next decade. The Government has agreed that to reach the total of 303,000 new homes by 2030, an annual increase in housing delivery starting from 41,000 homes in 2025 and rising incrementally to 60,000 homes by the end of the period.

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

The final Draft First Revision of the National Planning Framework will be concluded once the environmental assessments; Strategic Environmental Assessment, Natura Impact Statement, Appropriate Assessment Determination, and a Strategic Flood Risk Assessment have been conducted.

7.2.2 Update on National Development Plan 2024

The Prospects 2024-2025 report was published in November 2024 and highlights 50 projects that make up Project Ireland 2040. This report aims to provide further visibility on Ireland's priority infrastructure over the coming years, facilitating firms to plan commercial bids for these major infrastructure projects.

Prospects sets out a clear pipeline for some of the projects that comprise Project Ireland 2040. This pipeline spans a wide range of projects, from those that are currently at planning and appraisal stage to projects that are completing construction this year. Prospects offers the chance to look ahead and to see what infrastructure is planned for the coming years to support Ireland's growth. It also provides construction firms in Ireland, the EU and internationally an opportunity to consider the role they can play in delivering these projects.

The report outlines information about infrastructure projects that will be delivered as part of Project Ireland 2040, including:

- over half of projects are large scale infrastructure in the areas of public transport, housing and health, ranging in value from €200 million up to €1 billion+
- almost 60% of projects are set to commence in 2025 and 2026, and around half of projects are anticipated to be completed between 2027 and 2029, such as: Wastewater Treatment Plants in Bailieborough, Buncrana and Nenagh, the M28 Cork to Ringaskiddy Road,

University Hospital Waterford 60-Bed Acute Mental Health Unit, new post-primary schools in Westmeath and Wicklow under Project Dargle, and regenerated social housing in Constitution Hill, Dublin 7

7.2.3 Housing for all Q2 2024 Progress Report

The most recent Housing for All progress report details the progress and measures achieved during Quarter 2 of 2024. The report notes that, c. 52,000 new homes were under construction as of May 2024, recording an increase of over 85% since May 2023. Of this, construction on c. 32,000 homes commenced during the first five months of 2024.

As per the report, since the launch of Housing for All in September 2021, almost 74,000 new homes have been built and the 2024 target of 33,450 new homes will be met. The targets under the Housing for All envisions a significant increase in annual targets in the years up to 2030, rising from 29,000 in 2023 to 40,500 by 2030.

The Affordable Purchase Scheme is expected to support the delivery of over 4,000 homes (this includes affordable purchase and cost rental) with the support of €337 million in grant assistance from the Affordable Housing Fund.

The proposed Phase 2 of the scheme at Cherry Orchard seeks to deliver c. 137 no. dwellings for affordable sale. This in tandem with the approved scheme under Phase 1 – which seeks to deliver c. 708 no. units (social / affordable and cost rental homes) – will contribute towards achieving the housing targets under the Housing for All programme.

7.2.4 Sustainable Residential Development and Compact Settlement Guidelines 2024

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

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

The Guidelines have replaced the 2009 Sustainable Residential Development in Urban Areas Guidelines and provide a renewed focus on existing settlements and on the interaction between density, housing standards and quality urban design to support sustainable and compact growth.

Settlement, Place and Density

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

Cherry Orchard is within the Metropolitan Area of Dublin City and is defined in Table 3.1 of the Compact Settlement Guidelines as ‘City – Suburban/Urban Extension’.

Table 3.1 of the Guidelines notes that it is a policy objective to secure residential densities in the range of 40dph to 80dph and that densities of up to 150 dph shall be open for consideration at accessible suburban/extension locations, which relates to the application lands.

The approved Phase 1 application has a net density of 145 uph on a net development area of c.4.87ha. When considering the proposed Phase 2 application which has a density of 40uph on a net development area of 3.390ha, the combined phases have a density of 103uph on an overall development area of c.8.193 ha. Therefore, it is submitted that the proposed density for the scheme, in isolation and in tandem with Phase 1, aligns with the residential densities provided for in the Compact Settlement Guidelines.

Urban Design and Quality Placemaking

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

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

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

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

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

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

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

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

The proposed development includes a mix of houses and apartment / duplex units comprising two- and three-bedroom units. A range of high-quality public open spaces is also incorporated throughout the development to enhance the environment within which future residents will reside.

Standards for Housing

Separation distances

Specific Planning Policy Requirement (SPPR) 1 of the Guidelines states that: *When considering a planning application for residential development, a separation distance of at least 16 metres between opposing windows serving habitable rooms at the rear or side of [...] duplex units and apartment units, above ground floor level shall be maintained. Separation distances below 16 metres may be considered acceptable in circumstances where there are no opposing windows serving habitable rooms and where suitable privacy measures have been designed into the scheme to prevent undue overlooking of habitable rooms and private amenity spaces.*

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

The design and layout of the scheme has been carefully configured to ensure that where minimum separation distances between buildings have been provided, the design has been cognisant of ensuring no undue loss of privacy and will deliver an overall site layout that is legible and provides a high-quality environment for future residents. The proposed development is compliant with the above standards and a separation distance of 16m has been maintained throughout the development

Policy and Objective 5.1 - Public Open Space

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

The proposed development for Phase 2 has a provision of public open space (2,133sq.m), however it should be noted that c0.205 ha of the Neighbourhood Park that was approved as part of the Phase 1 application goes towards the provision for public open space within Phase 2. Therefore, 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)

The balance is provided in the form of additional open space at the northern end of the development, which aligns with the indicative layout for these lands in the LAP. The proposed pocket park is physically and visually linked with the neighbourhood park by a high-quality landscaped street. It also provides a new connection on the northern boundary which will facilitate long-term green links to Collinstown Park.

SPPR 3 - Car Parking

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

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

The proposed car parking ratio for the development is 1 space per unit. Based on those standards, the maximum car parking spaces allowed for the Guidelines is 137no.spaces, and the proposed development is offering 141no. car parking spaces including 7no. accessible parking spaces and 71no. EV parking spaces.

It should be noted that SPPR3 specifies that accessible spaces do not count towards the maximum provision, so the 7no. accessible spaces (3no. Resident and 4no. Visitor) being provided can be discounted from the 141no. spaces which would then total 134no. car parking spaces being provided. Therefore, the proposed parking is compliant with the guidelines set out in SPPR3.

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

SPPR 4 - Cycle Parking and Storage

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

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

When the above standards are applied to the proposed development, a cycle parking requirement of 284no. spaces for the future residents of the scheme is generated. The Guidelines do not specify a quantum for Visitor Cycle Parking, however 18no. Visitor spaces have been provided.

For the purpose of this assessment, the Development Plan standards (Section 3.0 of Appendix 5) for visitor cycle parking and for non-residential cycle parking are applied to the proposed development in the absence of the Guidelines specifying a quantitative standard for same, a total cycle parking requirement of 302no. spaces is generated.

Table 7.1 Cycle Parking Required and Provided for Phase 2

Bicycle Parking	Required	Provided
Resident bikes on curtilage	194	194
Resident Bike Spaces (Duplex Apartments)	90	90
Resident Cargo Bike Space (Duplex Apartments)	0	4
Visitor Bike Spaces	18	18
Total Spaces	302	306

The proposed development includes the provision of 306no. cycle parking spaces (288no. long stay and 18no. short-stay spaces). The proposed development is therefore compliant with the abovementioned standards.

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

7.2.5 Sustainable Urban Housing: Design Standards for New Apartments (2023)

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

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

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

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

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

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

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

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

The Proposed Development is assessed against relevant National apartment standards in detail in Section 7.4 'Development Management Standards', of this report with reference to the enclosed Housing Quality Assessment prepared by CCK Architects.

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

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

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

Figure 7.2: Mechanisms for the incorporation of flood risk identification, assessment, and management

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

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

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

7.2.7 Climate Action Plan 2024

The Climate Action Plan 2024 is the third annual update to Ireland’s Climate Action Plan 2019. This is the second Plan to be prepared under the Climate Action and Low Carbon Development (Amendment) Act 2021. This Plan builds on the carbon budgets and sectoral emissions ceilings in Climate Action 2023 and sets a course for Ireland’s targets to halve emissions by 2030 and reach net-zero no later than 2050.

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

Climate mitigations and adaption have been core considerations in the design of the proposed scheme overall. The development incorporates SuDs and sustainable façade design and provides services and facilities that contribute to the energy efficiency, biodiversity, and green infrastructure services.

7.3 Regional Planning Policy

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

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

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

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

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

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

Response: The residential development is residential by nature and is considered appropriate for the site. There are no buildings or features of note on the site with the lands currently vacant and overgrown in sections. The proposed development complies with the site specific objectives for these lands under the Park West Cherry Orchard local Area Plan which has identified these lands for lower density to ‘kick-start’ development. Building heights are to be 0-4 storeys which is to commensurate with the houses and duplex units.

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

Response: As mentioned previously, the site is currently vacant and overgrown in some sections. The proposed development for Phase 2 for 137no. units will comply with the zoning objective for Z14 to which the lands pertain to, as well as contributing to an increased population of 356no. residents.

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

Response: To promote an active lifestyle, opportunities for fitness and sports are incorporated in the overall wider scheme for Cherry Orchard Point, including a running track, callisthenics outdoor gym, kick-about amenity lawn and multipurpose games area. Promoting active travel is also part of an active lifestyle, which is why pedestrian and cyclists are prioritised in the scheme.

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

Response: The proposed site forms part of the Park West-Cherry Orchard Strategic Development Regeneration Area (SDRA) and subject to the provisions of the Park West Cherry Orchard Local Area Plan (2019). Specific guidance on densities for the site are set out in the LAP and are reflected in the development capacities for the area identified in the DCC CDP. It is respectfully submitted that the proposed scheme with a maximum of 3 storeys systematically follows the guidance as set out under the specific site brief for Site 4, in that the height strategy has carefully considered the LAP requirement to ensure a gradual change in building heights with no significant marked increase in height within transitional areas.

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

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

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

Response: The proposed development for Phase 2 is an affordable for purchase scheme and comprises of 31no. 2-bedroom units, and 106no. 3-bedroom units through a mixture of houses, duplex units and own-door apartments.

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

Response: There are 9no. Universal design friendly homes provided, with all proposed to be ground level own-door 2-bedroom 3-person apartments that have been pepper-potted

across the subject lands. These homes have wider circulation areas and zoned within rooms and the bathroom is larger and has a ‘soft’ wall to the master bedroom to allow for a connecting door and hoist should a resident require it.

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

Response: The proposed scheme creates a highly permeable and legible network of streets and spaces that optimises movement for sustainable modes of transport. Walking and cycling are prioritised within and around the site by upgrading the existing cycle path on Park West Avenue, the provision of alternative paths and cycle paths through the Neighbourhood Park to the railway station and future mixed-use centre of Phase 1, placing pedestrian and cycle priority on the woonerf streets and the provision of secure and accessible bike storage for residents and visitors.

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

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

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

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

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

With the granted upgrades to the DART South-West corridor planned adjacent to the Development Sites, and the additional upgrades planned, the proposed development will have

a positive, indirect and significant benefit in terms of addressing and overcoming some of the infrastructural constraints that future development in the area will benefit from.

7.4 Local Planning Policy

7.4.1 Dublin City Development Plan 2022-2028

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

7.4.1.1 Core Strategy:

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

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

The proposed scheme, by providing 137 new affordable purchase homes and over 1,000 sqm of public open space, will be essential in delivering upon the objectives for the Park West and Cherry Orchard SDRA and its role as part of the Core Strategy. This will be further supported by the subsequent phases of the Cherry Orchard Point site, ultimately delivering a total of c. 1,100 units across Key Development Sites 4 and 5 of the LAP area.

It is respectfully submitted that the proposed scheme is in compliance with the DCC CDP targets for Population and Housing, in that, the development will be delivering a total of c. 1,100 units (across 3 Phases), of which Phase 2, the subject of this application will be providing c. 137 no. units of various typologies. It is also noted that scheme provides Affordable Housing, which is also in line with achieving the housing targets for Social Rent and Affordable Constraint housing, the demand for which has been identified at c. 10,200 and c. 7,800 units respectively, in the HNDA Estimated Housing Need for the current Plan Period. Moreover, the LAP area for Park West Cherry Orchard is envisaged to deliver c. 3000 homes spread across 8 key sites with varying residential densities.

7.4.1.2 Housing

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

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

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

7.4.1.3 Climate Action

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

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

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

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

7.4.1.4 Sustainable Movement and Transport

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

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

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

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

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

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

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

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

7.4.1.5 Strategic Development Regeneration Areas

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

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

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

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

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

Urban Structure

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

Land Use & Activity

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

Height

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

Design

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

Green Infrastructure

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

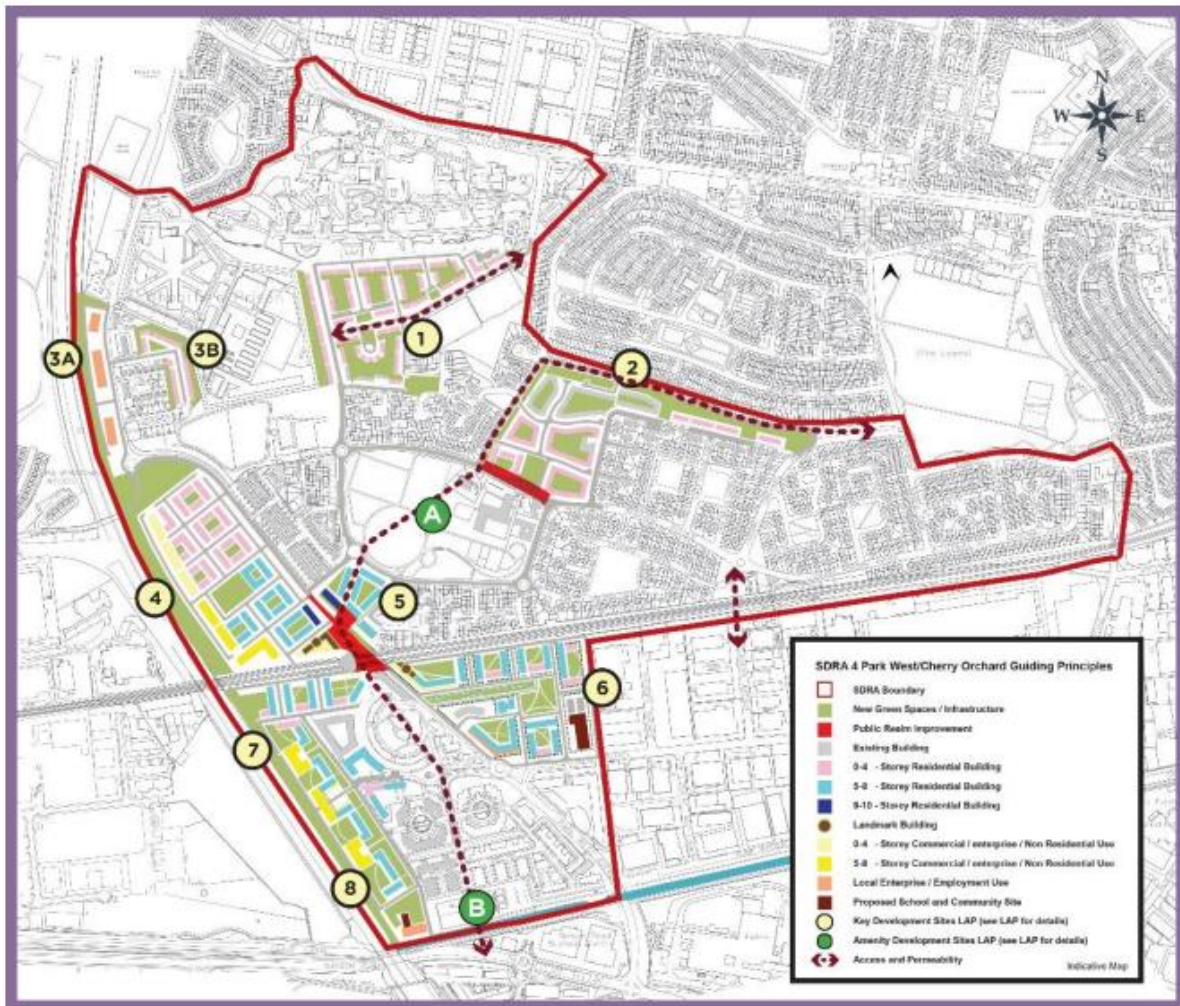


Figure 7.3: SDRA 4 Park West/Cherry Orchard (Dublin City Development Plan, 2022)

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

Further detail on how the scheme supports the principles identified in relation to SDRA 4 under Section 13.6 of the DCDP, has been set out in Section 7.4 of this report.

7.4.2 Land Use Zoning

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

The overall zoning strategy is based on the following principles:

- To ensure that land-use zoning across the city spatially facilitates the aims of the core strategy and the objective to develop a compact, connected, low carbon, and climatically resilient city.
- To ensure that land is appropriately zoned in order to accommodate the expected growth needs of Dublin City within the timeframe of the plan and to ensure the protection of community and social infrastructure, and critical ecosystems services, through the application of appropriate land-use zoning designations in order to provide adequate facilities and amenities to meet the growing needs of the city.
- To provide for balanced and sustainable development by promoting, in particular, a mixed-use pattern of development with a move away from more traditional forms of single mono-use zoning.
- To ensure that the most efficient use is being made of the city's land in line with the principles of the 15-minute city, and that the redevelopment of under-utilised and brownfield land is promoted in order to consolidate and add vitality to existing centres.
- To promote the intensification of development adjacent and close to public transport nodes and corridors in order to minimise trip generation and distribution and to promote sustainable compact urban form.
- To ensure that the city's zoned enterprise and employment lands are integrated with key supporting infrastructure to provide for more intensive forms of employment.

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



Figure 7.4 Zoning Map as per Dublin City Development Plan 2022-2028 (Ownership (blue line) and Application (red) Annotated)

The zoning objective for lands under Z14 zoning is,

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

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

The Park West Cherry Orchard Local Area Plan (2019), as highlighted under Section **Error! Reference source not found.**, is the local statutory policy document of relevance. Therefore, any application made will need to demonstrate compliance with the key items of both the Dublin City Development Plan 2022-2028 (SDRA 4) as well as the key Development Principles of the Local Area Plan (2019). Any conflict between the documents is resolved by the City Development Plan taking precedence.

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

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

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

The proposed development is a residential scheme with sufficient public open space, which is permissible under the Z14 zoning objective ascribed to the subject site. The proposed scheme would, hence, be acceptable in principle and is in accordance with the proper planning and sustainable development of the area.

7.4.3 Cherry Orchard Local Area Plan 2019

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

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

The LAP sets out individual site briefs for each of the 8 key development sites, which set out the vision, aspirations, and development objectives for each. The site being considered as part of this planning application forms the northern portion of Development Site 4 (M50-Cedarbrook Avenue).

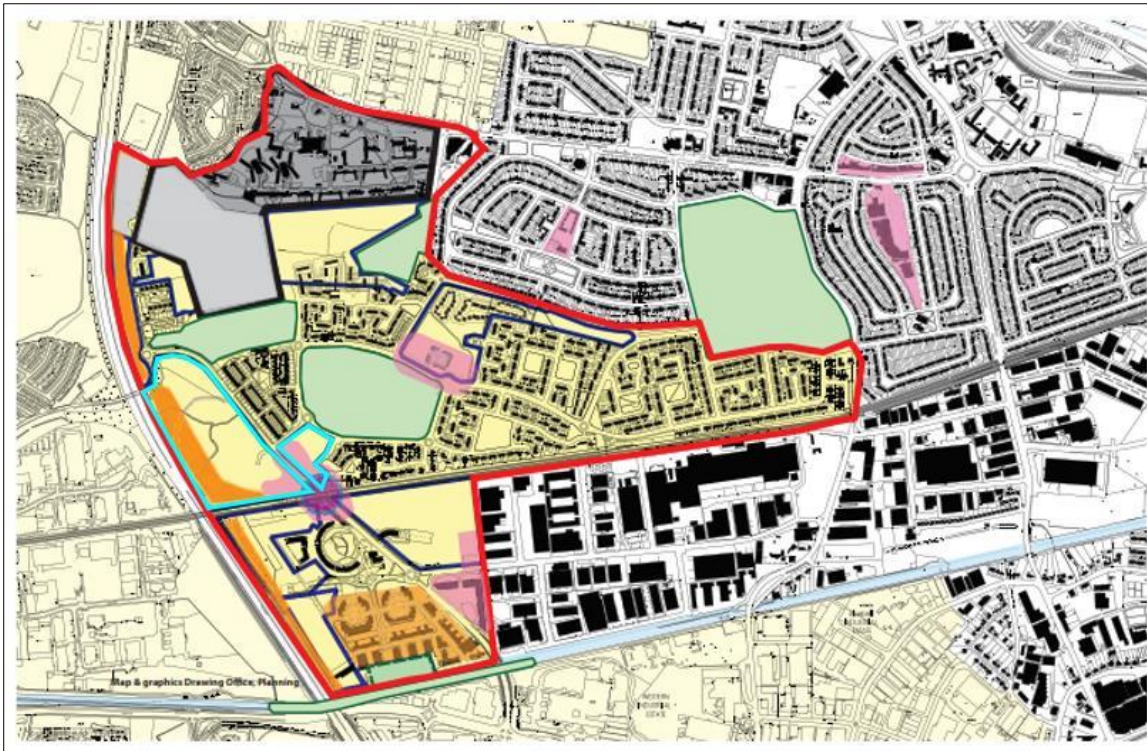


Figure 7.5 Proposed Land Use Strategy with proposed development sites 4 & 5 in blue.

Section 4.6.4 of the LAP notes that the locational context of the subject lands is suitable to accommodate medium to high density residential and commercial development as a means of maximising investment in public transport infrastructure, including the approved upgrades to the Dart. The proposed development represents an appropriate transition in height and density from the northern portion of the site towards the approved Phase 1 lands and to train station further south integrating positively with its receiving environment.

Further assessment of the proposed development against the relevant policy objectives and development management standards as set out in the LAP is provided in Section 7.4 below.

7.5 Development Management Standards

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

Sections 8.1 and 8.2 below demonstrates how the proposed development is compliant with the relevant development management standards contained within the Development Plan and Local Area Plan respectively.

7.5.1 Neighbourhood Development

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

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

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

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

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

The provision of high-quality public and communal open space, coupled with the contribution towards the planned Athletics Track will encourage active recreation and physical activity for future residents. Furthermore, the flexible community, arts and cultural uses being delivered under the Phase 1 scheme will be directly accessible to residents of the Phase 2 scheme enhancing existing provision in the area in line with the principles of the 15-minute city concept.

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

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

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

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

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

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

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

The proposed development includes the provision of high-quality landscaped public open space of 2,133sqm which, when considered with the extent of PoS being delivered under the Phase 1 scheme (2,050 sq.m) represents 12.34% of the net residential area of the Phase 1 and 2 lands. This is in line with the requirements under Chapter 15, Section 15.8.6 of the Development Plan, which requires that a minimum of 10% of the net development be Public Open Spaces.

The public open space has been arranged with a clear space hierarchy, with each area having its own distinct character and purpose. The public open space delivered under the approved

Phase 1 scheme facilitates the continuation of the central landscaped spine which suitably integrates and interacts with the Woonerf Street in Phase 2, continuing once again to a dedicated area of public open space to the north providing a logical nature-based rhythm to the scheme.

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

A total of 9no. units have been designed to Universal Design Standards which will enable homes to be adaptable and respond to changing personal requirements to deliver a fully inclusive and socially cohesive neighbourhood. This is to ensure that the scheme is inclusive of the growing ageing population as well as people that require assistance or are disabled, and hence, suitable to cater to older people, mobility impaired people, people living with dementia and people with disabilities.

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

The proposed development benefits from the provision of internal and external flexible community, arts and cultural space as approved as part of the Phase 1 development. The footpaths throughout the scheme have been designed to be wide enough to accommodate all users including those with mobility dependence and encourage independence for older people to maximise their quality of life.

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

The design and layout of the scheme promotes healthy placemaking by delivering a new sustainable community that will benefit from direct access to a range of community, commercial, social and recreational uses in close proximity to their homes. Quality Housing and Sustainable Neighbourhoods

Chapter 5 of the CDP outlines the Social, Affordable Purchase and Cost Rental Housing strategy and policy objectives.

Section 5.5.6 highlights that;

“The statutory context for the provision of social and affordable housing has changed under the Affordable Housing Act 2021. Dublin City Council will seek to facilitate the maximum allowable provision under the Planning Act (as amended) for affordable and social housing provision as part of future planning permissions, reflecting the high levels of demand within the city”.

The proposed development includes the provision of 137no. affordable housing units which will be a welcome addition to the existing and planned housing stock in the area and will positively contribute to addressing unaffordable housing price trends.

7.5.2 Height and Density

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

out in the LAP, which provides a framework for a cohesive urban structure. The proposed development aligns with the objectives of the LAP, whilst the design approach responds appropriately to the height and form of development in creating a high-quality streetscape. Further detail has been provided in Section 7.5.16 below.

It is respectfully submitted that the proposed scheme with a maximum of 3 storeys systematically follows the guidance as set out under the specific site brief for Site 4, in that the height strategy has carefully considered the LAP requirement to ensure a gradual change in building heights with no significant marked increase in height within transitional areas.

Figure 7.6 below illustrates the comparison of the height strategy as set out in the LAP Site Specific Brief for the Site 4 and the height strategy for the proposed scheme.



Figure 7.6 Height Strategy for Site 4 in the LAP (left) and for the Proposed Scheme (right).

In relation to residential density for Development Site 4, the LAP requires that:

“Lower density residential development will be considered to the norther half to “kick start” development...” (p. 70)

The LAP recognises that for each key site identified, it is important that housing design and density is appropriate to its location, reflecting the significance of the SDRA designation as a resource for the future of the city, and cognisant of national planning policy, Development Plan policy and current legislation. Therefore, the LAP sets out a graded approach to density.

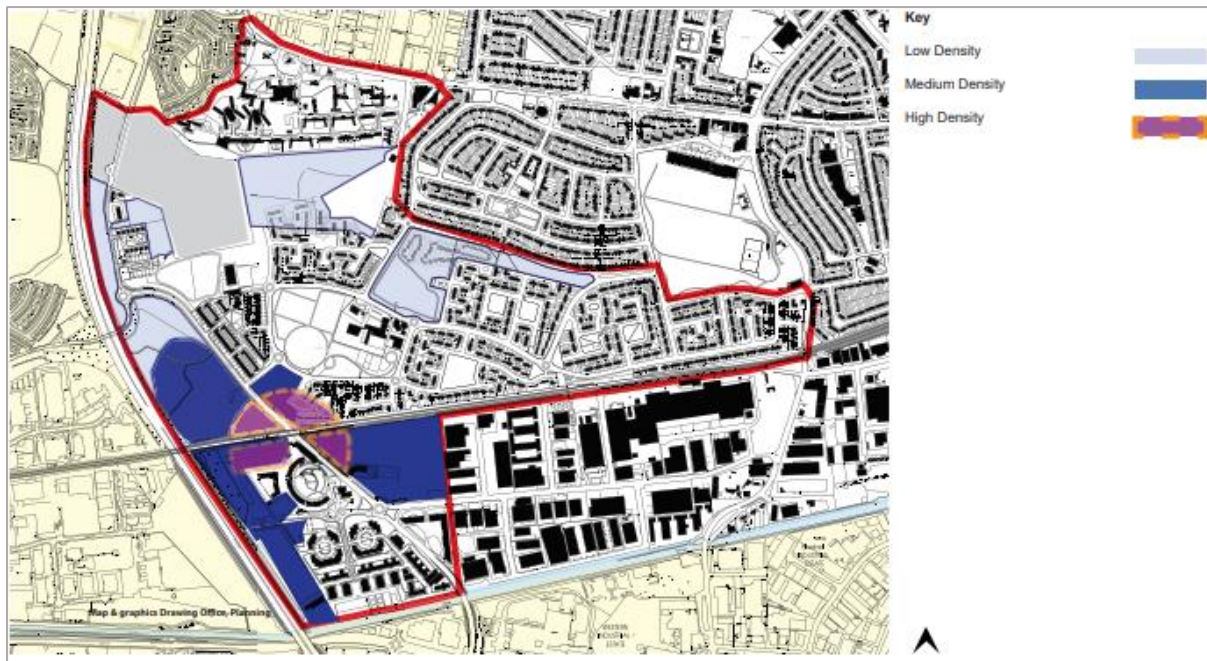


Figure 7.7 Density Strategy (Source: Park West Cherry Orchard LAP, 2019)

It is submitted that the proposed density for the scheme has been carefully considered to align with the above approach and requirement with the scheme located in the northern section of Site 4 and furthest away from the train station towards the southern end of the subject lands.

Moreover, the development layout strategy of the scheme follows established and best practice principles of good quality urban design centred on creating a sustainable and well-connected community within the Cherry Orchard area. The design and layout of the scheme coupled with the incorporation of a variety in height, form and materials will create a distinctive character and sense of place and identity for future residents. This approach to the design and layout of the development will result in the creation of a vibrant new urban area that is fully integrated and connected with the existing community.

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

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

It is noted that the strategic approach is that the highest densities should be located at the most accessible and sustainable locations. Sustainable densities in accordance with the standards set out in the *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities 2024* will be supported. An urban design and quality led approach to creating sustainable development will be promoted. It is also noted that there should be a focus not just on maximising density to maximise yield, but on a range of qualitative criteria and the consideration of a wide range of other factors including architecture, urban design, community facilities and infrastructure, green infrastructure, and quality placemaking.

Chapter 4, Section 4.4 of the Compact Settlement Guidelines sets out the key indicators of quality design and placemaking that should inform the development strategy of future proposals. In the context of the proposed development, paragraph (v) is of particular relevance establishing the key principles to achieve responsive built for as follows:

- (a) New development should support the formation of a legible and coherent urban structure with landmark buildings and features at key nodes and focal points.
- (b) New development should respond in a positive way to the established pattern and form of development and to the wider scale of development in the surrounding area. **The height, scale and massing of development in particular should respond positively to and enhance the established pattern of development (including streets and spaces).** (Emphasis added)
- (c) The urban structure of new development should strengthen the overall urban structure and create opportunities for new linkages where possible.
- (d) Buildings should generally present well-defined edges to streets and public spaces to ensure that the public realm is well-overlooked with active frontages.
- (e) New development should embrace good modern architecture and urban design that is innovative and varied, and respects and enhances local distinctiveness and heritage...

The proposed building height strategy for the development provides an appropriate transition in height approaching the Phase 1 scheme responding positively to the wider scale of development proposed. Furthermore, it is considered that the three storey buildings along Park West Avenue present well defined edges to the street in compliance with the provisions of the Guidelines.

The Development Plan under Table 3 'Performance Criteria in Assessing Proposals for Enhanced Height, Density and Scale' of Appendix 3, requires that in order to promote development with a sense of place and character, the scheme should have **sufficient variety in scale and form and have an appropriate transition in scale to the boundaries of a site/adjacent development in an established area.** The table also further sets out additional performance criteria, including one to provide appropriate level of enclosure to streets and spaces. The performance criteria table also requires that the scheme should be appropriately scaled and distanced to provide appropriate enclosure/exposure to public and communal spaces, particularly to residential courtyards.

It is considered that the proposed development of 137no. units, at a density yield of 41 units per hectare achieved on this site is suitable for the currently vacant greenfield lands as outlined in Section 7.1.4 above.

7.5.3 Residential Unit Type and Mix

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

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

In that regard, Policy SPPR 1 states that housing developments may include up to 50% one-bedroom or studio type units (with no more than 20-25% of the total proposed development as studios) and there shall be no minimum requirement for apartments with three or more bedrooms.

The proposed development comprises 22.6% 2 bed and 77.4% 3 bed units. Accordingly, the proposed development accords fully with SPPR 1 of the Guidelines.

7.5.4 Green Infrastructure

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

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

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

Green infrastructure and nature-based solutions are a core element of the proposed scheme in all phases and have been embedded within the movement strategy within and beyond the subject site.

The large neighbourhood park approved as part of the Phase 1 application runs the length of the development lands and is the focus for passive and active amenity space for the new residents. The park is permeable to pedestrians and bicycles and is well over-looked by active edges.

The 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).



Figure 7.8 Green Infrastructure Proposed in Phase 2

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 and swale planting. 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.

7.5.5 Surface Water Management and SuDs

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

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

The proposed development incorporates a Storm Water Management Plan which aligns with the requirements of SI22. Further detail is set out in Chapter 12 of the Parent EIAR that was submitted along with the application for Phase 1 as well as Section 7.6.3 below.

7.5.6 Public Open Space and Recreation

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

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

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

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

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

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

The proposed development includes the provision of high-quality landscaped public open space of 2,133sqm, which when considered in tandem with the Phase 1 public open space, this represents 12.34% of the net residential area of both Phase 1 and Phase 2 lands. The public open space has been arranged in terms of a clear hierarchy with each area having its own distinct character and purpose. Further detail is provided in Chapter 4 of the enclosed Architectural Design Statement as part of this application.

7.5.7 Private/Communal Amenity Space

All apartment and duplex units proposed benefit from their own private, usable open space in the form of a terrace which complies 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 within the scheme is detailed in the Housing Quality Audit that accompanies this planning application.

Each duplex / apartment block has their own, secure communal amenity space for the sole use of the residents of that block. The communal space is provided in accordance with the minimum areas set out in the Apartment Guidelines, is secured and gated from the public realm, is accessible to all of the block residents from a semi-private stair/ lift core and receives adequate daylight and sunlight throughout the year (refer to 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.

7.5.8 Play and Amenity Areas

The Development Plan requires the provision of appropriate playground facilities suitable for toddlers and children up to the age of 6 and play areas for older children and young teenagers in larger residential schemes. The landscape plan for the neighbourhood park as part of **Phase 1** provides 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.

The Neighbourhood Park in the heart of the scheme is a car-free, high amenity park and green 'street'. Residential buildings on either side overlook and secure the park by design, and the variety of passive and active park features will appeal to residents and visitors alike. The balance is provided in the form of additional open space at the northern end of the development for, which is aligned with the indicative layout for these lands as set out in the LAP. 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.

Additionally, the Landscape Design Report submitted as part of this application, provides complete details on the rationale for the design / layout to ensure coordinated delivery of public open space that is sufficient in amenity, quantity and distribution to meet the demands of the future population and wider Cherry Orchard community.

7.5.9 Community and Social Audit

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

Community facilities, such as local parks and playgrounds, community centres, local hubs, schools, childcare are an integral component of a successful neighbourhood. Applications for large residential developments or mixed-use developments should include provision for community type uses. All residential applications comprising of 50 or more units shall include a community and social audit to assess the provision of community facilities and infrastructure within the vicinity of the site and identify

whether there is a need to provide additional facilities to cater for the proposed development. Each of the subsections below shall be assessed as part of the community and social audit. A community and social audit should address the following:

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

A separate Community, Social and Cultural Infrastructure Audit has been prepared and submitted as part of this planning application addressing the requirements of the DCDP. The need for additional uses in the wider Cherry Orchard Point development will be assessed and provided for in planning applications for subsequent phases.

7.5.10 Dual Aspect

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

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

The proposed scheme complies with the requirements of the DCDP and SP4 of the Apartment Guidelines with all of the proposed units being dual aspect. The geometry and orientation of the urban blocks was designed in such a manner that there are no single aspect north facing apartments within the development.

7.5.11 Daylight and Sunlight

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

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

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

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

In addition, the national policy on the assessment of daylight and sunlight is set out in both the Apartment and Building Heights Guidelines, both of which refer to BR 209 and BS 8206-2. For clarity, the DCC CDP also states that appropriate and reasonable regard should be taken of government policies, including the Urban Development and Building Height Guidelines for Planning Authorities

(2018) and the Sustainable Urban Housing: Design Standards for New Apartments (December 2020), in the completion of sunlight and daylight assessments.

The site layout, urban blocks, receiving environment and individual apartments have been designed with regard to the principles and guidance of the recently published BR 209 2022 Site Layout Planning for Daylight and Sunlight: a Guide to Good Practice (3rd edition 2022). Specialist consultants collaborated with the architects and urban designers throughout the design process and conclude that the performance of the proposed scheme could be considered very favourable.

A full and comprehensive Daylight and Sunlight Assessment and Report accompanies this planning application confirming that all 137no. units achieve full compliance with the Guidelines.

7.5.12 Separation Distances

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

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

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

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

“SPPR 1 - Separation Distances

*It is a specific planning policy requirement of these Guidelines that statutory development plans¹ shall not include an objective in respect of minimum separation distances that exceed 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex units or apartment units above ground floor level. **When considering a planning application for residential development, a separation distance of at least 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex units and apartment units, above ground floor level shall be maintained. Separation distances below 16 metres may be considered acceptable in circumstances where there are no opposing windows serving habitable rooms and where suitable privacy measures have been designed into the scheme to prevent undue overlooking of habitable rooms and private amenity spaces. There shall be no specified minimum separation distance at ground level or to***

¹ Any reference to a statutory development plan(s) in these Guidelines refers to all development plans made under the Planning and Development Act 2000 (as amended) or under any replacement Planning and Development Act, including local area plans and strategic development zones planning schemes

the front of houses, duplex units and apartment units in statutory development plans and planning applications shall be determined on a case-by-case basis prevent undue loss of privacy. In all cases, the obligation will be on the project proposer to demonstrate to the satisfaction of the planning authority or An Bord Pleanála that residents will enjoy a high standard of amenity and that the proposed development will not have a significant negative impact on the amenity of occupiers of existing residential properties. This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR.”

[emphasis added]

The proposed development is compliant with the above standards and a separation distance of 16m has been maintained throughout the development.

7.5.13 Sustainable Movement and Transport

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

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

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

All of these requirements have been addressed within the relevant associated planning application documents submitted along with this application. The proposed development creates a highly permeable and legible network of streets and spaces that optimises movement for sustainable modes of transport. Walking and cycling are prioritised within and around the site by (i.) upgrading the existing cycle path on Park West Avenue (ii.) the provision of alternative paths and cycle paths through the Neighbourhood Park to the railway station and permitted mixed-use centre as part of the Phase 1 scheme, (iii.) placing pedestrian and cycle-priority on the woonerf streets and (iv.) the provision of secure and accessible bike storage for residents and visitors.

All of the new streets have been designed in accordance with DMURS requirements to calm traffic and enable the safe and comfortable movement of vulnerable users. Upgrades are proposed to the western edge of Park West Avenue as part of this application, improvements to the existing off-street cycle path and footpath, new landscaping and street trees, continuous active edges with passive surveillance onto the street.

Residential parking is proposed to be provided at a rate of 1 space per dwelling, plus additional accessible spaces. Parking bays are a mix of on-street and on-curtilage, and their visual impact on the scheme has been mitigated by the detailed design of the woonerf streets and the landscape plan.

The overall scheme for Cherry Orchard Point has been designed to encourage active travel and discourage private car use for short trips.

Phase 2 will provide a new high-quality public realm, improved connectivity in and around the site and upgrades to Park West Avenue for the benefit of existing and future pedestrians and cyclists.

7.5.14 Plot Ratio and Site Coverage

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

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

- Site coverage: of which we are compliant with a combined c.56% when considering Phase 1 and Phase 2 in tandem.
- Building heights: which are in a range of 2-3 storeys and therefore are appropriate for the subject lands.
- Public and private open space: of which we are providing high-quality landscaped public open space at 2,133sqm, which when considered in tandem with the Phase 1 public open space, represents 12.34% of the net residential area of both Phase 1 and Phase 2 lands.
- The parking provision: of which we are providing a total of 141no. Car parking spaces, as well as 306 no. Cycle parking spaces which are above the requirements as set out in the Development Plan itself.

Indicative plot ratio standards are provided in the DCDP, with Regeneration Areas having an Indicative plot ratio of 1.5-3.0. The proposed scheme, under Phase 2, has a plot ratio of 0.39. As outlined earlier in this Report, a holistic approach has been taken in the design and layout of all Phases of development to ensure the successful delivery of a fully integrated and interconnected scheme across the DCC lands. In this regard, when the subject proposal is considered in conjunction with the Phase 1 scheme an overall plot ratio of c.0.85 is achieved. As noted above, plot ratio is only one of a number of metrics used to determine the suitability of a proposed development and doesn't have regard to locational context, prevailing development patterns etc. Additionally, the proposed development is on lands that are covered by the Cherry Orchard and Park West LAP which has an indicative layout for development which the development is in compliance with.

The DCDP states that site coverage is the percentage of the site covered by building structure, excluding the public roads and footpaths, being particularly relevant in urban locations where open space and car parking standards may be relaxed. Similar to the above, indicative site coverage standards are provided for each area of the city, with Regeneration Areas having an indicative site coverage standard of 50-60%. The proposed scheme has a site coverage of 22.46%, however it should be noted that the standards are indicative only and that the site coverage is somewhat lower by virtue of the extensive areas of Public Open Space and external community space provided.

The site coverage for the approved Phase 1 scheme is 33.2%. When considering the Phase 1 and Phase 2 application this equates to a site coverage of c.56% which is compliant with the standards outlined for Regeneration Areas (50-60%)

7.5.15 Other Local Objectives

The Park West Cherry Orchard Local Area Plan 2019 sets out a suite of individual 'Site Briefs' for each of the 8 Key Development Sites within the LAP boundary. This Section provides an overview of the relevant objectives that apply to the proposed development and Development Site 4 that have not been addressed in the preceding sections of this Report.

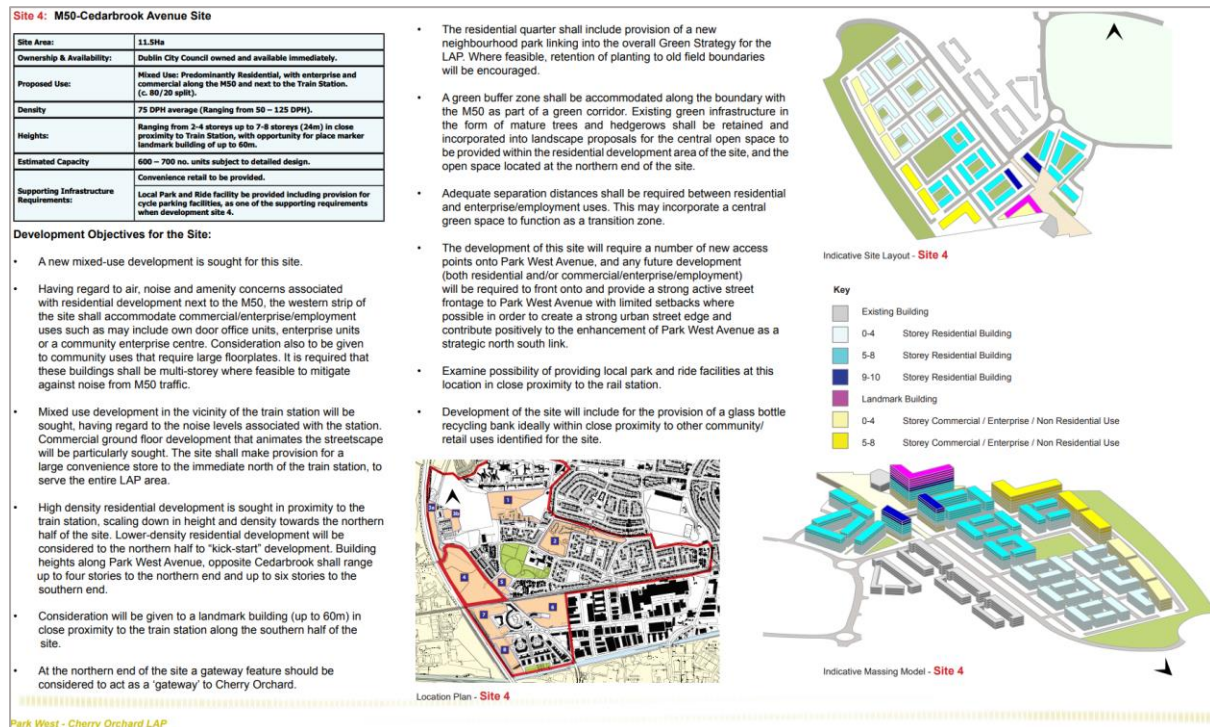


Figure 7.9 Site Briefs – Development Site 4 (Source: Park West Cherry Orchard LAP, 2019)

Land Use

The LAP envisages a mixed-use development as being delivered on Development Site 4, with the non-residential elements targeted towards the train station and along the M50 buffer. The subject application represents the logical and coherent continuation of the approved Phase 1 scheme which included a retail supermarket, co-located individual retail units, a childcare facility and community, arts / cultural spaces. The ambitions to deliver a mixed-use scheme on Site 4 have therefore been achieved.

Housing Capacity

The LAP projects an estimated housing capacity of between 600-700 units, subject to detailed design. It should be noted that this is an estimated figure and was set against a completely different housing and population landscape pre 2019 when the Plan was being prepared. Following detailed designed it was discovered that the lands could accommodate a greater quantum of housing than initially estimated to meet ever increasing demand. The proposed development, when considered in conjunction with the Phase 1 scheme will result in the delivery of approximately 845no. high quality affordable, social and cost rental homes on Site 4.

It is submitted that given its SDRA designation and locational context next to a Bus and Rail corridor with future upgrades envisaged for both, the proposal would be considered

appropriate, can easily integrate within the existing infrastructure, and support future growth while ensuring that suitable physical, social, and community infrastructure is provided in tandem with the residential development.

Supporting Infrastructure

The LAP requires that convenience retailing be provided on Site 4 and suggests examining the possibility of providing local park and ride facilities in close proximity to the train station.

A new 2,523sq.m sqm retail convenience retail store is bring provided as part of the approved Phase 1 application, in addition to smaller complimentary commercial units, which will help to establish a new core to the wider development. With regard to the provision of a park and ride facility, at the early design stage of the process, the Design Team duly considered the possibility of providing a park and ride facility in close proximity to the station and whether this could be delivered as part of a coherent integrated development. It was determined that delivering such a facility would result in an inefficient use of strategically located land and would be contrary to longer term planning and environmental objectives that promote a reduced reliance on the private car as a principal mode of transport. Furthermore, it was considered that such a facility would risk compromising the wider vision and key principles of the LAP, namely the creation of a vibrant and sustainable Urban Area and the promotion of more sustainable modes of transport. The Inspector, in assessing the application, concurred with this position stating that they *“accept the applicant’s response to this issue and agree that the provision of a reasonable scale park and ride facility would not be consistent with the broader site 4 development objectives in terms of providing a predominantly residential, mixed-use development.”*

M50 Buffer Zone

The LAP requires that the western strip of land in Development Site 4 accommodate commercial/enterprise/employment uses to help mitigate against noise arising from traffic using the M50. As detailed in the enclosed Phasing Plan, the broader redevelopment of the DCC lands is divided into 4 distinct phases. The redevelopment of the western strip of land along the M50 boundary will take place in Phase 4 as prior to this, the land is required to house a temporary compound to facilitate the approved Dart+ South-West scheme. Once these works are complete, the lands will be available to deliver the commercial/enterprise/employment uses along the M50 boundary as required by the LAP.

Neighbourhood Park

The LAP requires the provision of a new neighbourhood park linking into the overall Green Strategy for the wider redevelopment of the LAP lands. The approved Phase 1 scheme includes the provision of a high-quality landscaped central neighbourhood park which provides a direct linkage between the community plaza to the south and the subject Phase 2 lands. The park contains a range of uses including a playground, multi-use games area and outdoor gym which will encourage active recreation for future residents and the wider community and will become the central focal point of the scheme in line with best practice placemaking principles.

Park West Access Points

The LAP requires the provision of a number of new access points onto Park West Avenue together with strong active street frontage.

Vehicular, pedestrian and cyclist access routes to serve the proposed development are provided from new entrances to the east of the site along Park West Avenue, and to the north at Cloverhill Road in line the movement strategy of the LAP. The design approach to the development involving directly siting the three storey buildings along Park West Avenue provides the necessary gradual transition in height towards the higher density element to the south whilst

simultaneously providing a strong urban edge to the road and contributing the enhancing Park West Avenue's status as a strategic north-south link.

Glass Bottle Recycling Bank

The LAP requires the delivery of a glass bottle recycling bank on Site 4. This is being delivered as part of the Phase 1 scheme within the confines of the supermarket site, as required by Condition 19.

7.5.16 Childcare facility

The approved development for **Phase 1** includes the provision of a childcare facility located on the ground floor of Block 5 with the associated outdoor play area positioned along the eastern elevation adjoining the Neighbourhood Park. The approved creche has an area of 672sq.m and is capable of accommodating approximately 135 children of varying age groups. The scale of the approved creche has been informed by a socio-economic profile of the area and population projections arising from the scheme as detailed in the Schools and Childcare Demand Assessment (as part of the Community, Social and Cultural Infrastructure Audit) prepared by KPMG Future Analytics enclosed as part of this application. The creche has been scaled with additional headroom to accommodate Phase 2 of the overall development of Site 4, the subject of this planning application.

7.6 Mobility and Connectivity

7.6.1 Cycle and Car Parking Standards and Management

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

Bicycle Parking

The DCDP notes that cycling provides a flexible, efficient, and attractive transport option for urban living in accordance with sustainable development principles and the promotion of the 15-minute city. In that regard the Development Plan requires that all new developments fully integrate cycle facilities into the design and operation of the schemes, in accordance with Table 1 of Appendix 5 within the DCDP. The table on 'Bicycle Parking Standards for Various Land-uses' requires that for 'Residential Apartment' under all zones one parking space per apartment be provided for Long Term / residents and 1 parking space per two apartments be provided for Short-Term / visitors (see Table 7.2).

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

Table 7.2 Bicycle Parking - Standard and Proposed Spaces

Land-use	Zone	Development Standard	Maximum Requirement	Total Provided
Residential Apartment ²	All Zones	Long Term: 1 per bedroom	284	288
		Short Term: 1 per two apartments	18	18
Total			302 spaces	306 spaces

² This includes the provision of e-bikes / cargo bikes / bike trailers / adapted bikes

Motorcycle Parking

The DCDP requires that new development shall include provision for motorcycle parking in designated, signposted areas at a rate of 5% of the number of car parking spaces provided. When applied to the proposed scheme, a motorcycle parking requirement of 7no. spaces is generated which has been incorporated into the scheme.

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

Car Parking

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

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

The subject site falls under the 'Parking Zone 2' area, which occurs alongside key public transport

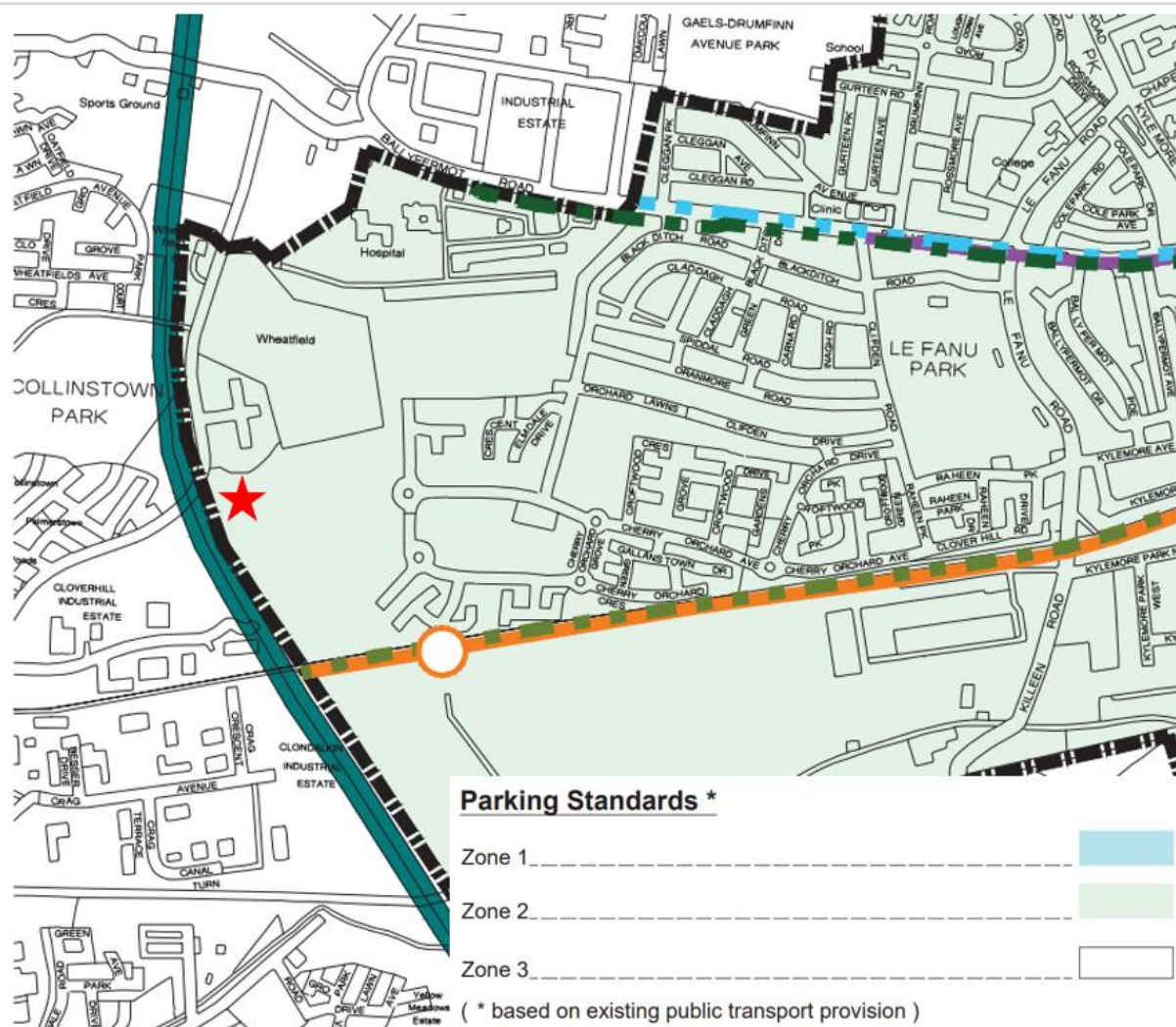


Figure 7.10 Parking Zones set out under Map J of the Dublin City Development Plan 2022-2028. (Subject site in red)

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

When these **Maximum** Parking Standards are applied to the proposed scheme a parking requirement of 137no. spaces for residential is generated. The proposed development involves the provision of 137no. car parking spaces together with an additional 4no. accessible spaces. The proposed development also includes the provision of 71no. EV fitted representing 50% of the total parking spaces have also been provided for, within the scheme.

As highlighted in Section 7.1.4 above, SPPR3 specifies that accessible spaces do not count towards the maximum provision, so the 7no. accessible spaces being provided can be discounted from the 141no. spaces which would then total 134no. car parking spaces being provided. Therefore, the proposed parking is compliant with the guidelines set out in SPPR3.

The below Table 7.3 illustrates the total maximum parking standard for the scheme given its zone and uses as against the total parking spaces proposed within the scheme.

Table 7.3 Car Parking - Standard and Proposed Spaces

Land-use	Development Standard for Zone 2	Total Units Proposed	Maximum Requirement	Proposed Parking Spaces
Houses/ Apartments/ Duplexes	1 per dwelling	137	137	137
Total			137	141

The

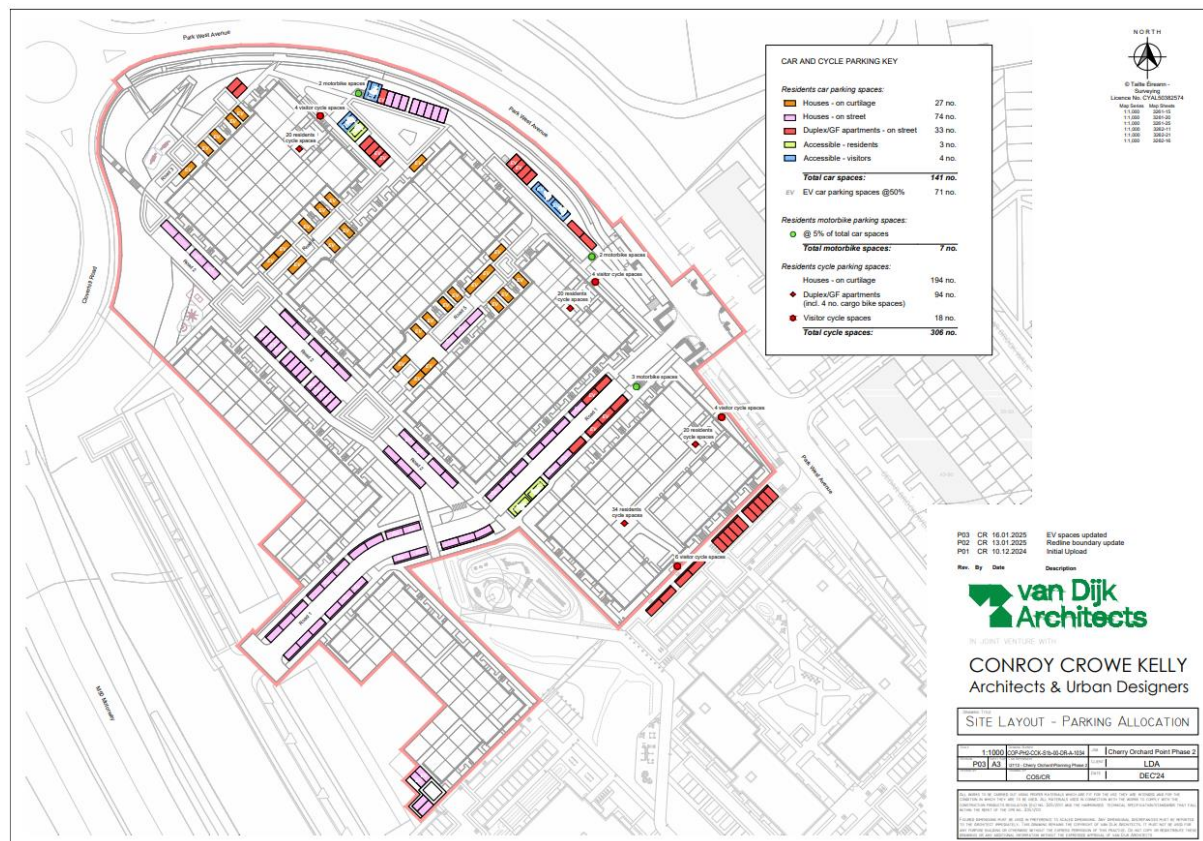


Figure 7.11 illustrates the proposed car parking layout for Phase 2 of the proposed scheme.

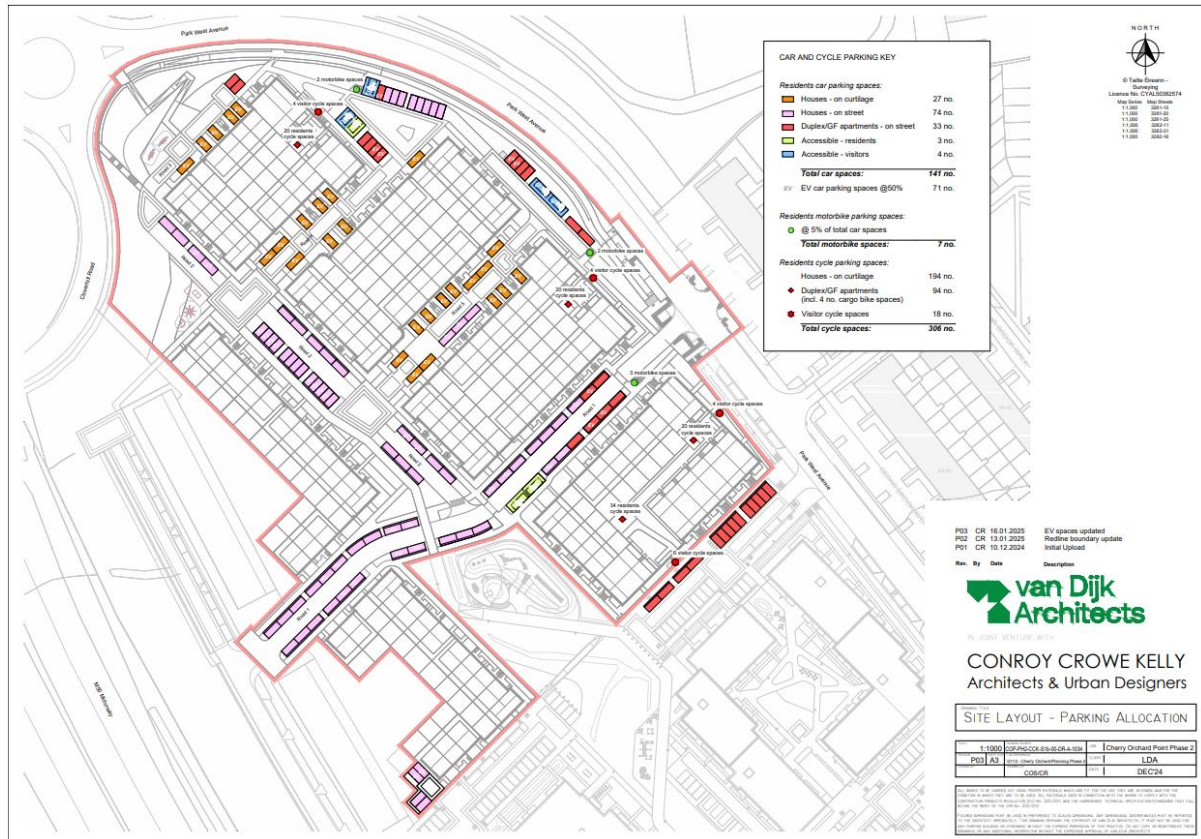


Figure 7.11 Car Parking Layout Plan (Source: Van Dijk Architects and Conroy Crowe Kelly Architects)

It is considered that the Phase 2 proposal is consistent with wider local and national planning policy that seeks to promote more sustainable transport modes and a reduction in the reliance on the private car. The proposed scheme is proximate to the Park West and Cherry Orchard train station and the G SPINE BusConnects Corridor and a number of cycle routes under the Greater Dublin Cycle Network. Moreover, the delivery of the scheme in tandem with the delivery of the DART+ southwest corridor extension will further enhance connectivity and access to and from the area to the rest of the city and beyond.

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

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

7.6.2 Mobility Management Measures

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

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

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

- Marketing and Communications.

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

- A Mobility Access Map showing public transport facilities and safe walking / cycling routes.
- Sustainable Travel Information for new residents including the Mobility Access Map, the locations of public transport facilities and the location of cycle parking.
- Travel / mobility information such as maps, public transport routes, timetables etc.
- Details of travel options to and from Cherry Orchard Point as well as links to external websites relevant to travel at Cherry Orchard Point.

- Cycling.

A total of 306no. cycle parking spaces have been provided for residents and visitors within the development that wish to cycle to and from Cherry Orchard Point. Residents also have an option of contacting the Travel Plan Coordinator for any further details that they might require. All cycle parking within the scheme will be free for use by residents and visitors. A total of 306 number bicycle parking spaces with 288 spaces for residents and 18 spaces for visitors at the apartments are provided.

- Shared Transport / Car Sharing Club

Residents who need a car for the big shop, moving stuff, family gatherings or just a day trip can hire a car or van at one of the GoCar bases at Cherry Orchard Point or in the surrounding area. A total of 11 spaces are provided for car sharing (GoCar) has been approved as part of the Phase 1 application.

- Personalised Travel Plans.

Personal Travel Plans (PTP) for residents' use can be developed in conjunction with material and information published by the NTA.

The PTP pulls together all of the other measures by developing an understanding of an individual's travel needs, journey purpose, etc., and assisting by preparing optimum solutions.

For example, a person working in another suburb may travel to work by a certain mode because at times outside the working day they may be making linked trips (i.e. to the gym, to the supermarket, dropping off children to school).

For such a person, the PTP can assist the resident by identifying alternative working schedules to facilitate undertaking these secondary trip purposes without the need for a car.

Alternatively, the individual's knowledge of the transportation options on offer may not be complete and the PTP could identify a better route to / from work. For example, the PTP could identify different mode options, interchange points, cheaper fare options, or improved journey times (in some cases) by non-car modes.

7.6.3 Impact on Transportation

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

The traffic impact during the Construction Stage is predicted to be 3% of the existing traffic flow on Park West Avenue. This increase is less than the 10% threshold set out in the Traffic and Transport Assessment guidelines published by TII in May 2014.

The traffic impact during the Operation Stage is predicted to be 10% or greater at all junctions included in the traffic modelling undertaken for this project. However, as a result of the assessment, Section 12.0 of the Traffic and Transport Assessment prepared by Waterman Moylan as part of this planning application indicates that all assessed junctions except Junctions 4 and 7 will operate within capacity with the proposed development in place in the Opening Year 2027 through the Design year in 2032 to the future year 2042.

Post development, six of the eight road junctions assessed will continue to operate satisfactorily up to 2042. The existing roundabout at the junction of Park West Avenue and Park West Road is likely to reach capacity in 2027 with or without the proposed development. As a result, it is likely to be converted to a signalised crossroads by Dublin City Council about that time.

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

Overall, the impact of the proposed development at Cherry Orchard Point on the surrounding transportation network will not be significant.

7.7 Drainage and Water Services

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

An overview of key elements proposed is provided below.

7.7.1 Water Supply

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

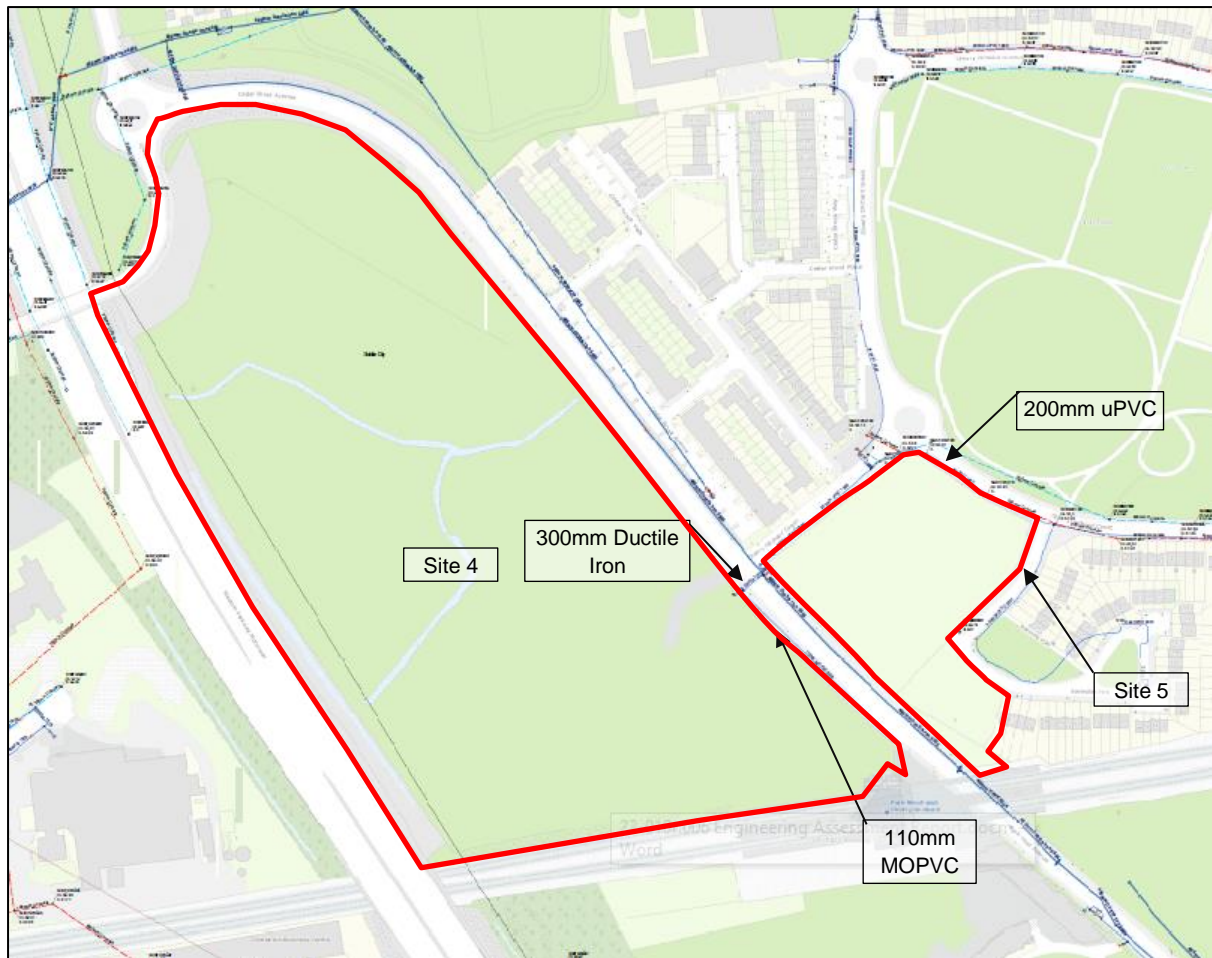


Figure 7.12 Irish Water Watermain Network Map Extract. (Source: Waterman Moylan)

There is a branch from this watermain crossing to the west side of Park West Avenue, just south of the T-junction with Cedar Brook Way, and is a 300mm diameter DI. It then proceeds south for approx. 130m as a 110mm MOPVC network. To the northwest and northeast of Site 5 there is an existing 200mm diameter uPVC network. Cedar Brook Way is named as Cherry Orchard Green in Uisce Éireann correspondence and maps.

A Pre-Connection Enquiry (PCE) was submitted with a Confirmation of Feasibility (COF) letter received from Uisce Éireann on 21 October 2022. The COF, with CDS ref. no. CDS22004824, stated that the masterplan developments water supply and connections were feasible without required upgrades. The COF included provision for a multi/mixed use development of 1,293 units in total. The following was stated within the COF letter:

“Water Connection – Feasible without infrastructure upgrade by Uisce Éireann

Site 4 is to be connected (Via a new 200mm connection main) to the existing 300mm ductile iron spur off of the 450mm DI Trunk Main in Park West Avenue opposite the Cherry Orchard Green junction (Purple line in mapping below). A new DMA will be required here with a minimum 200mm spine main within the development. Metering and telemetry will be required at this new connection.”

All watermains will be laid strictly in accordance with Uisce Éireann requirements for taking in charge as per their Code of Practice and Standard Details documents. Valves, hydrants, scour and sluice valves, and bulk water meters will be provided in accordance with the requirements of Uisce Éireann.

7.7.2 Foul Water

The sites are generally greenfield in nature in terms of foul water infrastructure, with no connection to the foul water network. Uisce Éireann network maps for the locality have been obtained and are extracted to Figure 7.13 Extract of Uisce Éireann Foul Water Network Map, below.

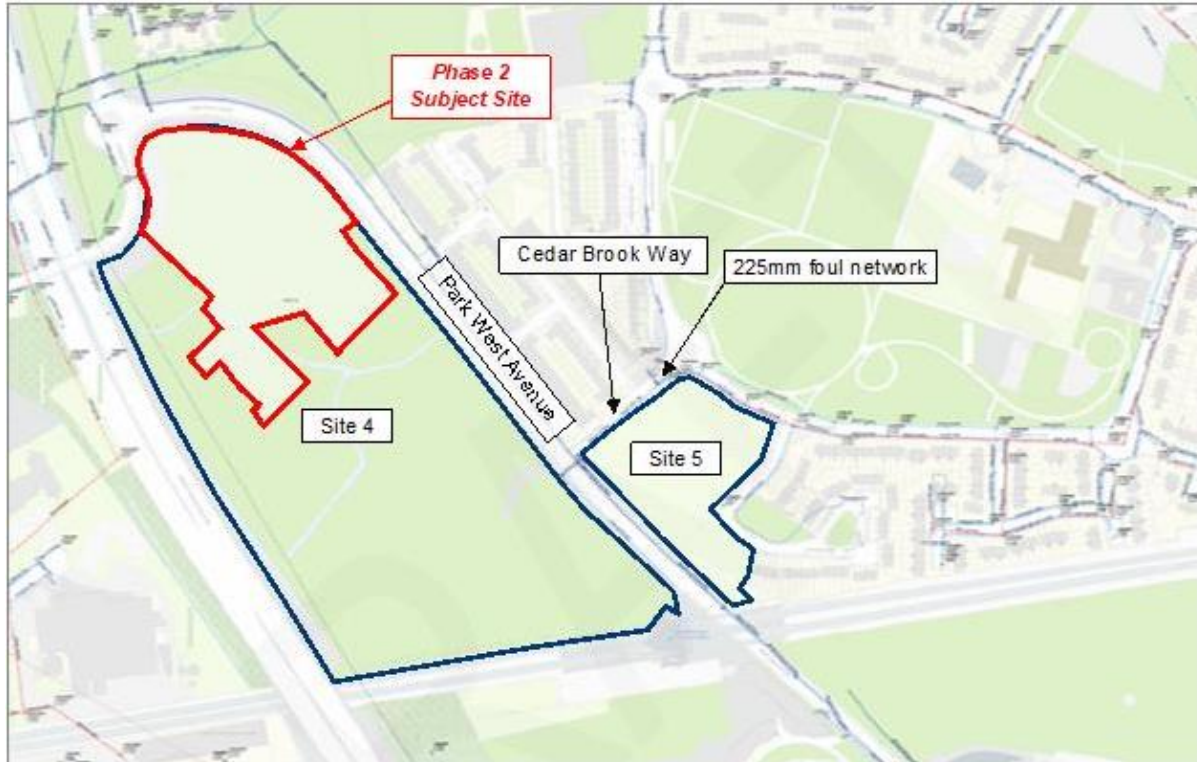


Figure 7.13: Foul Water Network Map Extract. (Source: Waterman Moylan)

The nearest existing foul network to the subject site is a 225mm diameter foul network adjacent Site 5 located in Cedar Brook Way. Cedar Brook Way is named as Cherry Orchard Green on Uisce Éireann maps. This network flows east then north, joining the 375mm diameter foul network in Cherry Orchard Avenue. The foul water section of the Park West-Cherry Orchard Local Area Plan (LAP), as per consultations with Uisce Éireann and Dublin City Council, advises that the sites are within the catchment of the 9B trunk sewer which has an ultimate outfall to Ringsend Wastewater Treatment Plant (WWTP) at the Dublin Port.

A 225mm diameter pipe typically has a capacity for up to 330 no. units, as per the Uisce Éireann Code of Practice for Wastewater, while a 300mm diameter pipe can typically serve up to 830 no. Units.

It is proposed for the masterplan development, the COF further advised that Uisce Éireann has a project underway which will provide the necessary upgrades and capacity to service the entirety of the Masterplan development. As part of these upgrades the existing 225mm Ø on Barnville Park is to be upsized to a 1050mm Ø tank sewer, in order to act as a storage tank during peak flow periods. The COF stated that it was expected that the upgrade project would be completed by Q1 2026.

Uisce Éireann, as part of their Confirmation of Feasibility Letter, have instructed that both Sites 4 & 5 must connect to the foul water infrastructure on Cherry Orchard Green (Cedar Brook Way). In order to meet this connection strategy for both sites, Uisce Éireann have confirmed that it is acceptable for Site 4 to be served by a 300mm Ø trunk sewer laid at a gradient of 1/300.

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

7.7.3 Surface Water

It is proposed to construct a surface water drainage network that will service and attenuate the development internally before discharging at the current greenfield (or allowable) rates to the local surface water network. It is proposed that Site 4 (containing the Phase 2 subject development) will connect to the existing 1,050mm Ø network in Cedar Brook Way, while Site 5 will outfall to the 900mm Ø Network in Barnville Park.

The Phase 2 subject site will be served by a surface water network with pipes ranging in size from 150mm to 450mm and will outfall to the below ground pluvial tank system to be constructed under the approved Phase 1 development. The below ground pluvial tank system is positioned below an above ground detention basin (located within the green open space/park area). The location of the pluvial tank and detention basin is directly south of the Phase 2 boundary, within the approved Phase 1 development.

Dublin City Council's Development Plan (2022-2028) has identified SuDS as the preferred method of managing rainfall from new developments. The proposed SuDS for the subject application have been incorporated and designed in accordance with Dublin City Council's SuDS Design and Evaluation Guide.

The Council's SuDS Design & Evaluation Guide advises that: *"Sustainable Drainage or SuDS is a way of managing rainfall that minimises the negative impacts on the quantity and quality or runoff while maximising the benefits of amenity and biodiversity for people and the environments."*

It is proposed to incorporate a *Storm Water Management Plan* through the use of various SUDS techniques to treat and minimise surface water runoff from the site. The methodology involved in developing a Storm Water Management Plan for the subject site is based on recommendations set out in the Greater Dublin Strategic Drainage Study (GDSDS), Dublin City Council's SUDS Design and Evaluation Guide, and in the CIRIA Report C753 The SUDS Manual. Based on three key elements – Water Quantity, Water Quality and Amenity – the targets of the CIRIA Report C SUDS train concept have been implemented in the design, providing SUDS devices for each of the following:

- Source Control
- Site Control
- Regional Control.

The proposed SuDS measures have been assessed for suitability, designed, and incorporated in accordance with CIRIA Report C753 The SuDS Manual, and Dublin City Council's SuDS Design and Evaluation Guide, and Green & Blue Roof Guide, in order to develop a nature-based approach to surface water management for the proposed development.

7.8 Flood Risk Assessment

A site-specific Flood Risk Assessment prepared by Waterman Moylan Consulting Engineers, accompanies this application. This Flood Risk Assessment has been carried out in accordance with the *DEHLG/OPW Guidelines on the Planning Process and Flood Risk Management* published in November 2009. This assessment identifies the risk of flooding at the site from various sources and sets out

possible mitigation measures against the potential risks of flooding. Sources of possible flooding include coastal, fluvial, pluvial (direct heavy rain), groundwater, and human/mechanical errors.

The subject lands have been analysed for risks from tidal flooding from the Irish Sea, fluvial and pluvial flooding, ground water, and failures of mechanical systems. *Table 10-1 from the Flood Risk Assessment Report* has been reproduced in Table 7.4 below. The Table presents the various residual flood risks involved.

Table 7.4 Summary of the Flood Risks from the Various Components

Source	Pathway	Receptor	Likelihood	Consequence	Risk	Mitigation Measure	Residual Risk
Tidal	<i>Irish Sea (River Liffey)</i>	<i>Proposed development</i>	<i>Extremely low</i>	<i>None</i>	<i>Negligible</i>	<i>None</i>	Negligible
Fluvial	<i>Blackditch Stream & River Camac</i>	<i>Proposed development</i>	<i>Low</i>	<i>Low</i>	<i>Extremely Low</i>	<i>Setting of floor levels, overland flood routing</i>	Extremely Low
Pluvial	<i>Private & Public Drainage Network</i>	<i>Proposed development, downstream properties, and roads</i>	<i>Ranges from high to low</i>	<i>Moderate</i>	<i>Ranges from high to low</i>	<i>Appropriate drainage, SuDS, and attenuation design, setting of floor levels, overland flood routing</i>	Low
Ground Water	<i>Ground</i>	<i>Underground services, areas around units</i>	<i>High</i>	<i>Moderate</i>	<i>High</i>	<i>Appropriate setting of floor levels, appropriate flood routing,</i>	Low
Human/ Mechanical Error	<i>Drainage network</i>	<i>Proposed development</i>	<i>High</i>	<i>Moderate</i>	<i>High</i>	<i>Setting of floor levels, overland flood routing, regular inspection of SW network</i>	Low

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

7.9 Archaeology and Architectural Conservation

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

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

- There are no artefacts listed in the Topographical Files as found within or in close proximity to the subject site.
- There are no RMP's within the site. Burial Ground (DU017-083) is located c. 200m SE of Site 4.
- A series of townland boundaries and a parish boundary were recorded on cartographic sources.
- No potential archaeological features were recorded within the subject site during analysis of aerial photographs. The site was observed as having previously been disturbed by construction activity.
- No previous archaeological excavation works were undertaken on subject site.
- There are no Protected Structures within either subject area and the site does not lie within an ACA.
- No potential archaeological features were recorded during the site walkover survey. Site 4 appears partially disturbed by previous construction activities; only the northern part seems to be undisturbed green field.
- Licensed geophysical survey (22R0221) did not discover any potential archaeological features.
- Licensed Test Excavation (22E0522) uncovered three features of archaeological significance were identified in Trench 12. They comprised the ploughed out remains of a fulacht fia.

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

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

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

Mitigation measures shall be undertaken as directed by the DHLGH in compliance with national policy guidelines and statutory provisions for the protection of archaeology and cultural heritage.

At construction stage, all ground disturbance works across the development site will be monitored by a suitably qualified archaeologist.

There is no operational phase mitigation anticipated. Issues of archaeological and cultural heritage interest will have been resolved prior to or during the construction phase.

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

Cultural Heritage: There are no additional impacts on cultural heritage arising from the proposed Phase 2 development over and above what was already considered as part of the Parent EIAR.

7.10 Waste Management

AWN Consulting has undertaken an assessment of the environmental impact of the waste arising from the construction and operational stages of the development, as detailed in the Material Assets: Waste Management chapter of the Environmental Report: Addendum to Approved Phase 1 Parent EIAR accompanying this application. A site-specific Operational Waste Management Plan (OWMP) has been prepared to deal with waste generation during the excavation and construction phases of the proposed development and has been included as Appendix 15.1.

The enclosed OWMP has been prepared to ensure that the management of waste during the operational phase of the development is undertaken in accordance with the , current legal and industry standards including, the Waste Management Act 1996 as amended and associated Regulations 1, Environmental Protection Agency Act 1992 as amended 2, Litter Pollution Act 1997 as amended 3, the 'the National Waste Management Plan for a Circular Economy 2024 - 2030 (NWMPCE) (2024) 4 and the Dublin City Council (DCC) 'Dublin City Council (Storage, Presentation and Segregation of Household and Commercial Waste) Bye-Laws' 2018 5. In particular, the OWMP aims to provide a robust strategy for the storage, handling, collection and transport of the wastes generated at site.

The mitigation measures, as further outlined in Chapter 18 of the enclosed the Environmental Report: Addendum to Approved Phase 1 Parent EIAR, highlights that the mitigation measures will ensure that the waste arising from the construction phase of the proposed development is dealt with in compliance with the provisions of the Waste Management Act 1996, as amended, associated Regulations and the Litter Pollution Act 1997, as amended, and the National Waste Management Plan for a Circular Economy (NWMPCE) 2024. It will also ensure optimum levels of waste reduction, reuse, recycling and recovery are achieved and will promote more sustainable consumption of resources.

The implementation of the mitigation measures outlined in the Environmental Report: Addendum to Approved Phase 1 Parent EIAR and adherence to the CDWMP and OWMP will ensure that targeted rates of reuse, recovery and recycling are achieved at the site of the Proposed Development during the construction and operational phases. A carefully planned approach to waste management during the construction phase will ensure that the predicted effect on the environment will be short-term, imperceptible and neutral. The predicted impact of the operational phase on the environment will be long-term, imperceptible and neutral, when the mitigation measures are implemented and a high rate of reuse, recycling and recovery is achieved.

7.11 Visual Impact Assessment

Detailed Landscape and Visual Impact Assessment (LVIA) of the proposed scheme has been included in the Environmental Report: Addendum to Approved Phase 1 Parent EIAR which has been submitted with the application. This LVIA has been prepared by Mitchell + Associates with reference primarily to the 'Guidelines for Landscape and Visual Impact Assessment', prepared by the Landscape Institute and the Institute of Environmental Assessment, 3rd Edition 2013 (GLVIA) and with reference to the 'Guidelines on the information to be contained in Environmental Impact Assessment Reports' - Environmental Protection Agency (EPA), May 2022. This Assessment was updated having regard to the finalised Phase 2 layout and is included in the enclosed **Environmental Impact Assessment Report** which should be read in conjunction with the approved EIAR.

7.12 Construction Phase

With the implementation of practical design measures, the requirement for fill material during the course of construction of the development has been reduced as far as possible. In order to optimise the impact

of the generation of excavated material the following principles have been considered during the detail design and construction phase:

- The quantity of excavated materials to be removed from or imported to the site has been greatly reduced, by establishing levels of the proposed buildings and roads which optimise the volume of cut and fill.
- Surplus subsoil excavated from the site will be reviewed for possible reuse as engineering fill.
- Surplus unsuitable sub-soils generated by excavations on site will be reviewed for reuse as landscaping or non-engineering fills on site.
- Careful separation of builder's rubble packaging and contaminated waste from re-usable material will result in the minimisation of the disposal of material to landfill.

A comprehensive range of measures to mitigate against temporary construction-related inconveniences are proposed. The hours within which construction works take place will be managed in accordance with the conditions of planning.

Please refer to the *Construction and Environment Management Plan* prepared by Waterman Moylan Consulting Engineers, which accompanies this planning application. The environmental impacts and impacts on population and human health of the construction stage of the development proposal are described in detail as part of Chapter 15 of the Environmental Report accompanying this application. Further methods to reduce and eliminate environmental risks at construction phase, post site preparation phase, are discussed in the following chapters of the abovementioned report.

7.13 Taking in Charge

It is intended that all roads, footpaths, and public park areas within the development will be taken in charge by Dublin City Council. All areas proposed to be taken in charge, as outlined in the enclosed taking in charge drawing (fig) below will be (together with the information contained in the Landscape proposals) will be of high quality soft and hard landscaping, and public areas will be compliant with Dublin City Council's taking-in-charge standards.

The proposed development has been designed in such a manner as to allow Dublin City Council to easily manage these public areas. For full details on taking in charge areas, please refer to the Taking-In-Charge Plan Phase 2 prepared by VDA / CCK which clearly indicates the locations and extent of these areas. Three options for Taking in Charge have been developed and illustrated in Figure 7.14, Figure 7.15 and Figure 7.16 below, the final taking in charge will be finalised at compliance stage.

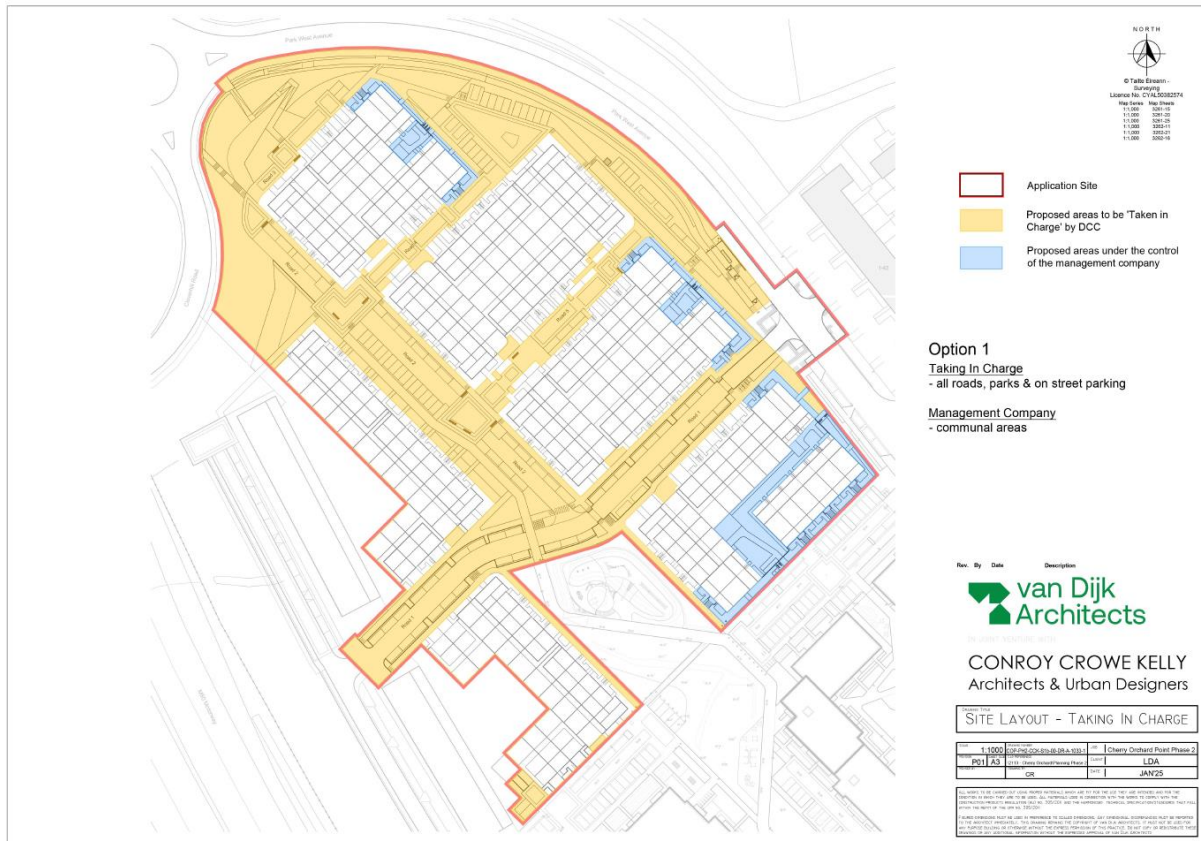


Figure 7.14: Taking-In-Charge Plan Phase 2 Option 1. (Source: VDA/CCK)

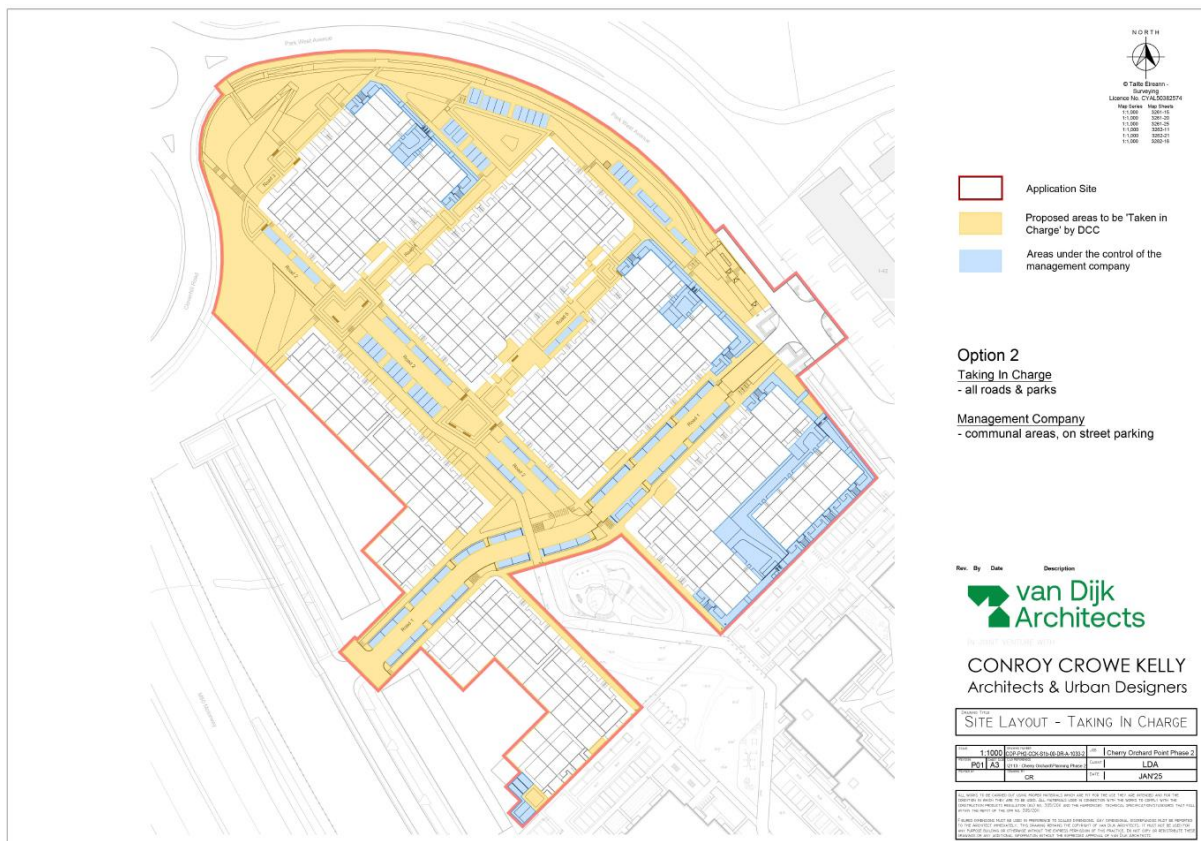


Figure 7.15 Taking-In-Charge Plan Phase 2 Option 2. (Source: VDA/CCK)

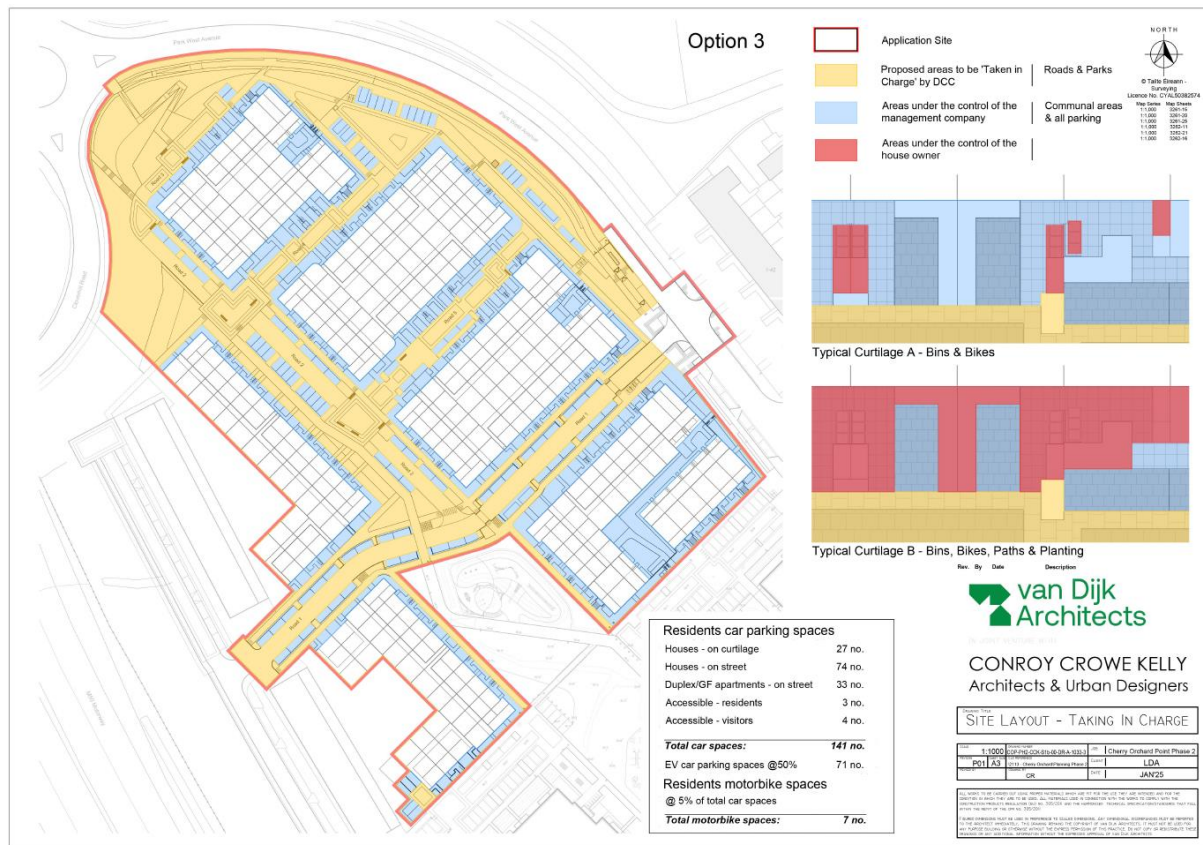


Figure 7.16 Taking-In-Charge Plan Phase 2 Option 3. (Source: VDA/CCK)

It is important to note that the above taken in charge drawings are indicative and are to be discussed and agreed with the Planning Authority post planning through the compliance process.

7.14 Part V

This is an application submitted to the Board under Section 175(3) by Dublin City Council in partnership with the Land Development Agency for the provision of 137no. **affordable housing units**. As such, **Part V obligations do not arise in respect of applications for approval under s175 of the Planning and Development Act 2000 (as amended)**.

This position was accepted by the Board as evidenced in Section 8.1.1 of the Inspector's Report.

8.0 Statement of Effects on Environment and European Sites

8.1 Environmental Impact Assessment

Although the subject application involves the construction of 137no. affordable homes and is therefore considered a sub-threshold development that would not, in isolation, trigger the requirement to provide an Environmental Impact Assessment, a holistic approach to the broader redevelopment of the DCC lands has been adopted. As outlined in the approved Phase 1 (Bord Ref: ABP-318607-23) application, a conservative approach to EIA was adopted that considered all proposed phases of development cumulatively in the 'Parent EIAR' submitted under the Phase 1 application with future applications drawing from that body of work. An Environmental Impact Report has been prepared as part of this application that updates the various environmental assessments, where relevant, and sets out proposed mitigation measures contained within the subject site. The Environmental Impact Assessment Report is to be read as an Addendum to, and in conjunction with, the Parent EIAR. The EIAR submitted under the Phase 1 application incorporates the following chapters:

Table 8.1 List of EIAR Chapters

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

The Parent EIAR and the Environmental Report: Addendum to Approved Phase 1 Parent EIAR has considered the likely direct and indirect, significant, effects of the proposed project on the receiving environment. Contained mitigation measures are included within both the Phase 1 and Phase 2 lands to reduce impacts on the environment, where considered necessary. Mitigation measures have also been incorporated into the design of the proposed development to avoid or reduce the effects on the environment, as appropriate.

In assessing the approved development, the Inspector concluded that the EIAR is sufficient in identifying, describing and assessing the likely significant effects of the project on the environment and reasoned that the main significant direct and indirect effects of the proposed development will be mitigated where relevant. The proposed Phase 2 development is of a lower scale than originally assessed in the parent EIAR and is not, in isolation or in combination with other plans or projects, considered to adversely affect the environment.

8.2 Appropriate Assessment Screening

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

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

- Description of project and project area characteristics
- Identification of Natura 2000 sites and compilation of information on their qualifying interests and conservation objectives.
- Assessment of Likely Effects/ assessment of Cumulative Effects
- Screening conclusion and statement

It is stated in the conclusion of the screening that it is not expected that the proposed project will cause any impact on any Natura 2000 sites within the threshold distance.

Following the review of the project in accordance with the Guidance for Planning Authorities entitled “Appropriate Assessment of Plans and Projects in Ireland”, this screening has established that the project poses no potential for significant effects and as such requires no further appropriate assessment.

9.0 Conclusion

The proposed development will provide a vibrant and sustainable urban neighbourhood with a distinct character. It will be of sufficient density to sustain quality public transport, such as the approved DART+ upgrade to the rail line and Bus Connects project.

The new neighbourhood will have a permeable and legible street network with an emphasis on pedestrian and cycle friendly paths and will enable safe and well overlooked links to existing residential estates and public parks. The proposed development represents the logical and coherent continuation of the approved Phase 1 development and will result in the delivery of a fully integrated and functional development.

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

Planning Application Phase 2 of Cherry Orchard Point comprises 137 affordable for sale dwellings, of which there will be:

- 13no. 2bed house
- 88no. 3bed house
- 18no. 2bed apartment
- 18 no. 3 bedroom apartments

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

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



Alan Crawford
Associate Director
For and on behalf of KPMG Future Analytics
Chartered Town Planning and Development Consultant

Some or all of the services described herein may not be permissible for KPMG audit clients and their affiliates or related entities.

www.kpmg.com

© 2025 KPMG, an Irish partnership and a member firm of the KPMG global organization of independent member firms affiliated with KPMG International Limited, a private English company limited by guarantee. All rights reserved.

The information contained herein is of a general nature and is not intended to address the circumstances of any particular individual or entity. Although we endeavour to provide accurate and timely information, there can be no guarantee that such information is accurate as of the date it is received or that it will continue to be accurate in the future. No one should act on such information without appropriate professional advice after a thorough examination of the particular situation.

The KPMG name and logo are trademarks used under license by the independent member firms of the KPMG global organization.