

Cherrywood Planning Scheme

Town Centre Review

Technical Report



Urban design and masterplanning
December 2024



This report was prepared by Loci and submitted to Cherrywood Development Agency Project Team/ Dún Laoghaire-Rathdown County Council

Document History

Item	Purpose	Title	Date	Format	Revision	Owner	Check
1	Working	Technical Report	Dec 2024		3	CN	LN/AK
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PART A Introduction and context

1 Outline

1.1 Scope

Dún Laoghaire-Rathdown County Council (DLR) Cherrywood Development Agency Project Team (Cherrywood DAPT) is reviewing the Town Centre and Environs area of the Cherrywood Planning Scheme (CPS). The current function and form of the Town Centre and Environs (TCE), comprising the designated TC1, TC2, TC3 and TC4 Quadrants and certain surrounding blocks (High Intensity Employment) is guided and controlled by the general provisions of the CPS and more specifically by the supplementary and statutory Urban Form Development Framework (UFDF, 2017). The review is being carried out in the context of changing social, economic and environmental changes, and changes to the planning and development context at the local and metropolitan levels.

DLR commissioned Loci to provide:

- Base-mapping to provide the base for a coordinating plan for the CPS, and working 3D urban design modelling for the CPS, with a specific focus on the Town Centre and Environs area; and
- Specialist urban design and masterplanning services to support their review.

Other sub-consultants have been retained separately by DLR to provide consultancy services to advise on key land use and employment sectors, community infrastructure, physical infrastructure, daylight/sunlight and micro-climate and viability. A parallel process of SEA and AA was undertaken.

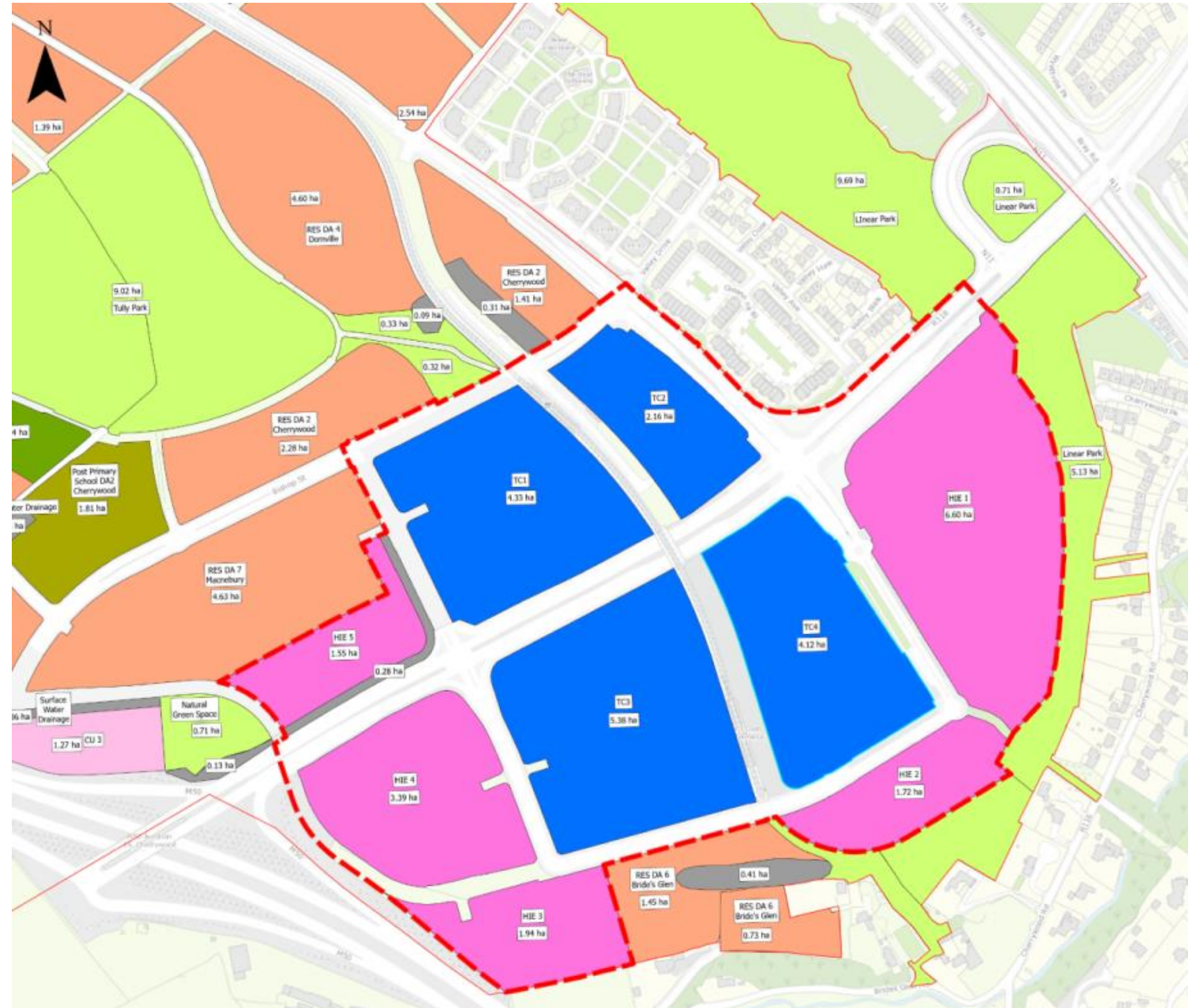


Figure 1: Cherrywood SDZ proposed Town Centre and Environs review boundary (DLR, 2023)

1.2 Methodology

Loci undertook the project in two distinct packages, comprising a series of stages. The packages were overlapping in terms of programme. The stages were sequential in nature with iterations and feed-back loops. The packages were as follows:

- Package A: Coordinating plan and urban design model; and
- Package B: Urban design and masterplanning services.

Key outputs for Package B included:

- General advice, meetings and consulting on urban design and related matters as they arose during the project;
- Appropriate plans, particulars, and explanatory text and passages for the draft amendment- progressing from outline to preliminary to draft stages;
- Development capacity matrices and phasing recommendations – review of outline, emerging preliminary and final development capacity as concepts and proposals emerge. Recommendation on phasing of development to match the delivery of residential and commercial floorspace and the social, community and physical infrastructure; and
- Supporting material for events, workshops and public consultation.

Package B included 13 stages:

- Stage B1: Inception
- Stage B2: Survey and analysis
- Stage B3: Approach to amendment
- Stage B4: Issues and opportunities
- Stage B5: Vision and urban design principles
- Stage B6: Members workshop and public consultation
- Stage B7: Urban design framework concept options
- Stage B8: Preferred urban design framework concept
- Stage B9: Preliminary masterplan and spatial controls
- Stage B10: Preliminary urban design guidance and details
- Stage B11: Review of draft work
- Stage B12: Impact on CPS
- Stage B13: Final urban design and masterplanning services – to draft stage

The services provided by Loci relate to the pre-statutory phase of the review of SDZ planning Scheme. DLR are responsible for, and manage, all statutory dimensions of the project.

1.3 Consultation and working

Loci maintained close working arrangements at the level of:

- Loci project director;
- The technical and day-to day work and contact;
- Contact with other project consultants;
- Regular working meetings with DAPT; and
- Steering meetings as agreed

Loci also provided advice on structure and content, supporting materials and hosted a full team workshop at stage B5 (November 2023) including officers and of DLR and the relevant project consultants). Loci supported DLR landowner consultation, provided relevant graphics and content to the 'Have your say' public and community consultation (December 2023/January 2024) for the review. Loci also supported one Elected Member consultation event at B6.

1.4 Report structure

This report is structured around two discrete parts:

- Part A: Introduction and context
- Part B: Urban Design Framework

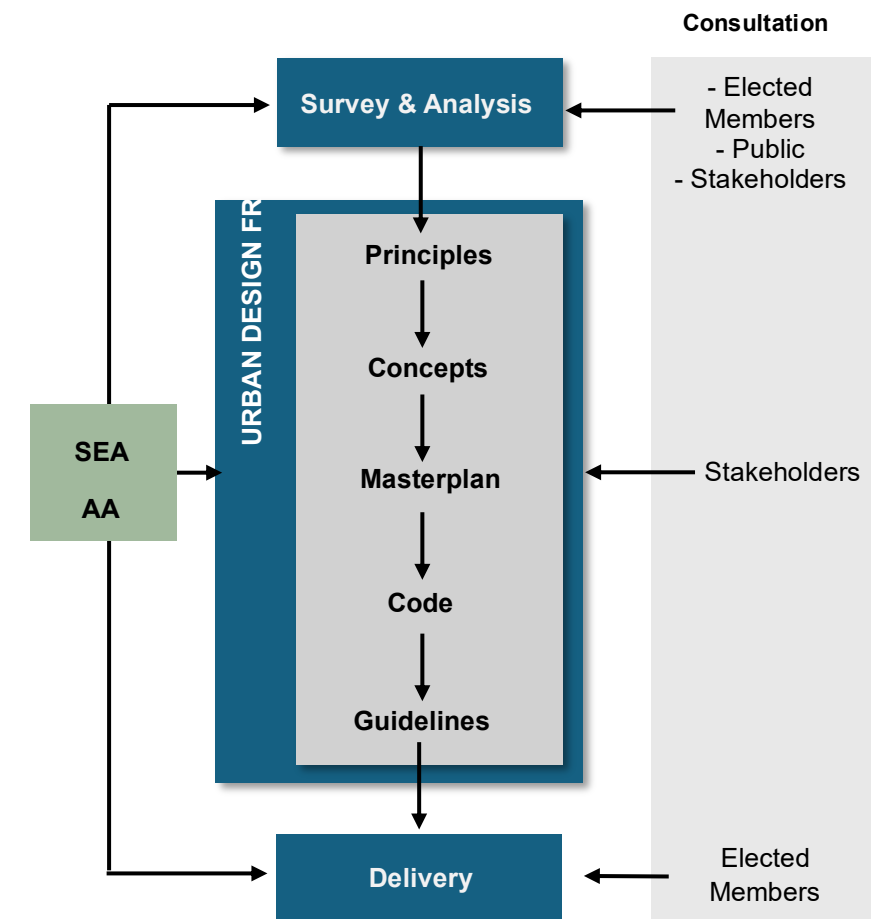


Figure 2: Diagram showing masterplan methodology

2 Context

2.1 Strategic and policy framework

The planning policy framework for the Review is defined by the hierarchy of planning policies, guidelines, and plans within which the SDZ Planning Scheme is embedded.

At National level broad policies and support for quality and compact placemaking is provided by the Strategic National Objectives of the National Planning Framework (2018), and the preceding, underpinning principles set out in the Planning Policy Statement (DECLG, 2015). Statutory planning guidelines are prepared at national level and those with greater relevance to placemaking include:

- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) – setting out essential principles for placemaking;
- Design Manual for Urban Roads and Streets (2012 and 2019) – providing the basis for good urban structure, streets and spaces;
- Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities issued under Section 28 of the Planning and Development Act, 2000 (as amended, 2023) – informing masterplanning for higher density residential development;
- Urban Development and Building Height Guidelines for Planning Authorities (2018); informing urban scale and building height. A review of the CPS as required by these guidelines was completed by DLR in 2019 and subsequently confirmed by An Bord Pleanála.

Aspects of better practice can be gleaned from other planning guidelines (e.g. Local Area Planning, Retail Planning, Flood Risk Management, Urban Design Manual), and related policy areas (e.g. Design Manual for Quality Housing 2022, Places for People – National Policy on Architecture, 2022).

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

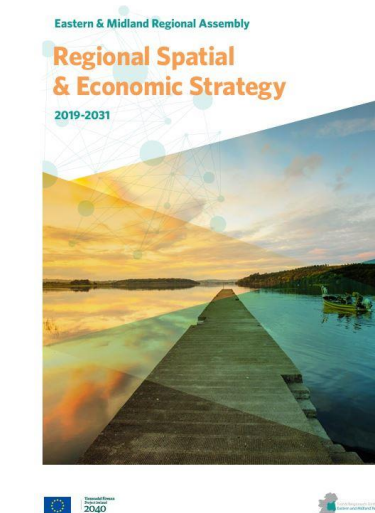
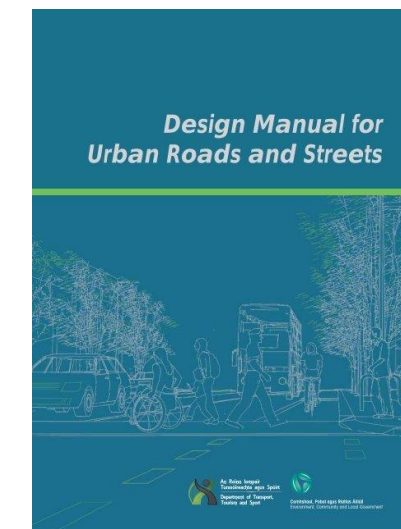
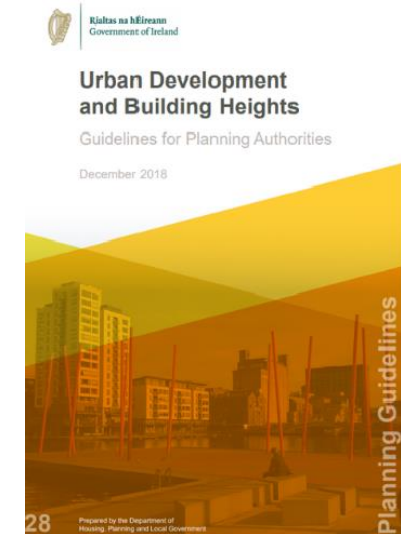
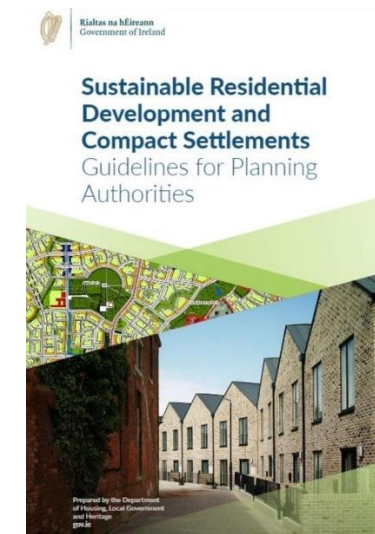
The Regional Spatial and Economic Strategies (RSES) prepared by the Eastern and Midlands Regional Assembly effectively operationalises the NPF at regional level and provides the essential regional context and framework for county and city-level planning (i.e. City and County Development Plans).

The RSES for the Eastern and Midlands Region (2019) establishes the strategic vision, growth strategy, sustainable settlement strategy and a set economic, social and environmental strategies. Healthy placemaking is included in the Quality of Life strategy. It also sets out the Dublin Metropolitan Area Strategic Plan (MASP). Cherrywood is located within the metropolitan area and is recognised as a strategic development area on a strategic corridor. It is recognised as a mixed-use district with significant retail and people intensive employment to complement the city centre and docklands and a new and mixed use community.

Dún Laoghaire-Rathdown County Development Plan 2022-2028.

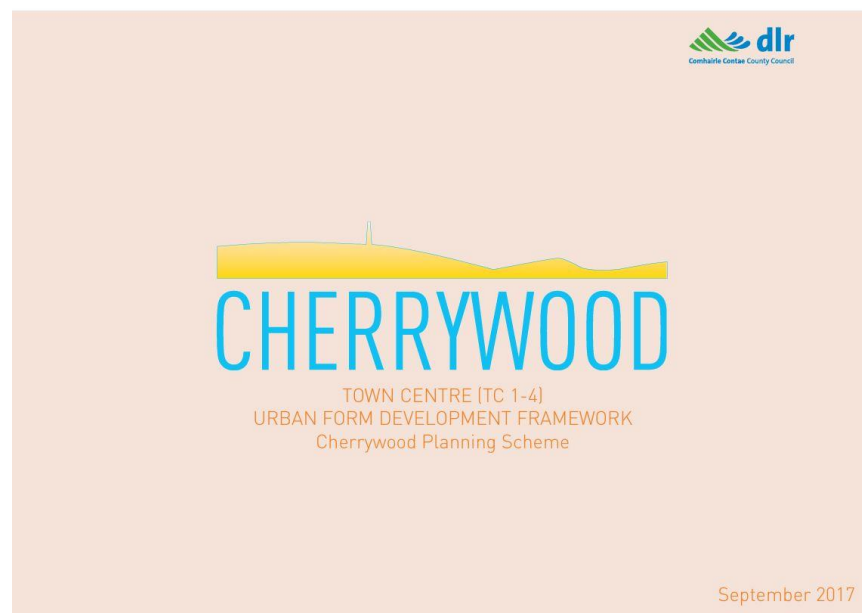
The County Development Plan (CDP) provides the underlying statutory planning framework for Cherrywood and includes county-wide policies and objectives. The CDP sets out context, vision and core strategy for the county and notably climate action for climate change adaptation and mitigation. It also includes a comprehensive set of policies spanning social, environmental and economic dimensions. Of particular significance to placemaking and Cherrywood are:

- Designation of Cherrywood as a mixed-use district in the core strategy, and a location for strategic employment location and compact residential development.
- The policy on The Neighbourhood - People, Homes and Place – which amplifies the importance of quality of life and sustainable communities around the concept of healthy placemaking. County policy also promotes high quality design for higher density, with reference to established urban design objectives and an accessible, safe and human scaled public realm.
- Policy on high quality design for higher density.
- Policy for integrated transport and mobility promoting active travel and cycling and notably including an objective for Luas and bus interchange at Cherrywood and roads objectives for Cherrywood in accordance with Planning Scheme.



2.2 Cherrywood Planning Scheme

The current function and form of the Town Centre and Environs (TCE) is guided and managed by the general provisions of the Cherrywood Planning Scheme and more specifically by the supplementary and statutory Urban Form Development Framework (UFDF, dating from 2017).



The following general and area-specific guidance and controls are currently provided by the Cherrywood Planning Scheme (as amended):

- General objectives and controls for the larger area (Cp.2);
- Controls and guidelines that are specific to Development Areas (The Town Centre is included in Development Area 2: Town Centre, and the Environs area is included in Development Area 6: Bride's Glen and Development Area 7: Macnebury); and
- The supplementary Urban Form Development Framework, 2017, of the CPS which relates solely to the Town Centre Quadrants (TC1-4) and associated streets and spaces.

The overarching vision for the Planning Scheme is set out as follows (p.7):

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

The Principles for Cherrywood are set out as follows (p.7):

- 'To promote the growth of Cherrywood which enhances and supports balanced sustainable growth in the Greater Dublin Region and does not undermine the vitality and viability of other areas in the County and the Region.
- To create the framework for the development of a sustainable town and three villages with a supporting range of uses for the resident, working and visiting population.
- To link the area to its immediate hinterland and adjoining communities by restoring connectivity that has been severed by major roads.
- To work with the landscape by designing a form that is specific to Cherrywood, with a network of places each responding to its setting, landscape and climate.
- To balance the employment, commercial and retail base of Cherrywood with the future residential growth of the Plan Area.
- To create an environment that promotes / facilitates internal pedestrian and cycle movement meeting the requirements of Smarter Travel.'

The CPS also sets out relevant key criteria for development (s.2.8 Form of Development, pp.15-16):

'In approaching the design of individual development plots cognisance should be had to the vision, principles and themes set out in Chapter 1 and the following key criteria:

Site Context: That the development positively contributes to the character and identity of the area and appropriate responses are made to the surrounding landscape and the nature of specific boundary conditions.

Connections: There are attractive through routes for the pedestrian and cyclist, ease of access for bus services, and a legible network of all routes.

Inclusivity: That new homes meet the aspirations of a range of people and households, with a layout that enables easy access for all with a range of amenity spaces.

Variety: That neighbouring uses and activities are compatible with each other. Housing types and tenure should add choice in the County.

Efficiency: Higher density is located where it is accessible to public transport. **Distinctiveness:** That the place has recognisable features so that people can describe where they live and form an emotional attachment to the place. That the layout makes the most of the opportunities presented by existing features on sites such as buildings, landform, archaeological and ecological features, and that the proposal also successfully exploits views into and out of the site.

Layout: The layout aligns routes with desire lines to create a permeable interconnected series of routes that are easy and logical to navigate around. Activity is focused on streets by active frontages and direct access. Streets are designed as places instead of roads for cars, helping to create a hierarchy of spaces with less busy routes having surfaces shared by pedestrians, cyclists and drivers.

Public Realm: The public realm is considered as a useable integrated element in the design of the overall development that fosters a strong sense of place with a recognisable and memorable local identity. Roads and parking areas are considered as an integral landscape element in the design of the public realm. There are specific requirements relevant to Cherrywood that will enable the development of a clearly recognisable Town Centre with a series of legible Village Centres all forming unique neighbourhoods. These are stated in the objectives below:

Design: A well-designed place contributes to local distinctiveness and identity. Developments shall fully consider the site's context, the layout – the pattern of streets, landscape and spaces, the movement network and the arrangement of development blocks, the form, scale, design, materials and details of buildings and landscape.'

It is also noted that Specific Objective PD7 states 'Design Statements are required to support development applications to demonstrate how proposals will meet these key criteria and the criteria established for assessing building height in the scheme' (s 2.9.1).

The CPS sets out the following general urban design-related objectives and controls for Cherrywood cover (CPS Planning Scheme – s2.8 Form of Development):

- Design statements for proposals;
- Achieving distinctive neighbourhoods;
- Principal frontages and streetscape;
- Layout, inclusivity and innovative building;
- Sustainability;
- Microclimate and sunlight and daylight;
- Massing and scale;
- Materials and detailing; and
- Ancillary structures.

It also addresses set-backs, skyline, civic spaces, building heights, linkages views and prospects, signage and advertising and noise and construction.

Chapter 2 of the CPS also provides spatial guidance for primary landuse, primary frontage, and building heights Figure 3, below).

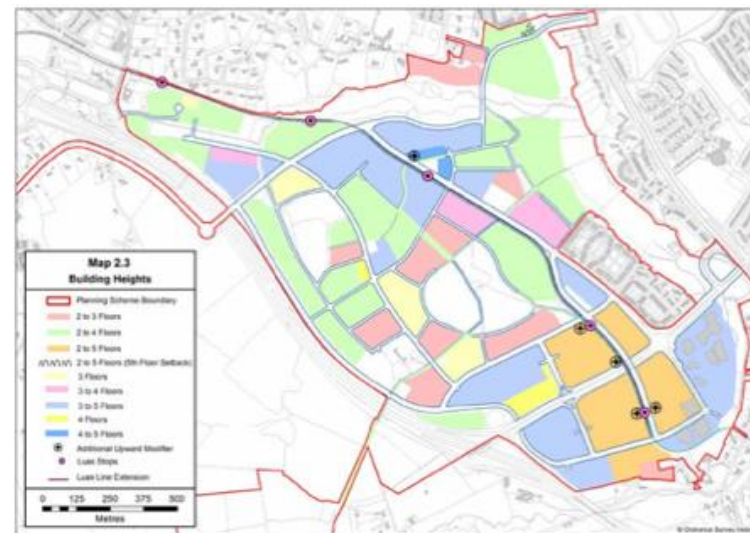
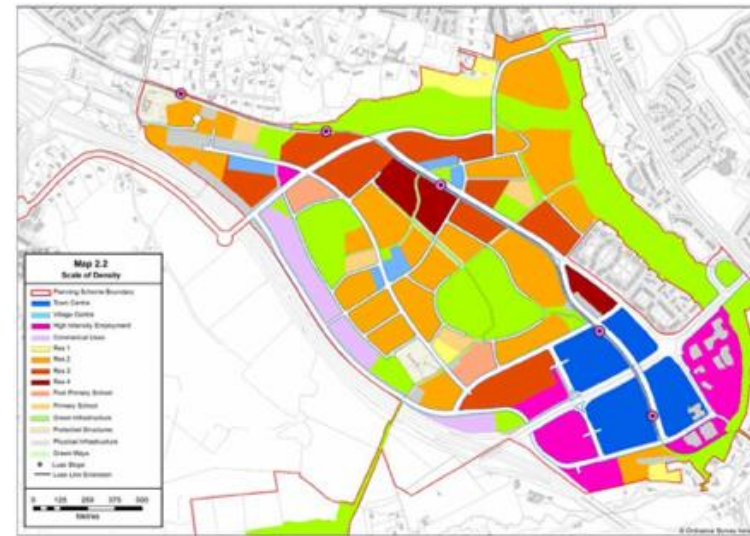
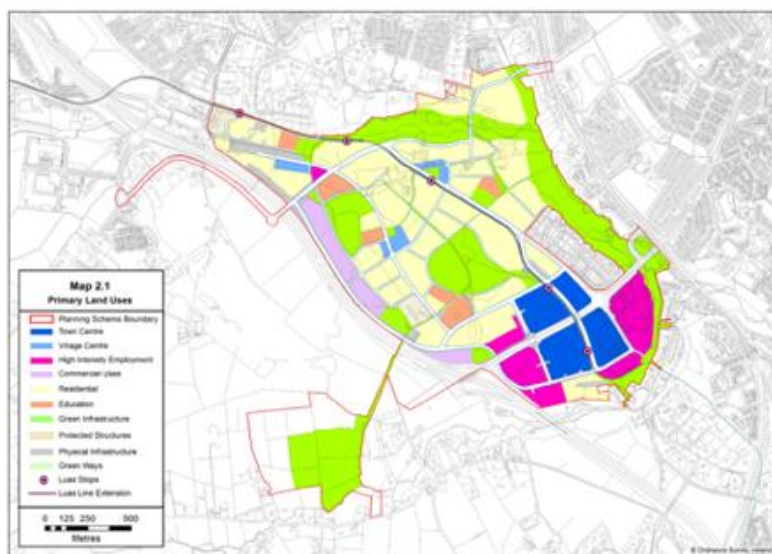
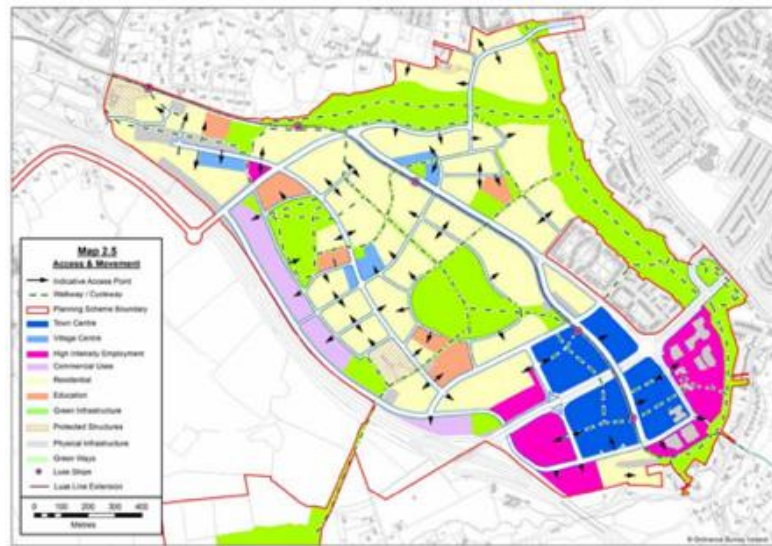


Figure 3. Selected spatial guidance in the CPS

Other area-wide objectives of relevance are included in Culture and Built Heritage (Cp3), Physical Infrastructure including environment, transport, utilities, energy and waste management (Cp4); and Green Infrastructure (Cp5). Chapter 7 covers implementation including growth areas, critical infrastructure and an approach to phasing. Area-specific built form objectives are set out for the Development Areas in Chapter 6. In terms of the current designated Development Areas in the CPS, the Town Centre and Environs area includes:

- Development Area 2: Town Centre;
- Development Area 6: Bride’s Glen (part); and
- Development Area 7: Macnebury (part).

For Development Area 2: Town Centre the following aspects are of note:

- Distinct character – two areas of Tully Park and Town Centre;
- Build connections – overcome divisions – bridging the Wyattville Link Road and the Town Centre link.
- Town Centre link and civic spaces;
- Sense of place – context of the Mountains and views;
- Ground floor interface;
- Mixed use identity – footfall and viability;
- Ease of movement for pedestrians and channelling movement;
- Stepped approach or podium to Luas level; and
- UDFD for TC1-4.

Area-specific urban design controls are set out for Development Area 6: Bride’s Glen and Development Area 7: Macnebury and include requirements for:

- Good pedestrian and cycle connections to the Town Centre;
- Appropriate and principal frontage to streets and spaces; and
- Street interface and landscape to busier routes such as Bishop Street, Cherrywood Avenue and Wyattville Link Road.

The UDFD for the Town Centre Quadrants (TC1-4) was prepared as a condition of approval for the Planning Scheme to provide greater certainty of outcomes and to address An Bord Pleanála modifications. It includes aspects of detailed masterplanning such as transections, levels, and concept proposals for public spaces. The UDFD is also detailed around building footprints, indicating specific building footprints. The UDFD provides specific and generic controls and guidance including:

- Active uses and frontages, retail, civic, non-retail, residential and High Intensity Employment uses;
- Urban and built form and layout – ground levels and design approach, block layout, urban grain, principal interfaces, building height scale and massing, upward modifiers, and quality;
- Public realm - by street, space and area, and materials, finishes and street furniture, and microclimate;
- Access and movement – walking and cycling, cycle parking, road hierarchy, and servicing and access; and
- Delivery, implementation, and review.

The UDF provides detailed block layout plans and indicative cross sections, which indicate approaches to the site level differences in the local topography and infrastructure (see Figure 4). It includes the following elements relating specifically to Urban and Built Form and Layout (s.3):

- Levels and design approach;
- Building a new ground level;
- Design approach TC1-4;
- Block layout, urban grain and design approach;
- Block layout;
- Block grain;
- Principal frontages and interface with Wyattville Link Road;
- Ground levels and block approach;
- Building height, scale and massing;
- Upward modifiers; and
- Establishing quality.

Reviews of the planning scheme have been carried out and have led to formal amendments to the original CPS (2014, as amended). Significantly, a review of building heights across the CPS was completed in 2020, in line with the requirements of a requirement of the Planning Guidelines for Urban Development and Building Heights (DHPLG, 2018). This review led to a proposed amendment (No.8) which came into effect on 6th July 2023.



Figure 3 Block Numbers within the Town Centre



Map 5: Building Heights



Map 2: Land Use Strategy



Map 6: Block Layout, New Ground Levels and Principal Frontages

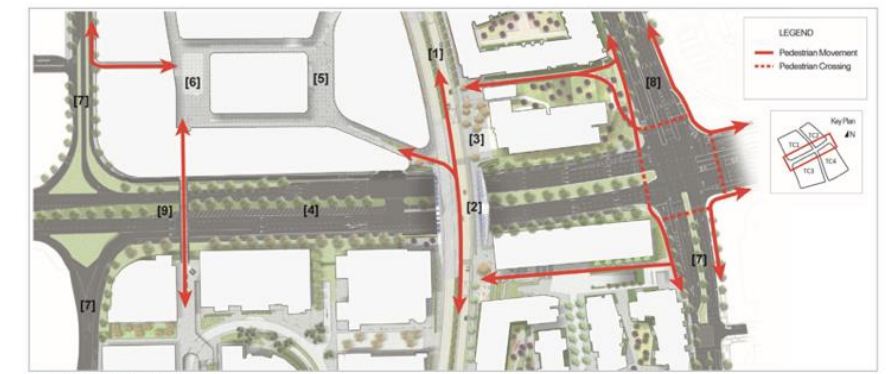


Figure 4: Masterplanning detail from the UDF

Figure 4. Masterplanning detail from the UDF

2.3 Current development context

2.3.1 Level of completion

The principal roads and streets in the Town Centre area (Wyattville Link Road, arterial and link route, Cherrywood Avenue, Bishop Street, Tully Vale link streets have been constructed (to a basic level in some locations). Grand Parade link street has been partially completed (the road element of the Grand Parade Bridge remains to be built to connect the Town Centre Quadrants). As such many of the perimeter levels for the developable areas are established and effectively fixed.

In summary, the current Town Centre development status is:

- Town Centre Quadrant TC1 – partially completed (TC1A blocks almost at completion stage, May 2024). TC1B element is excavated but undeveloped, although there are extant permissions for development in accordance with the current UFDF. Associated vehicular access routes/ramps from Cherrywood Avenue (at HIE5 frontage) and Tully Vale (under TC2) have been completed.
- Town Centre Quadrant TC2 – substantially complete, with exception of Block D;
- Town Centre Quadrant TC3 - excavated but undeveloped, although there are extant permissions for residential and HIE development in accordance with the current UFDF.
- TC4 – substantially complete, with exception of Blocks E, G and part H;
- HIE 1 – established development and substantially complete, with potential for redevelopment.
- HIE 2 – established development and substantially complete, with potential for redevelopment.
- HIE 3 – undeveloped. Part used as car park. Extant permission for residential development.
- HIE 4 – undeveloped. Beckett Road connection to Development Area 7 is undeveloped.
- HIE 5 - undeveloped.

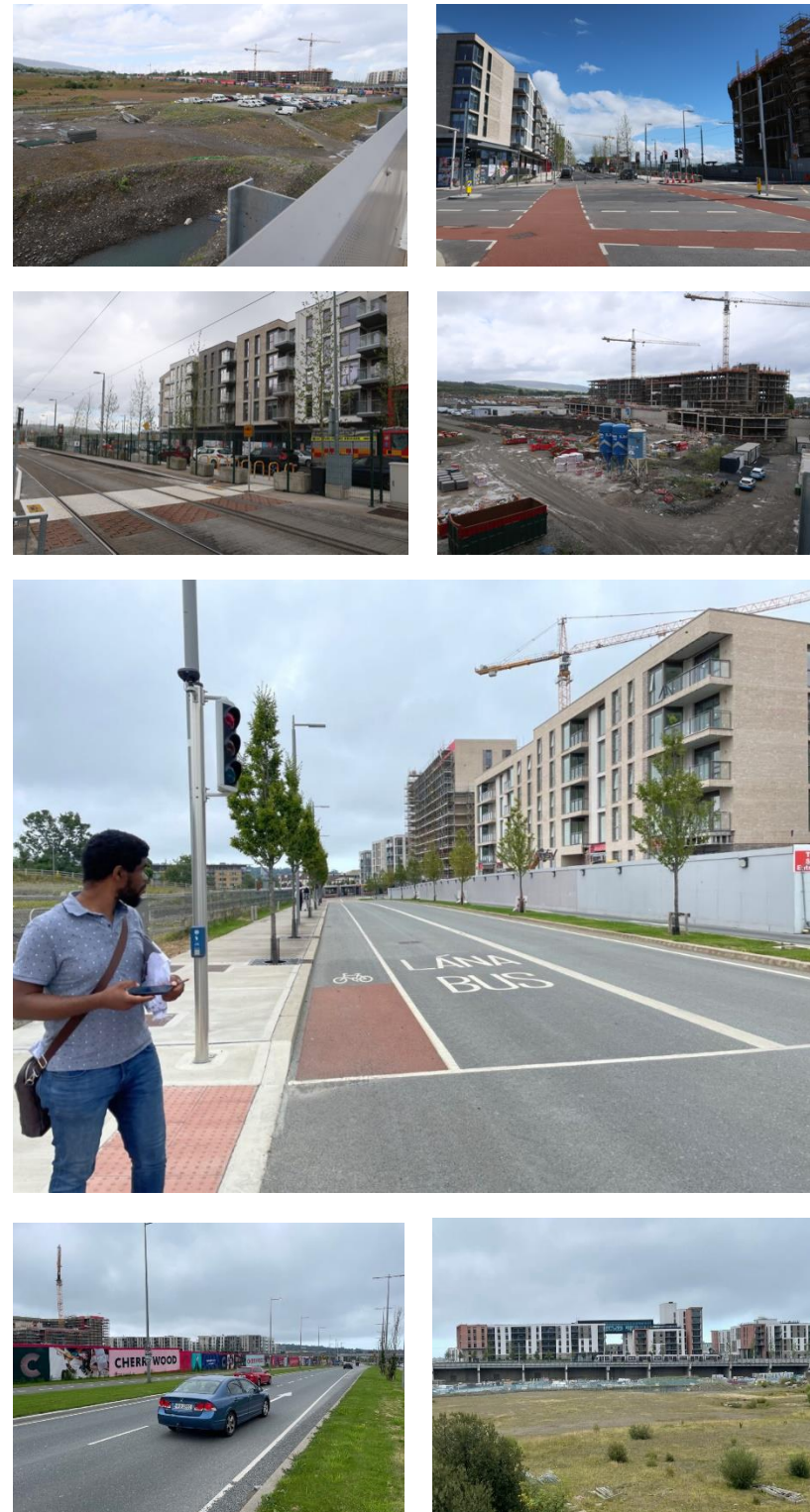


Figure 5. Montage of photographs of the TC1 and surrounding lands.

2.2.2 Changes in market conditions

The non-statutory consultation exercise and associated 'Have your Say' document prepared by DLR for this review in December 2023, sets out the essential context and issues for Cherrywood Town Centre and Environs. It noted that many of the Quadrants and blocks of the Town Centre and Environs (TCE) are subject to current and approved proposals (notably on TC1B and part of TC3 and substantial infills to TC2 and TC4) but remain undeveloped. The 'Have your Say' document also sets out a context for change around land uses due to larger social, demographic, sectoral and market shifts since the commencement of the UFDF (2017), which particularly affect demand for:

- Retail;
- HIE and employment; and
- Residential.

Key issues affecting the review are identified as:

- The need for high quality, robust community and social infrastructure;
- Sustainable active travel;
- High quality public realm and place-making; and
- Climate action.

Over 150 submissions to the 'Have your Say' were received from the community, statutory bodies, key stakeholders and landowners/developers. The larger changes in context were largely reflected in these submissions, along with specific observations, concerns and requests/recommendations.

From an urban design perspective, the submissions included a number of general and specific themes of relevance to the review. The views of the community and general interest groups varied in key respects from those of the landowners.

The community submissions could be summarised in very brief terms as follows:

- A desire to see delivery on a high-quality town centre for Cherrywood;
- Concern over potential density and dominance of apartments in the town centre; and
- Concern over the ability of transport, physical and social infrastructure to meet the demands of a possible increase in planned resident population.

The landowner submissions could be summarised in very brief terms as follows:

- A desire to revise the amount of retail, and office (HIE) use delivered based on current market conditions and predictions;
- A desire to increase the delivery of residential use; and
- A desire for increased density of development.

Outline proposals at different levels of detail were submitted to illustrate planning and development approaches.

2.4 Urban design principles and objectives

2.4.1 Placemaking principles

The thematic statutory guidance in the Irish context is provided by Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) and Design Manual for Urban Roads and Streets (2019). Consideration of best practice guidance and recent studies relating to Cherrywood allows these principles to be developed into a customised set of principles and a cohesive set of objectives for good urban design for this review (see Section 3). These objectives can be related to, and measured against, key aspects of urban structure and form.

2.4.2 Statutory guidelines

The principles set out in the *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)*, provide a structured and comprehensive set and these are adopted for this review. They are summarised and paraphrased here as follows:

1. Sustainable and Efficient Movement – permeable, livable, quality street network, quality streets, sustainable mobility and parking, and alignment with Design Manual for Urban Roads and Streets (2019).
2. Mix of Land Uses (Vibrant Centres and Communities) – mix and intensity, diversity of housing, regeneration and town centre living.
3. Green and Blue Infrastructure (Open Space, Landscape and Heritage) – natural features and landscape, heritage protection and conservation, accessible quality open spaces, nature-based solutions.
4. Responsive Built Form – sense of identity with coherent, legible urban structure of attractive, vibrant and safe streets and spaces, based on a coherent urban design and architectural strategy.

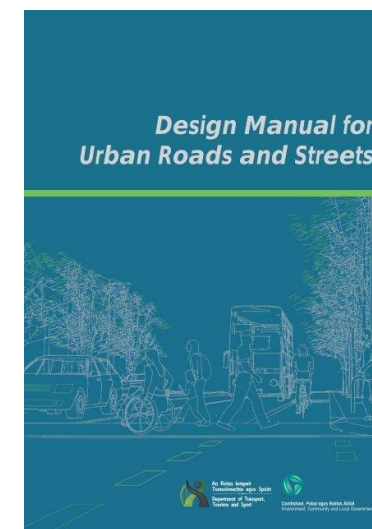
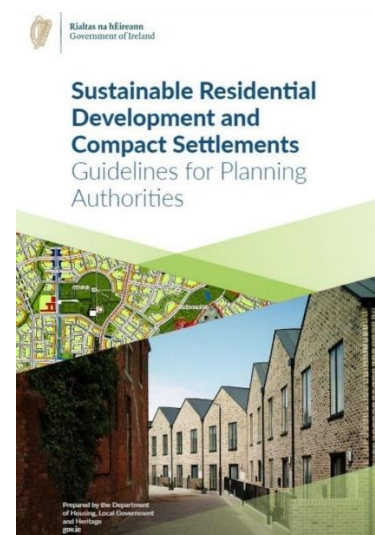
An evaluation matrix based on these is also included in Appendix B, showing how the urban design framework in this review meets the adopted placemaking principles.

The Design Manual for Urban Roads and Streets (DMURS) is closely linked to Principles 1 and 4 of the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024). The Manual sets out principles, approaches and standards for safe, attractive and vibrant streets, as a part of the larger policy objective for sustainable mobility. The Manual is novel in that it considers not just street typologies and design, but also the existing or future urban context of the street. The key design principles are (pp.29-30):

- Design Principle 1: To support the creation of integrated street networks which promote higher levels of permeability and legibility for all users, and in particular more sustainable forms of transport.

- Design Principle 2: The promotion of multi-functional, place-based streets that balance the needs of all users within a self-regulating environment.
- Design Principle 3: The quality of the street is measured by the quality of the pedestrian environment.
- Design Principle 4: Greater communication and co-operation between design professionals through the promotion of a planned, multidisciplinary approach to design.

A range of urban design and street design considerations and standards are set out for street networks and street design. These span approaches to network design, street and place typologies, connectivity and permeability, street enclosure and activity, and traffic calming. DMURS also sets out a range of standards for street design including footway, carriageway, junction, crossings, car parking and loading design.



Part B Urban design framework

3 Introduction and structure

The urban design framework is the overarching and integrated framework of urban design plans, guidance and controls. The urban design framework describes and shows the changes that are recommended to urban design and related matters in the current Cherrywood Planning Scheme for the Town Centre and Environs. The framework obviates the need for a separate and supplementary UDFD or other similar instrument.

The elements of the urban design framework are:

- Urban design principles and objectives;
- Concepts – the overall structuring elements for the urban design framework;
- Masterplan – the 2 and 3-dimensional plan for the Town Centre and Environs;
- Code – control parameters linked to the masterplan; and
- Guidelines – selected qualitative guidance for important elements in the Town Centre and Environs.

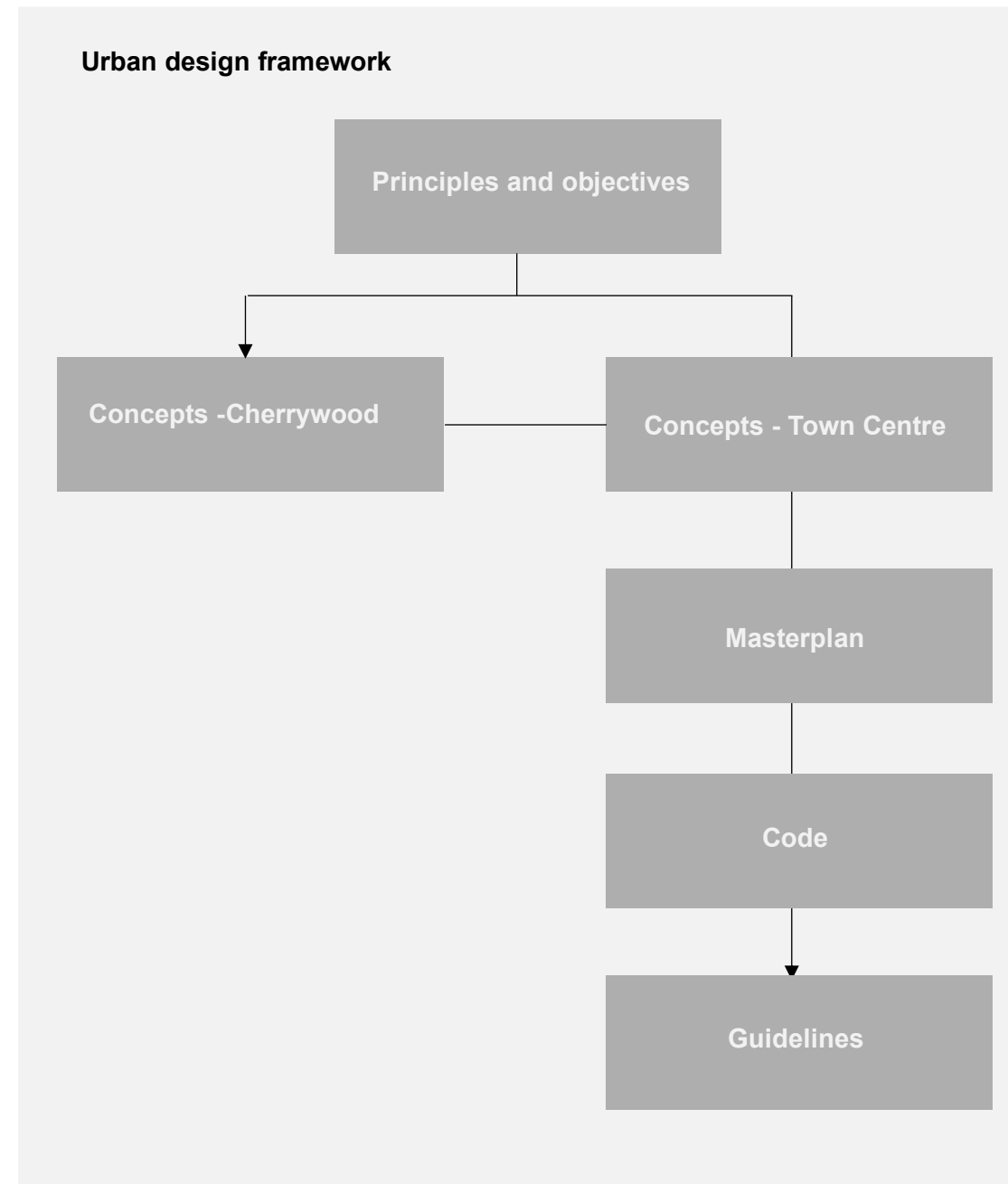


Figure 6. Urban design framework

4 Principles and objectives

Placemaking principles underpin the larger approach to this review and the urban design framework. These principles can be drawn from many sources within the strategic and policy context for Cherrywood (including the Vision and Principles for Cherrywood set out in Planning Scheme) as set out in Section 2 of this report).

The principles also provide the basis for a more extensive set of urban design objectives. The objectives draw on a wider range of sources including best practice and recent studies and reports. Related objectives are gathered into distinct thematic area (typically elements or aspects of urban structure or form) under each principle. Taken together the principles, themes and objectives can also be used as an evaluation tool for the urban design process and outcomes. Table 1 collates the urban design principles, themes and objectives into a useable matrix for the urban design process.

	Principle	Thematic area	Objective
1	<i>A place of distinct and strong urban character and identity.</i>	<i>Sense of place/identity</i>	<i>To ensure distinctiveness and quality of place, image and perception of the Town Centre.</i>
		<i>Sustainable community and way of life</i>	<i>To foster the identity of Cherrywood as a sustainable new settlement with a sustainable Town Centre, through sustainable access and mobility, sustainable, responsive and adaptable urban form, sustainable business culture and environment, and infrastructure and supports for a sustainable, rich and diverse community.</i>
		<i>Heritage</i>	<i>To understand the essence of the local and surrounding natural, built and cultural heritage and to ensure that it is conserved and integrated into placemaking.</i>
		<i>Spatial coherence</i>	<i>To achieve larger spatial and structural coherence of the main elements of the urban structure of Cherrywood.</i>
		<i>Coherence of urban form</i>	<i>To achieve larger coherence of the massing and urban scale of Cherrywood.</i>
		<i>The CPS</i>	<i>To ensure broad compatibility with higher level, area-wide, urban design considerations.</i>
2	<i>A place of great robustness and diversity of activity.</i>	<i>Mix and distribution</i>	<i>To secure an appropriate range and mix of uses. To ensure the appropriate distribution and concentration and association of uses, including related diversity. To secure quality space for the community, civic and cultural life, diverse business and employment activities (including the social and circular economy) and visitors. To utilise horizontal and vertical mixed use in urban blocks and buildings.</i>
		<i>Intensity and density</i>	<i>To combine land use mix and distribution, density and massing of urban form and fabric, and connectedness to achieve appropriate urban intensity.</i>
		<i>Function and use of public space - streetlife</i>	<i>To create a network of public spaces of distinctive character, quality and use meeting the needs of the larger community of Cherrywood. To deliver diverse and user-focused streets and spaces. To ensure active, attractive and inviting spaces. To promote spill-out of active ground floor uses. To identify and create space for the 'experience economy' and the evening and night time economy.</i>
3	<i>A connected and coherent place.</i>	<i>Routes and access</i>	<i>To deliver a legible network and hierarchy of streets and spaces. To ensure the network is adaptability and permeable. To secure quality, safe and efficient connections to adjoining areas and beyond.</i>
		<i>Urban blocks</i>	<i>To deliver coherent and robust block structure, configuration and adaptability. To ensure proper relationship to the surrounding urban block structure.</i>
4	<i>Vibrant, friendly and healthy spaces for all.</i>	<i>Network</i>	<i>To deliver a coherent network and hierarchy of public spaces.</i>
		<i>Accessibility, adaptability of use and activities</i>	<i>To optimise the location, distribution and connectedness of public spaces. To ensure that open spaces are robust and adaptable in terms of their ability to accommodate a wide range of uses, activities and streetlife more generally.</i>
		<i>Size and orientation</i>	<i>To ensure that open spaces are designed, sized and orientated to optimise access to daylight and sunlight.</i>
		<i>Continuity and enclosure</i>	<i>To ensure adequate scale and continuity of surrounding buildings, and landscape where appropriate.</i>
		<i>Interface</i>	<i>To deliver direct, active and varied building/space interfaces at ground floor frontages. To maximise direct building entrances along all mixed use and residential streets and spaces. To closely match ground floor and finished street and space levels through careful consideration of gradients and frequent stepping of ground floor/threshold levels. To provide a clear distinction between public, semi-private and private open spaces.</i>
		<i>Nature</i>	<i>To making room for nature and nature based solutions within an urban context. To integrate SuDS with the design of spaces.. To connect to the larger green and blue infrastructure notably 'The Cherrywood Way'.</i>
		<i>Comfort and use</i>	<i>To ensure good access access to daylight and sunlight to all streets and spaces and to buildings. To ensure extensive seasonal access to sunlight on the principal mixed use streets of the town centre. To combine building layout, massing, street and space orientation and landscape design to ensure all spaces have comfortable and 'streetlife-friendly' micro-climatic.</i>
5	<i>A place defined by its rich, high quality, low carbon urban fabric</i>	<i>Massing</i>	<i>To guide building massing and volume so that it supports spatial and urban design coherence of streets and spaces and urban blocks.</i>
		<i>Scale</i>	<i>To adopt a coherence of approach to urban scale to reflect urban context, function and urban design concepts. To ensure appropriate building heights and relationships. To use changes in massing and building height to improve the image of the town centre and its legibility. To develop an urban design rationale for taller buildings as distant/local landmarks, particularly in framing important streets, intersections and urban spaces.</i>
		<i>Urban plot grain</i>	<i>To integrate urban plots within urban blocks to deliver diversity of use, adaptability and vibrant urban character. To require ground floor subdivision as a secondary measure on mixed use streets.</i>
		<i>Building and architectural variety</i>	<i>To deliver quality, sustainable and innovative design, construction and management of buildings. To minimise the lifetime, carbon footprint of new building. To achieve variety of building types and typologies, and richness of architectural approach and design, within a coherent approach to urban blocks and urban grain. To ensure that building design reflects building use, significance and position (e.g. civic use, focal spaces, corners etc.).</i>
		<i>Density</i>	<i>To carefully manage the implications of increased density on urban form, scale and volume and the associated planning and development issues. To maintain appropriate relationships with street and space enclosure and continuity. To ensure that density is closely matched with urban context, function, intensity and accessibility.</i>
		<i>Energy</i>	<i>To make space and provision for the delivery of future low carbon and renewable energy networks (source and distribution) in the Town Centre.</i>

Table 1. Matrix of urban design principles, thematic areas and objectives

4 Urban design concepts

The urban design concepts are provided at two different scale:

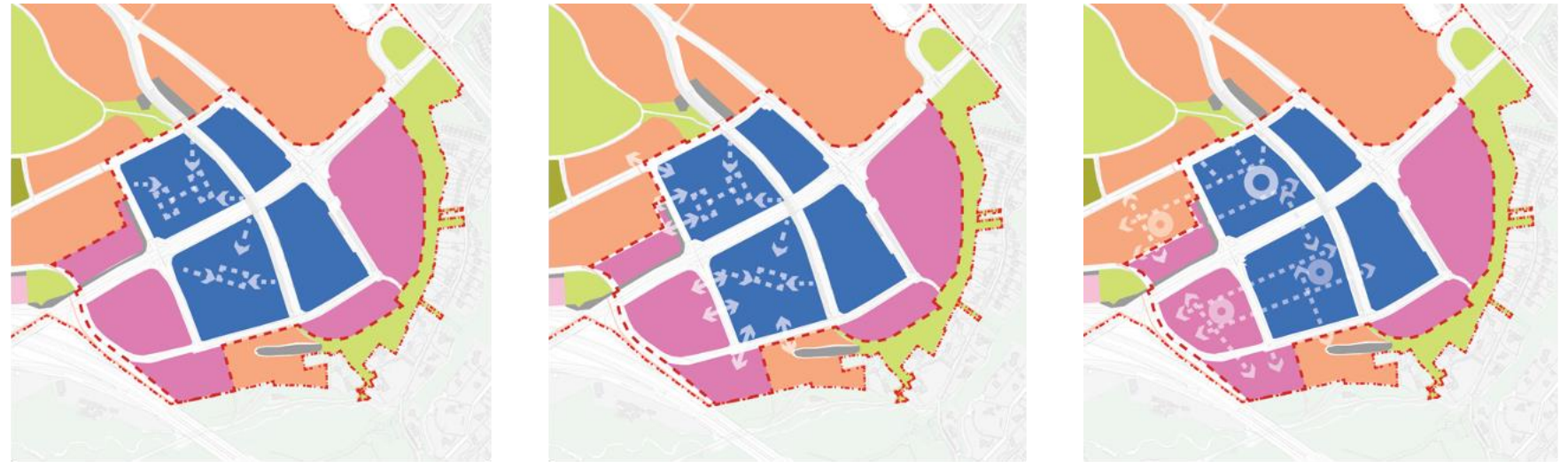
- Cherrywood concepts – linking with the established larger concepts of the Cherrywood Planning Scheme and underpinning the concepts for the Town Centre and Environs; and
- Town Centre urban design concepts (including Town Centre Core and Town Centre Environs) – demonstrating the underpinning structure and form for the masterplan, code and guidelines.

4.1 Evolution of the urban design concepts

The urban design concepts developed from basic spatial concepts developed for internal workshops and the 'Have Your Say' consultation. These rudimentary spatial concepts illustrated the basic spatial response to three different planning and development scenarios (linked to the iterative Strategic Environmental Assessment processes); little or no change to the current Planning Scheme and Urban Form Development Framework, modest change to the Planning Scheme and Urban Form Development Framework; and substantial change based on setting aside the current Urban Form Development Framework but working within the general principles of the Planning Scheme.

Substantial change was considered the preferred option, on the basis of the studies and analysis carried out by the consultant team, and the result of the stakeholder consultation. Preliminary urban design concepts illustrated an urban design response for substantial change. These concepts were iteratively reviewed, amended and refined during the review process with the assistance of new project base mapping and drawings and the development of a 3D urban design model. The concepts provided the basis for a preferred urban design approach.

Figure 7: Basic urban design concepts in the consultation process



4.2 Cherrywood concepts

The following Cherrywood concepts link the current CPS concepts and the concepts underpinning this review. They are:

- Place – larger functional roles and structure;
- Landscape and GI – larger connections and hubs;
- Routes and movement – larger hierarchy and mobility; and
- Urban form – larger urban and space structure and scale.

4.2.1 Place

Cherrywood Town Centre occupies a focal and connected location in the larger place spatial concept for Cherrywood. It comprises two essential place elements; the Town Centre Core (TCC) and Town Centre Environs (TCE) (Figure 8).

Place is the basic organising concept on which urban structure for function, landscape and GI, routes and movement and urban form is based. More detailed spatial concepts and masterplanning are developed within this concept.

The current CPS provides a coherent, larger place concept (Figure 9, showing CPS *Figure 5.1 The Cherrywood Greenway*) for Cherrywood showing the essential structure of the Town Centre, the three outlying and connected villages (Priorsland, Tully and Lehaustown) and an overarching landscape structure.

Figure 8. The essential place elements of the Town Centre (Town Centre Core and Town Centre Environs)

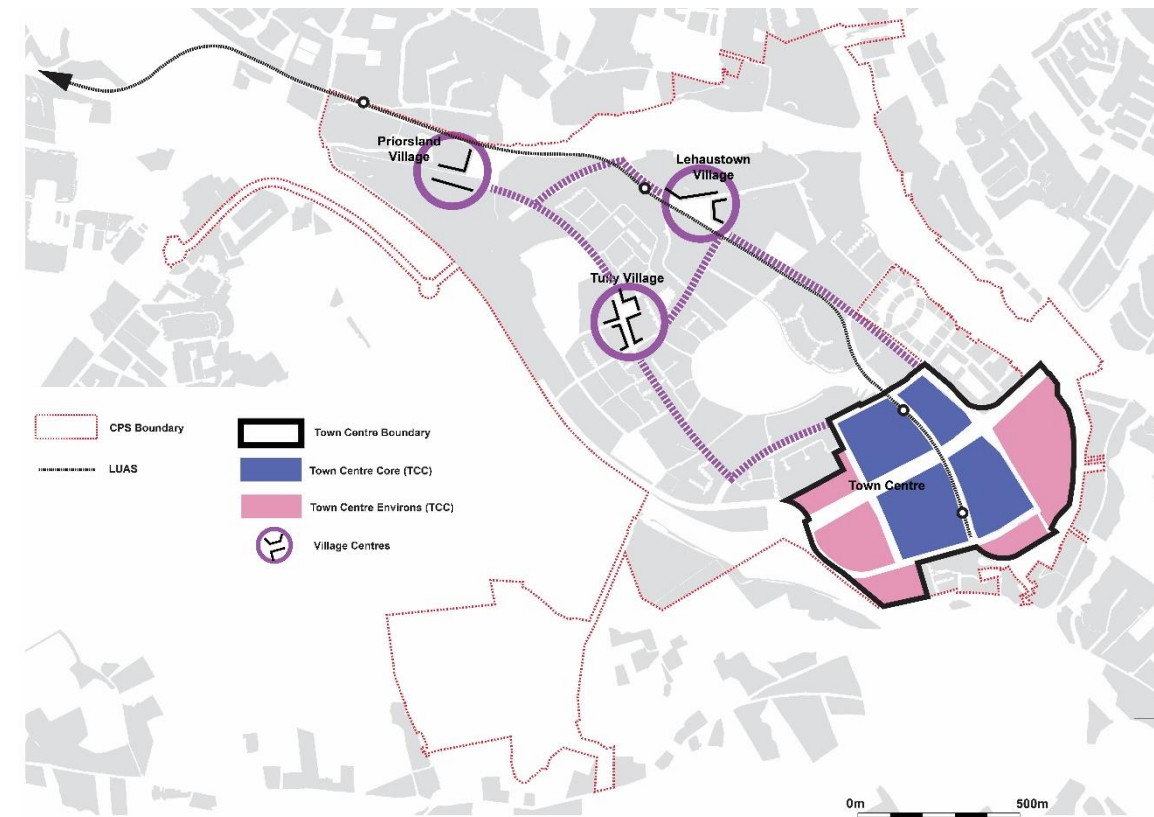
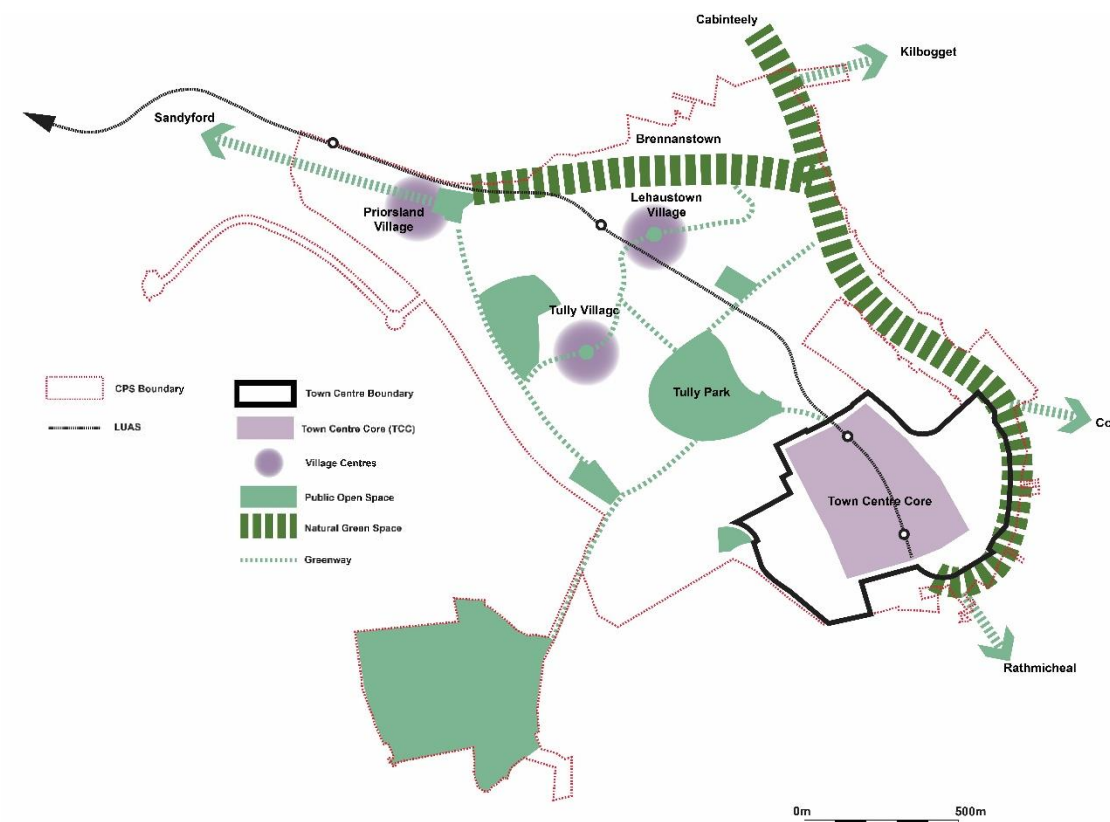


Figure 9. Current CPS Place Concepts and the Town Centre (overlaid).



4.2.2 Landscape and GI

The Town Centre is connected to a larger established and developing landscape in Cherrywood and beyond to the surrounding landscape of the County (as indicated in *The Cherrywood Way* concept of the CPS). These connections will be continuous but change in nature and function. So, more extensive, landscape dominant spaces and routes at the fringes and neighbourhoods of Cherrywood will transition to more formalised landscape of urban streets and spaces in the Town Centre.

In addition to planned and delivered greenways, landscape (tree lines and SuDS measures) along link and local streets (In particular Levels 1-4 of the CPS) will play a critical role in connecting the critical elements of surrounding landscape and GI (Class 1 and 2 spaces in the CPS) with the Town Centre.

Figure 10. CPS Public open spaces (Map 5.1)

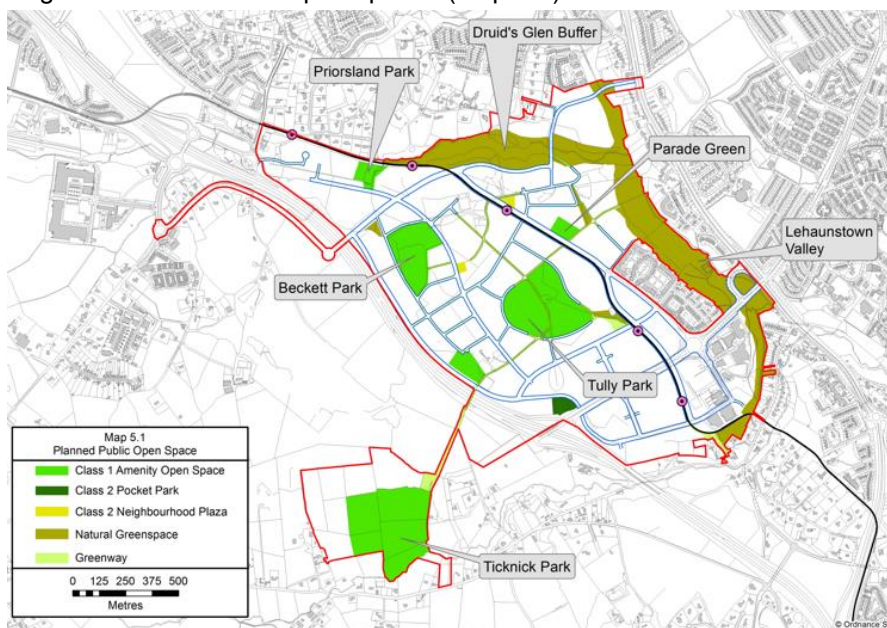
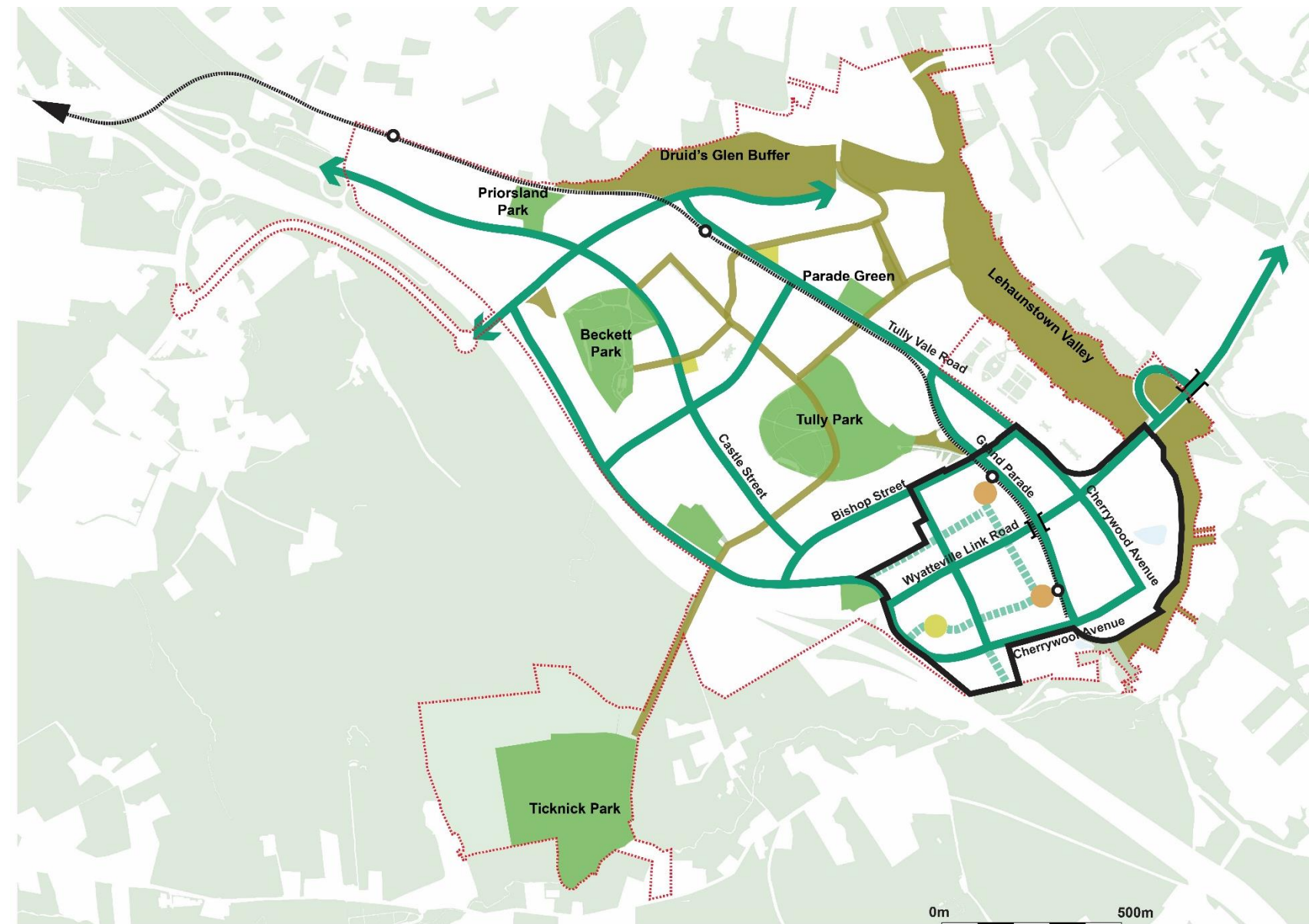


Figure 11. Integration of CPS and the Landscape and GI concept



4.2.3 Routes and movement

A larger hierarchy of routes has been established in the CPS based on a road hierarchy (Levels 1-5 of the CPS). This hierarchy is the basis for the routes and movement concept in this review.

The route concept for this review is aligned with the DMURS principles and guidance, which integrate urban form, function and movement considerations in determining hierarchy. At this higher concept level, only the primary and secondary (DMURS link routes) routes are shown. The Town Centre urban design concepts further articulate this concept to include and network of local routes.

The existing and planned provision for quality public transport and sustainable mobility and interchange is set out in the CPS and will be augmented by a highly permeable quality network of streets and spaces with pedestrian and cycle priority.

Figure 12. CPS Road Hierarchy and Public Transport (Maps 4.5 and 4.6 of CPS)

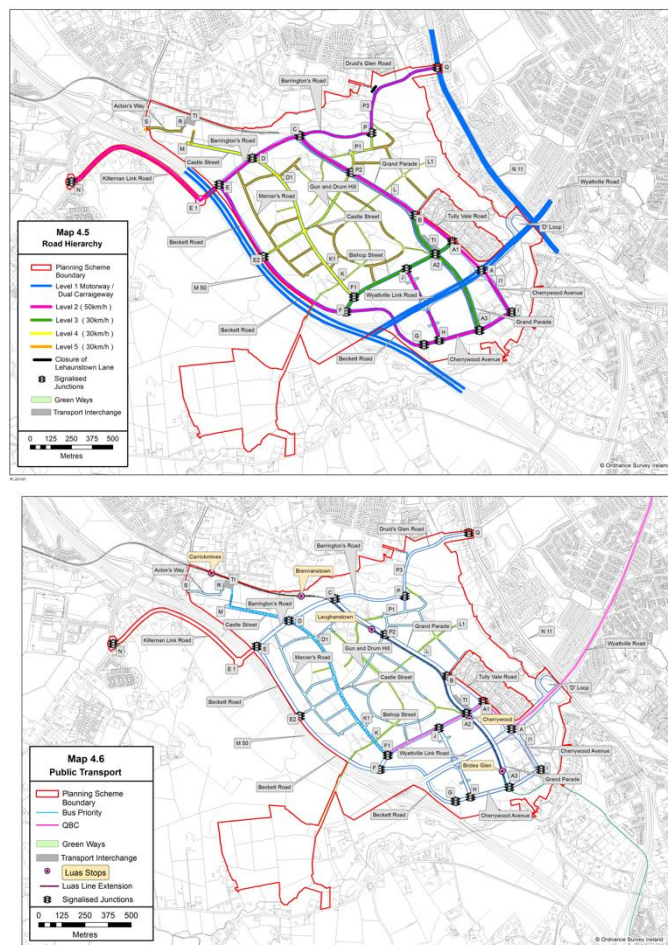
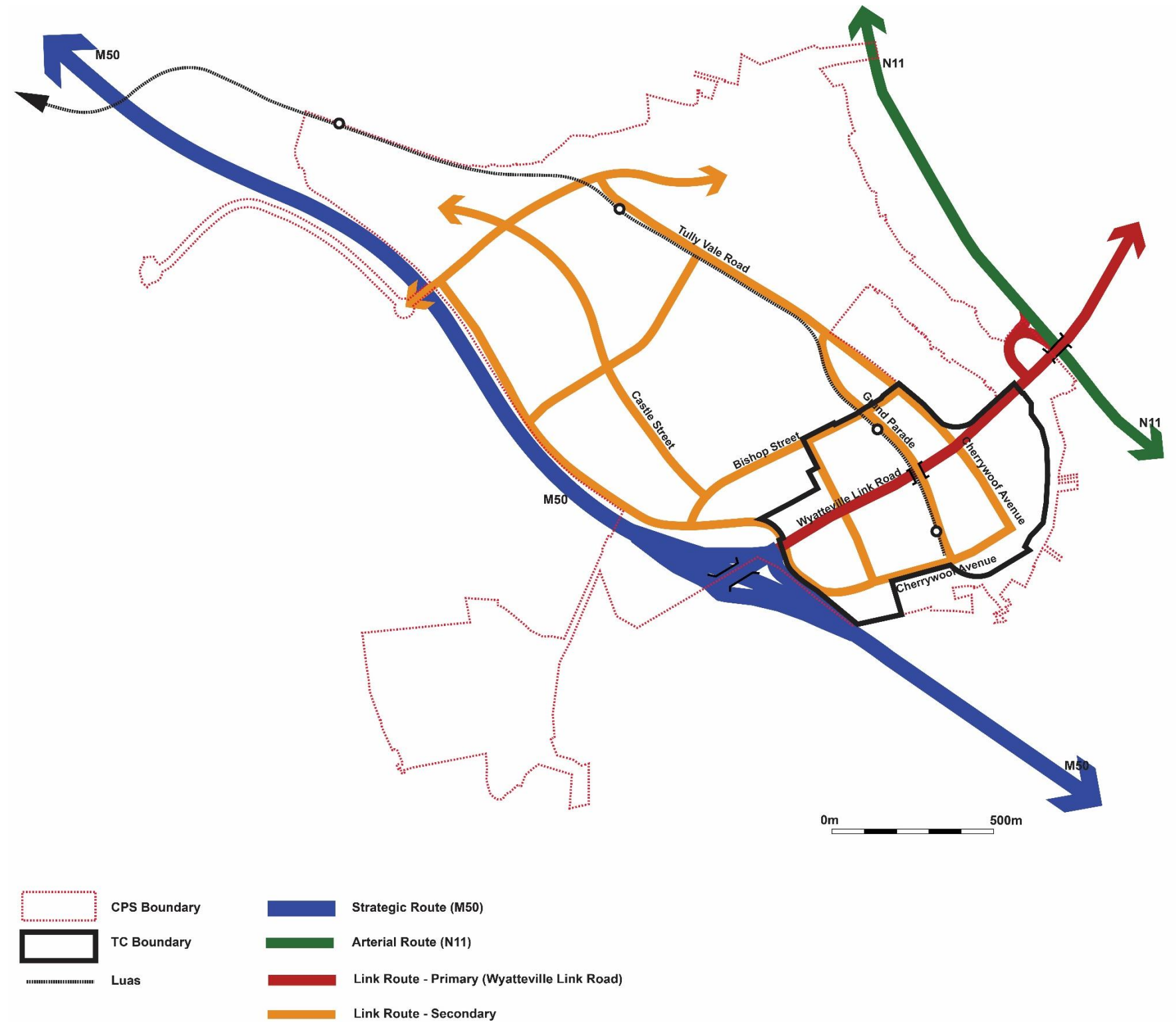


Figure 13. Integration of CPS and the routes and movement concept.



4.2.4 Urban form

The essential urban form concept for the Town Centre reflects its focal position and role in Cherrywood and its role as a District Centre in the settlement strategy and structure of the metropolitan area. It provides the basis for a density and intensity of activities that will be reflected in distinctive structure, grain and scale.

The route structure provides the basic division of the Town Centre into distinctive entities designated as superblocks (Figure 14). Superblocks are large and surrounded by larger link streets. They require further division and design to make them accessible, permeable and developable.

The further division of superblocks provides for developable and efficient urban blocks and effective urban spaces. This process is done iteratively with the design of the local street network.

Figure 14. CPS blocks and TC superblocks

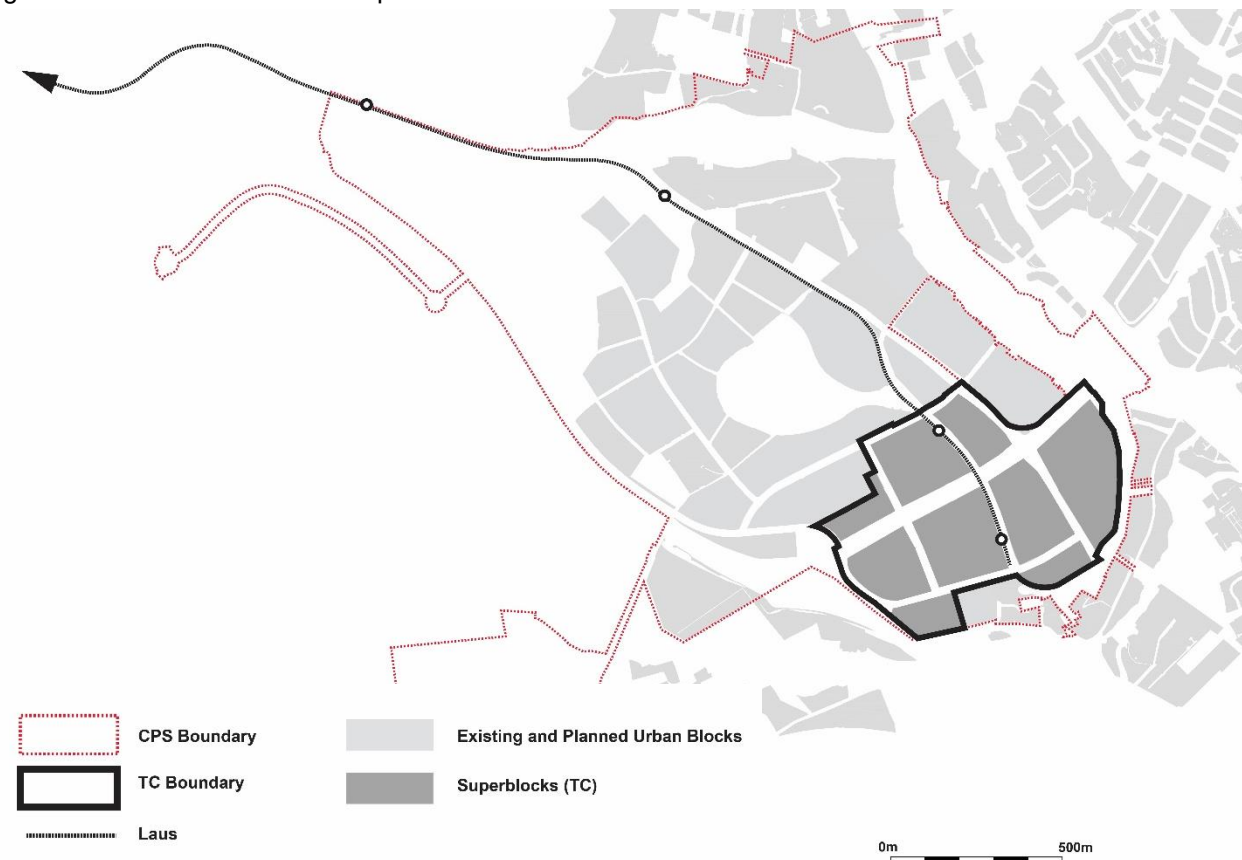
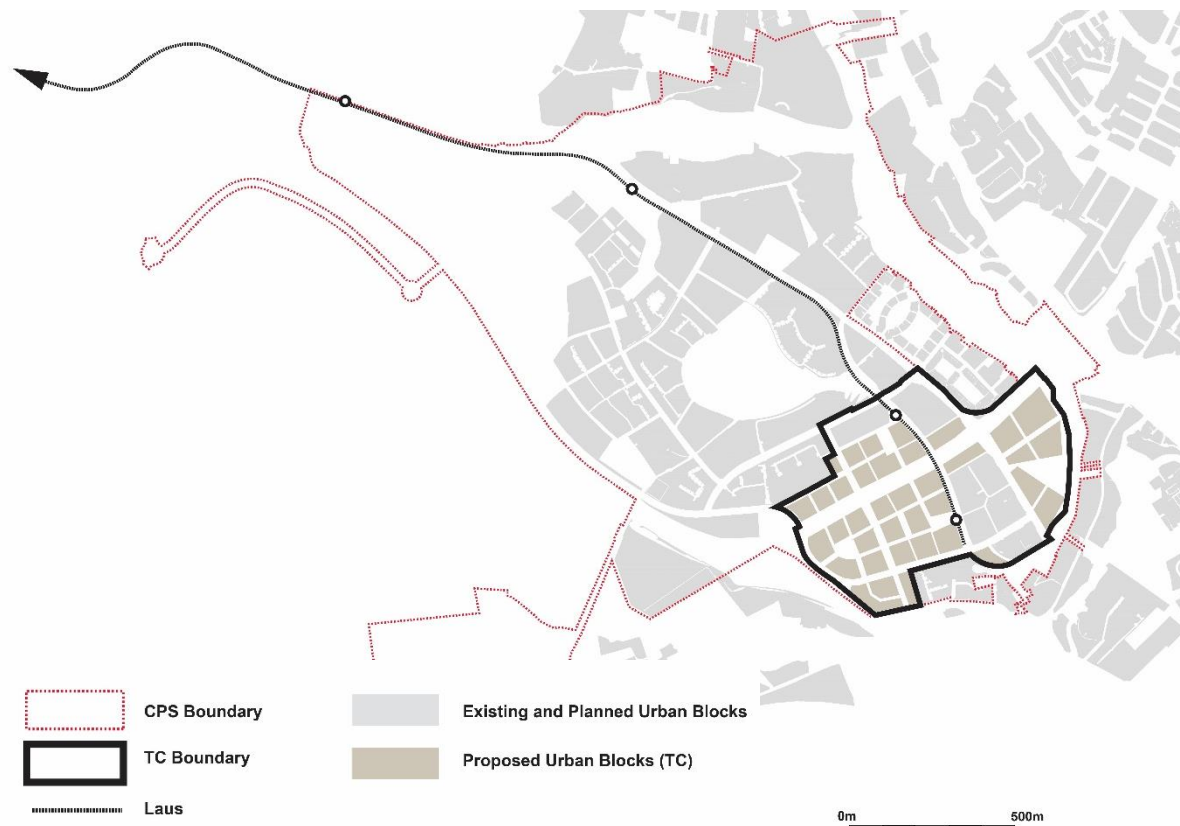


Figure 15. Existing and planned CPS urban blocks and the urban block concept



4.3 Town Centre urban design concepts

The Town Centre concepts provide the essential rationale for the masterplan, code and guidelines. They are nested within the larger Cherrywood concepts (Section 4.2). The concepts have evolved from early-stage, spatial concepts, and later, urban design concept options.

The essential Town Centre urban design concepts are:

- Function and land use;
- Routes and movement;
- Urban block and grain;
- Urban scale and building height; and
- Landscape and GI.

4.3.1 Function and land use

The higher level purpose and function of the Town Centre as a rich and diverse district centre is underpinned by the CPS. In this review, the rationale behind land use mix in the Town Centre is based on two distinctive elements:

- The Town Centre Core (TCC); and
- The Town Centre Environs (TCE).

While both will provide for mixed use, the range, mix and intensity of use will be greater in the TCC. To provide for smoother transition between the TCC and the TCE, the use mix for the TCC will apply to both sides of the Cherrywood Avenue.

The key land use categories in the Town Centre have been determined as part of the broader plan preparation process. Within each category an appropriate range of specific uses (based on the land use matrices in the current CPS) is provided by the Development Agency.

The land use categories for the Town Centre are:

- Residential;
- Retail and services;
- Strategic Employment uses (Town Centre Environs);
- UrbComm (Town Centre Core);
- Leisure, Recreation and Tourism; and
- Civic and Community.

Figure 16: Town centre distinctive places

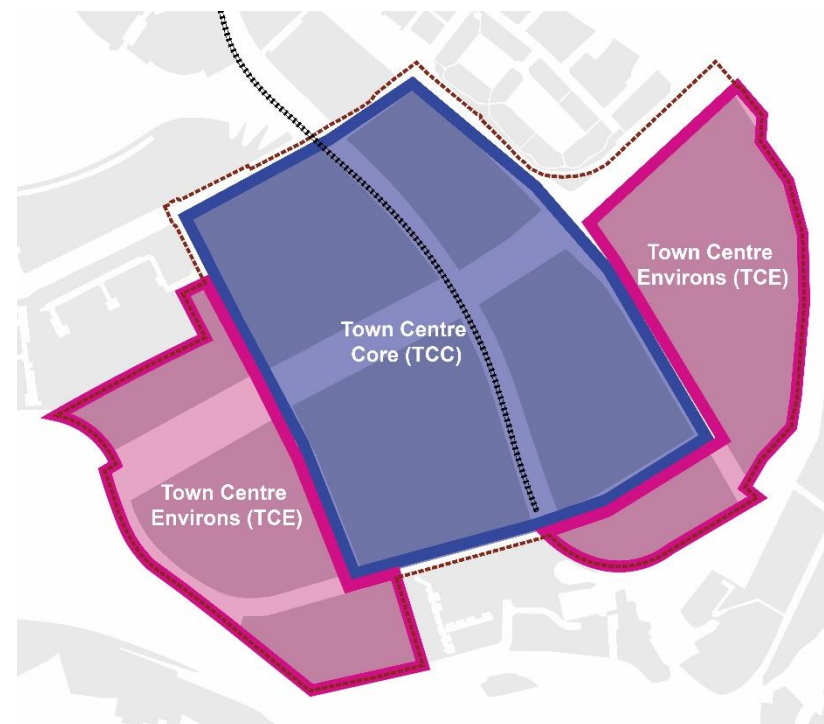


Figure 17. The overall function concept

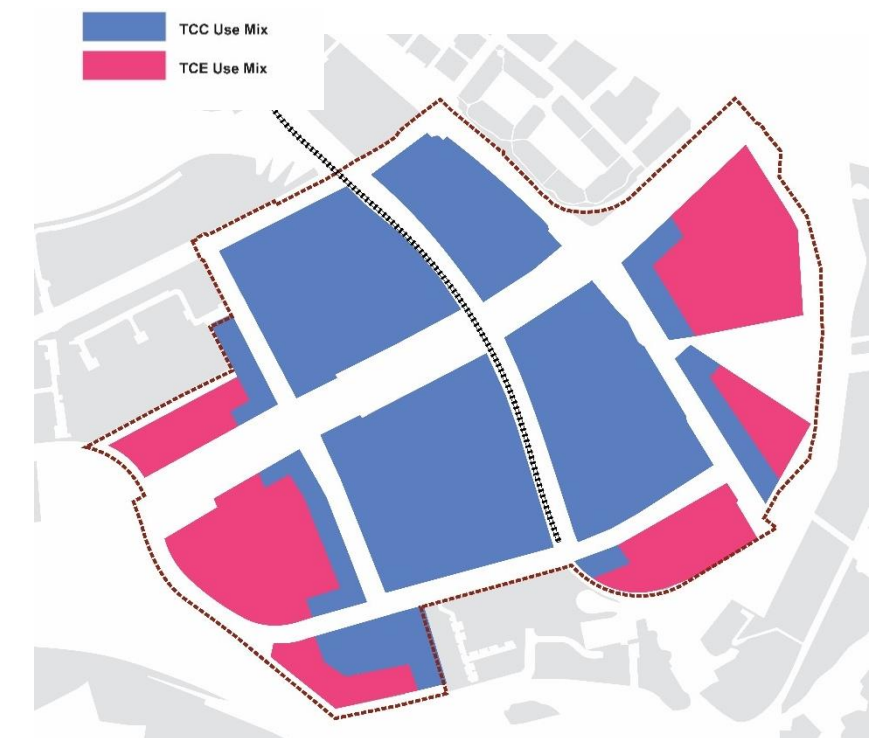
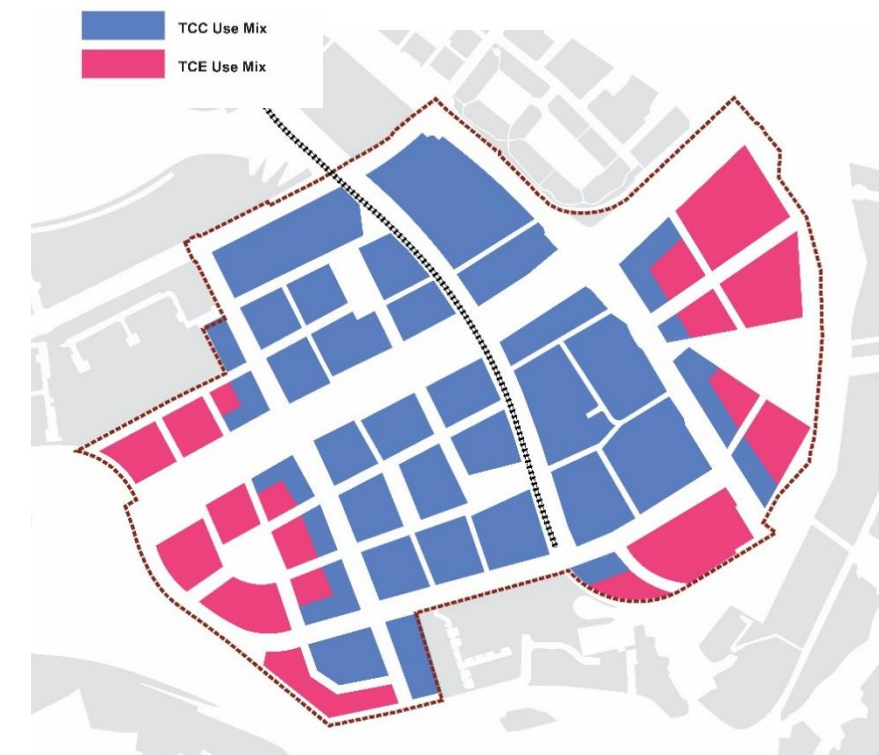


Figure 18. The overall function and urban block concept



Overall land use concept

Land use for the TCE is based on a revised HIE land use category – Strategic Employment Uses (SEU). This provides an increased range of permitted uses.

Land use distribution is further refined here by urban block and block frontage. Further refinement of land use distribution by block and level is provided in the Urban Design Code.

The overall urban design concept for land use (Figures 19) includes:

- A level of mixed use across all urban blocks in the Town Centre Core and immediately adjacent to the Town Centre Core.
- Mixed use across the Town Centre Environs within the scope of SEU designation.
- A retail and services hub connected to all areas of the Town Centre - focussed on two new focal spaces connected by a new, vibrant retail and service, and mixed use spine.
- Mixed use streets and spaces along the main routes of the town centre - connected to the retail and services core.
- Enhanced residential use, focused on internal streets and spaces, mixed use streets and spaces, and within the retail and services hub.
- Important civic and community use with supporting mixed use.
- Substantial recreation, leisure and tourism uses to boost the District Centre function and to deliver richness in the use mix of the Town Centre Core.
- Potential for appropriate basement uses in the TCC.
- Flexible and adaptable uses in the Town Centre Environs within the SEU designation.

Figure 19. Overall concept for land use in the Town Centre

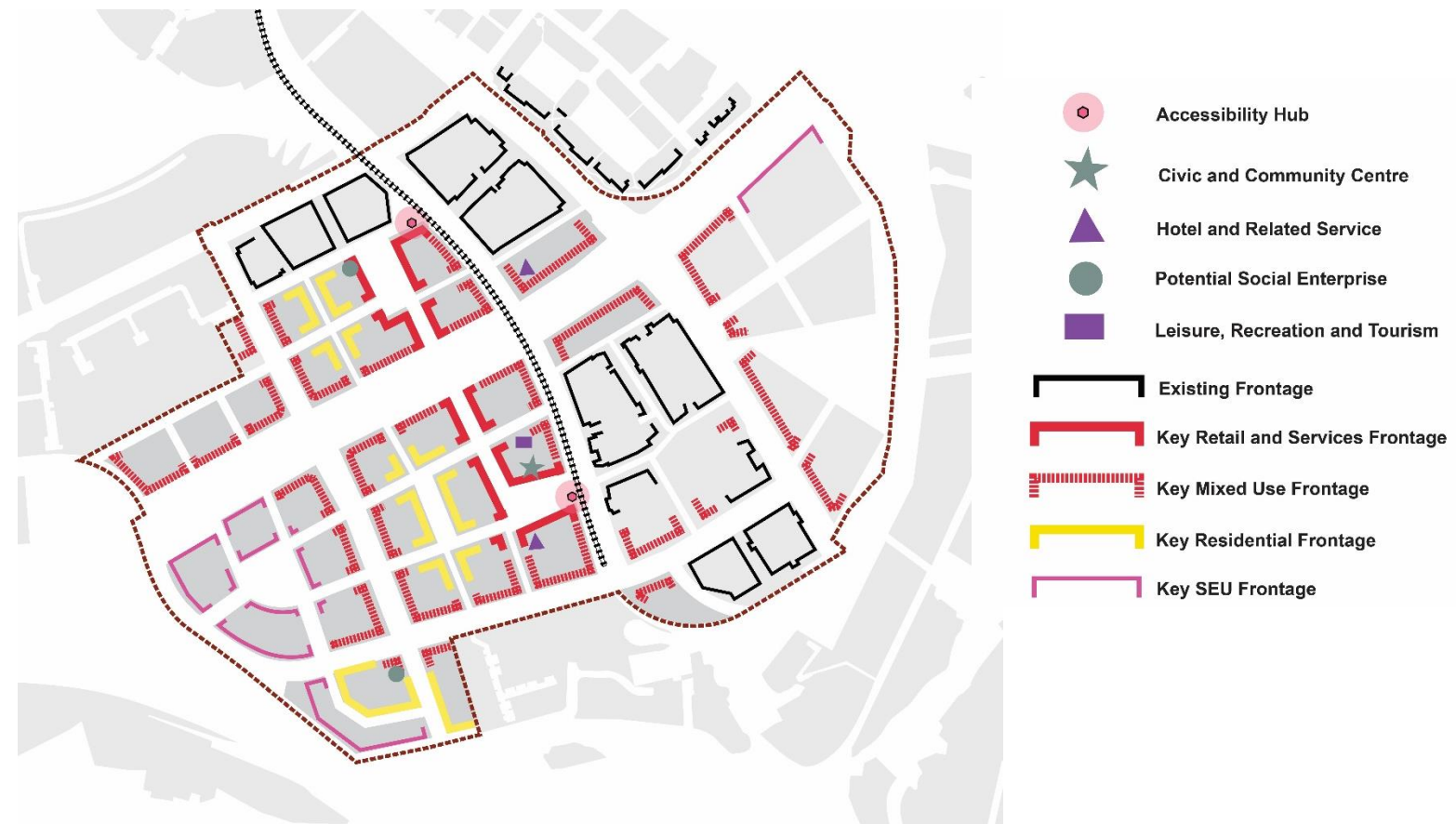


Figure 20. Overall concept for land use below ground/basement



Indicative distribution of land uses across the Town Centre

On the basis of the overall concept for land uses an indicative distribution and configuration based on levels and frontages is shown here at ground level and upper floor levels. The Code provides further parameters based on this indicative concept for land use distribution and quantum by superblock. Alternative solutions and configurations for land use distribution can be explored subject to meeting the overall land use concept and the parameters of the Code.

Figure 21. Indicative ground floor function concept



Figure 22. Indicative upper floor function concept



4.3.2 Routes and movement

The route concept (Figure 23) provides the basic network of streets and spaces to support sustainable mobility in the Town Centre. The concept is informed by current statutory guidance and best practice. It is designed to provide for priority for pedestrians and cyclists and public transport, with a focus on the needs of the residents and users of streets and spaces.

The route structure is connected to the established and partially delivered route structure in the Town Centre and surrounding areas. It is based on the route designations and principles of the CPS and DMURS. The movement concept aligns the concept with the new route structure (Figure 24). It includes all modes of urban movement. It also includes general access, loading and servicing and car parking.

The basic ordering of the street and space network is based on deformed grids in each superblock connecting (visually and/or physically) across link routes. The grid provides for a highly permeable urban fabric, which provides stand-alone and independently developable urban blocks. Ensuring good connections between superblocks and across link streets will require careful consideration of the location, frequency and nature of crossings and junctions

The route and space concept can be summarised as follows:

- A new permeable and filtered route structure for the Town Centre based on DMURS principles and guidance.
- A hierarchy of streets and spaces that is integrated with the existing route structure, notably surrounding link routes (including Wyattville Link Road, Beckett Road, Cherrywood Avenue, Grand Parade, Tully Vale and Bishop Street).
- A legible distorted grid pattern of connected streets and spaces, with strong continuity of frontage and enclosure.
- Active, accessible and safe link and local streets. Appropriate interface uses and design along Wyattville Link Road.
- A finer, permeable network of local streets within the Town Centre superblocks.
- Improved connections and junctions between all superblocks and surrounding areas across all link streets.
- Pedestrian and cycle priority in all Town Centre Core local streets and spaces. Access shared with cyclist on most local streets.
- Provision for controlled on-street loading and services to small businesses, emergency access, maintenance and waste management.
- Consideration of, and design for, of National, revised urban speed limits across the Town Centre (Road Traffic Act, 2024).
- Mobility hubs at or adjacent to the Luas stops (format and design to be integrated with proposals) and where demand is subsequently identified in the Town Centre.
- A new Main Street for the commercial and civic heart of the Town Centre (Cherrywood Square at TCC1 and Civic Square at TCC3), connected by a new pedestrian and cycle bridge (Main Street Bridge) across the Wyattville Link Road.

- A new pedestrian and cycle ramp and platform along both sides of Wyattville Link Road to provide access to all and to ensure integration of movement on the Grand Parade Bridge and the new Main Street Bridge.
- Dedicated cycle routes along main link routes. Cycle-friendly local streets and spaces;
- Safe walking routes throughout the Town Centre, with appropriate street and junction design and traffic management.
- Optimising accessibility and development around high quality public transport services (Luas and Bus) including accessibility hubs adjacent to both Luas stops.
- Carefully controlled vehicular circulation and access on link streets (active and passive measures).
- Car parking to serve functions of Town Centre to be provided largely in basements accessed from link roads, under larger podiums or in independent block basements.

Figure 23. Route concept

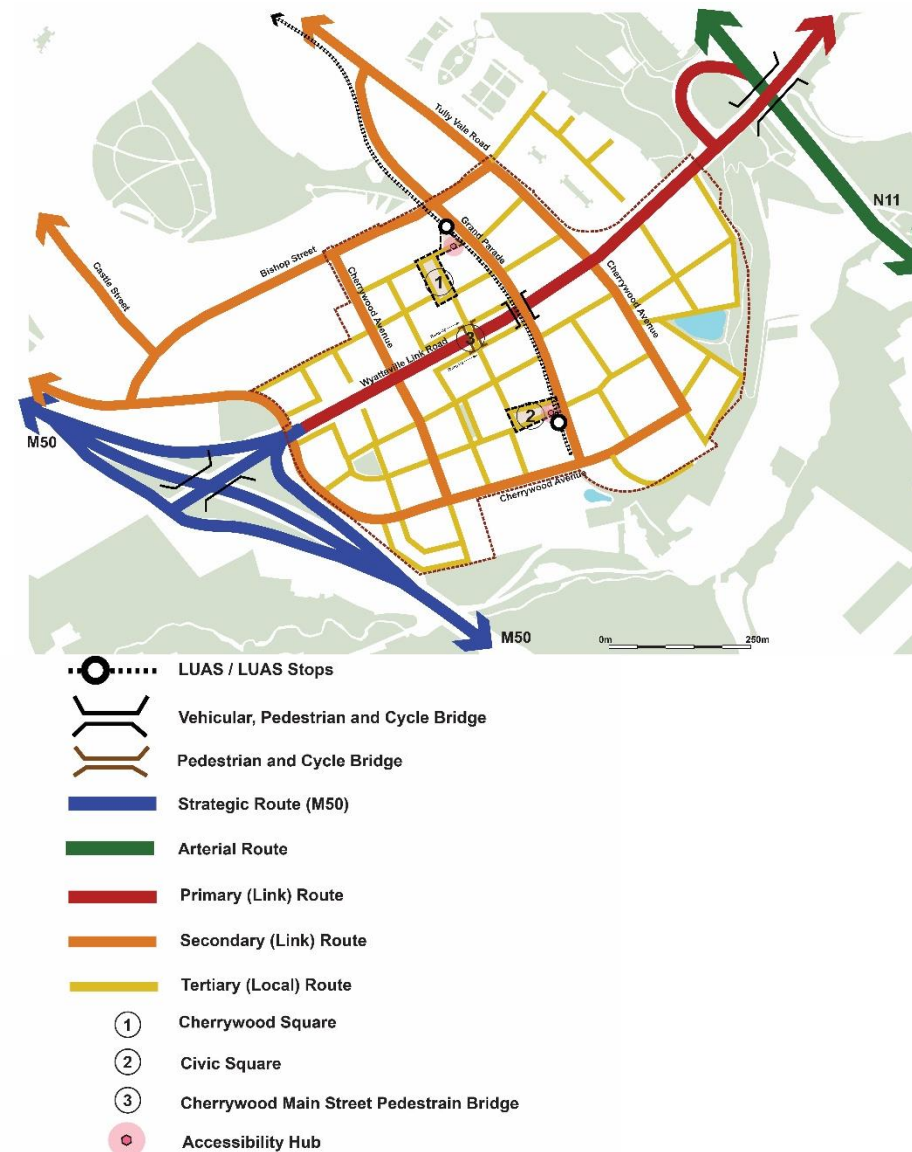
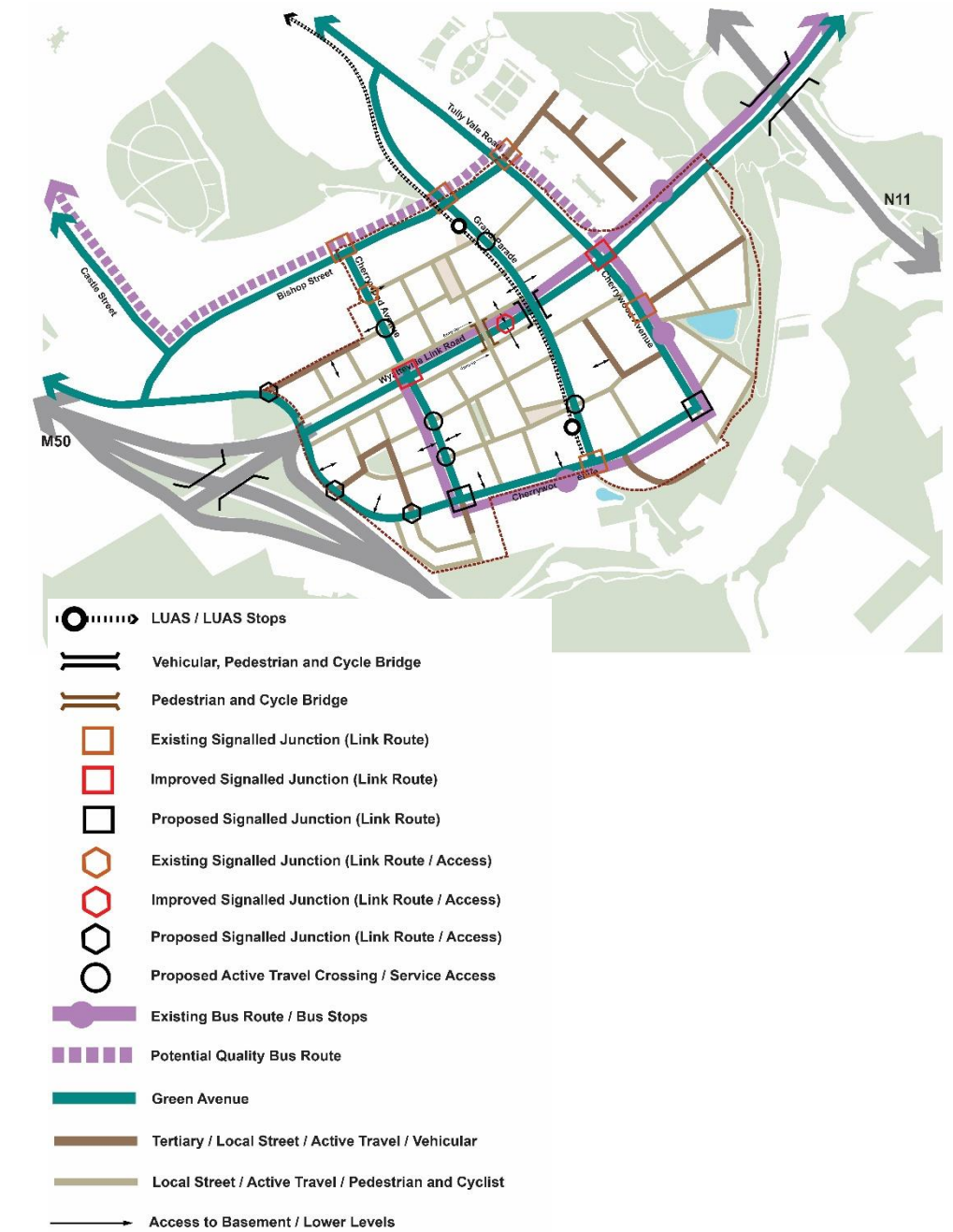


Figure 24. Movement concept



4.3.3 GI, landscape and urban space

The GI, landscape and urban space concept is a larger concept bringing together the elements of the natural, rural and urban environments with a distinctive and legible structure. The urban landscape includes the urban spaces and streets and routes of the Town Centre in a single integrated network, that augments and defines the route network.

The landscape and GI urban design concept sits with a larger concept for landscape and GI for Cherrywood (including the Cherrywood Greenway).

The urban design concept can be summarised as follows:

- Multi-purpose network hubs that takes on many different landscape forms within a rural to urban profile.
- A multi-purpose concept contributing to biodiversity enhancement, local movement, amenity and recreation, and surface water management.
- A network connecting the landscape urban streets and spaces, strategic open spaces and the surrounding countryside and natural assets.
- New corridors characterised as attractive, continuous and connected tree-lined and planted avenues.
- A new network of focal urban spaces which are ultimately connected to the larger landscape.
- Integration of the local and amenity walking and cycling network.
- Integration and extension of the planned surface water management objectives into the new urban landscape.
- Strategic, local and amenity cycle routes within the green infrastructure network.

Figure 25. Town Centre landscape and GI concept

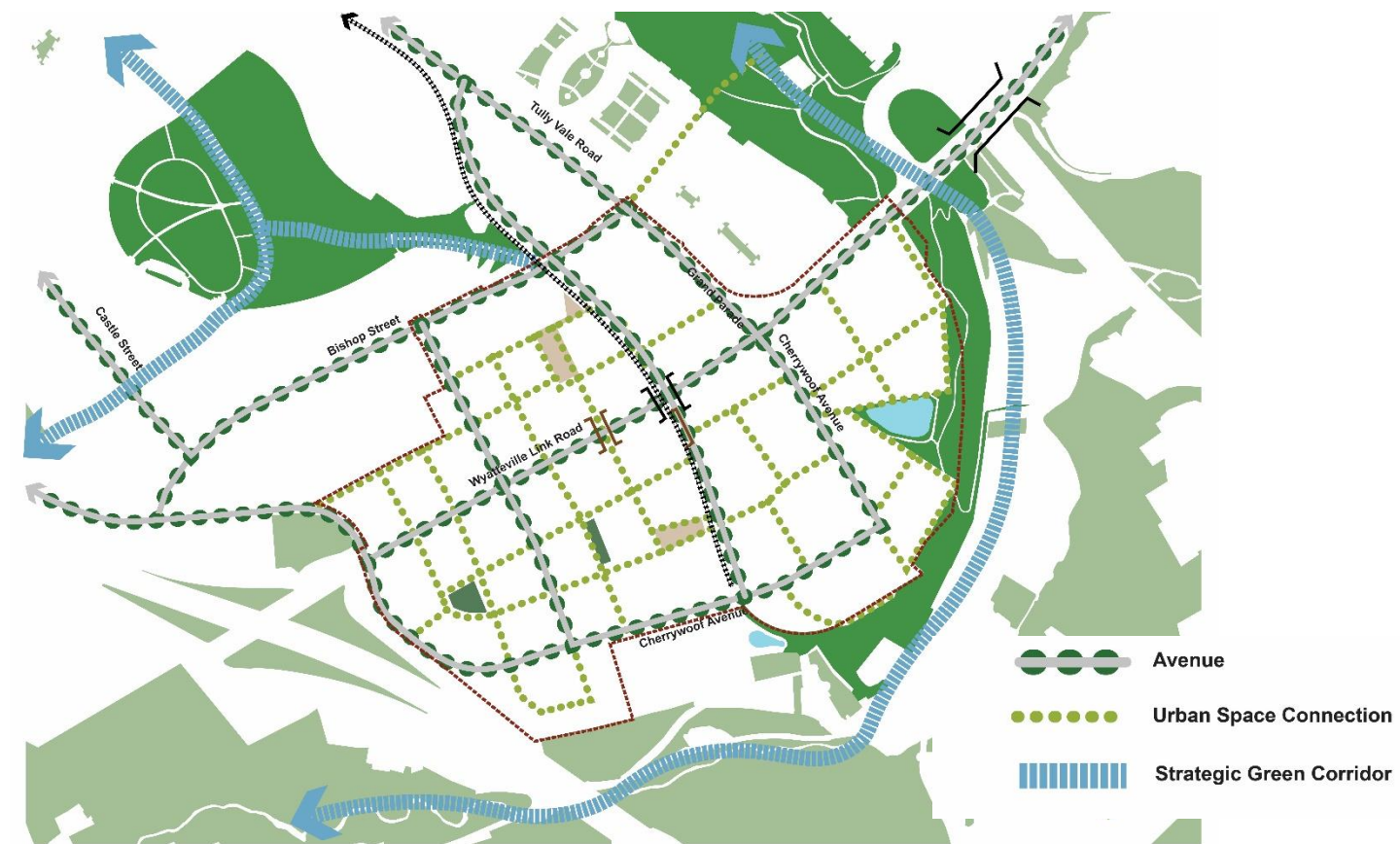
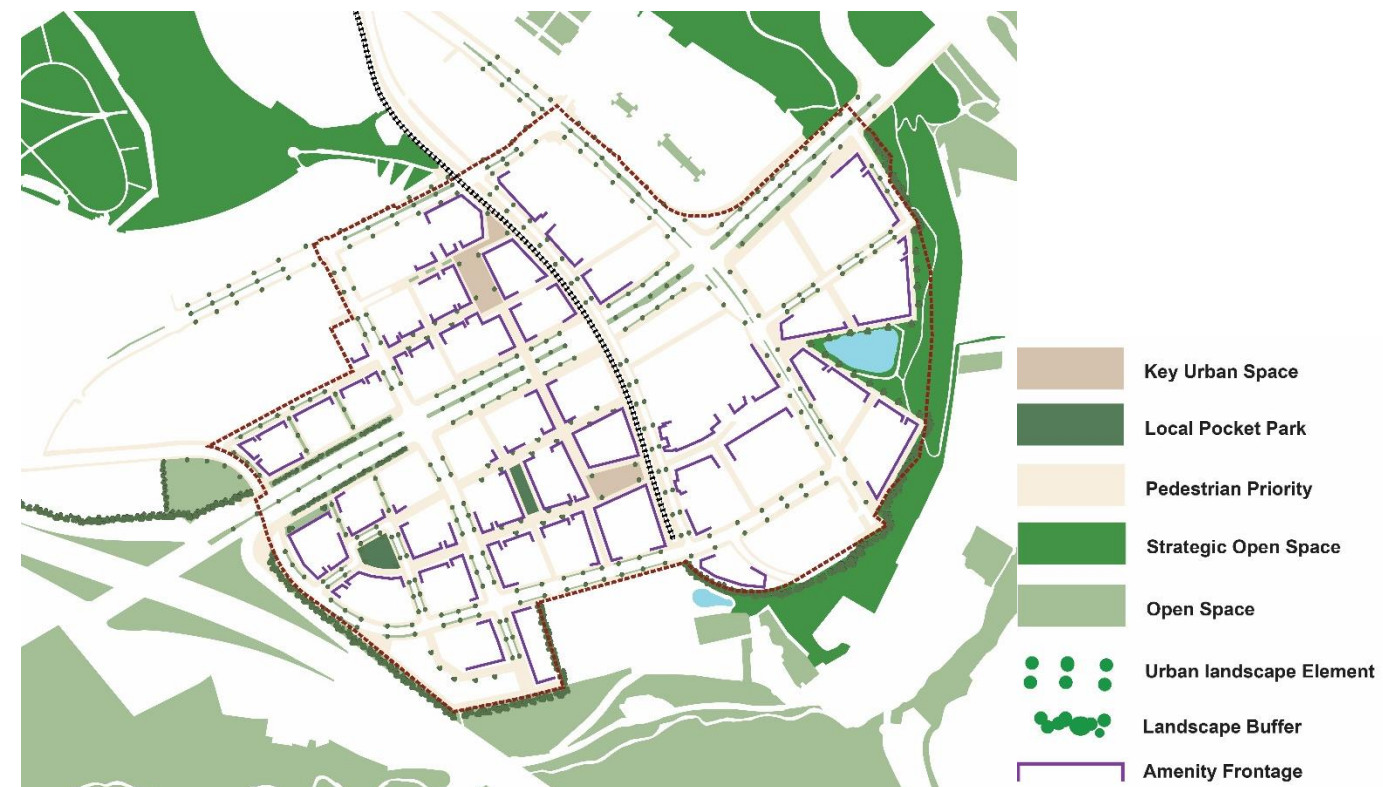


Figure 26. Town centre public realm concept



4.3.4 Urban block, grain and frontage

The urban design concepts describe the essential facets of the physical or urban structure of the Town Centre. Urban or physical form is a critical element of the urban structure, and the urban block and grain are critical elements that require robust and responsive planning and design. Given the life-time of the plan, urban blocks must deliver on important objectives of the CPS, and allow for flexibility in solutions and longer-term adaptability through change of use, reconfiguration, or redevelopment of all or part of the block.

The urban block structure emerges from the superblocks. It is critical that urban block structure is considered in advance of building layout or design. And it is the essential that block structure ties into and/or improves the performance of the larger, existing block structure. The pattern of urban blocks in the Town Centre developed iteratively with the route concept and landscape and GI concepts. Importantly, a permeable and connected route and landscape structure must still provide for viable urban blocks.

Urban grain generally refers to the pattern of development in an area, street or in an urban block. A mix of urban grain is one of the critical factors in achieving longer term viability through diversity in Town Centres – provides for greater use mix, adaptability and character and richness. The urban plot (which is the smallest subdivision of the urban block) is the best indicator of urban grain and the most appropriate element in guiding urban grain.

A coherent approach to block frontage will be achieved by adopting coherent and legible building lines. Building lines will have regard to the nature of the route and the nature and use of the building. Building lines will generally be continuous, avoiding staggers and unnecessary setbacks. These are wasteful, and can lead to unsupervised spaces. Building lines are established by reference to fixed and flexible street and space centre lines (with accompanying sections) (See The Code for further details).

The urban block and grain concept can be summarised as follows:

- Articulation of the superblocks with a distorted grid pattern of compact urban blocks.
- Compact block sizing to promote intensity of development and high levels of pedestrian permeability and accessibility.
- General alignment of urban blocks with surrounding existing and planned urban blocks to allow appropriate visual and/or physical connections.
- The provision of a range of urban block sizes of appropriate shape and orientation to optimise development potential.
- Block design to ensure perimeter block massing to promote continuity and enclosure of all streets and spaces and adequate space and dimensions (internal or back-to-back).
- Block layout to provide for adequate streets and spaces dimensions (external or front-to-front).
- Block design to facilitate well defined street and space corners.
- The provision of mixed urban grain (urban plots/separate buildings) within selected blocks in the Town Centre Core to promote greater mix of uses and diversity generally.

- Integration of finer urban grain at Cherrywood Square, the Civic Square and the Cherrywood Main Street.
- Coherent building lines reflecting the role of the route in the movement hierarchy, land use of the frontage buildings, and the need, or otherwise, for privacy at ground floor level.
- Fixed and flexible centre lines and frontages to ensure a coordinated approach to block planning and associated building lines.

Figure 27. Town centre block structure



Figure 28. Town centre key frontages

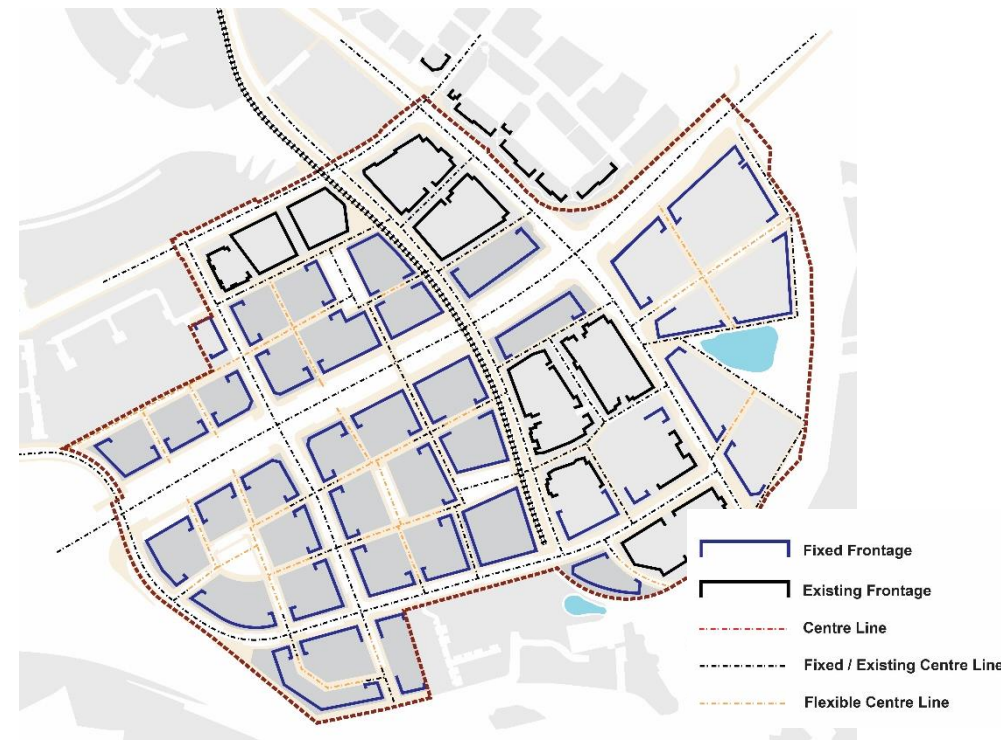
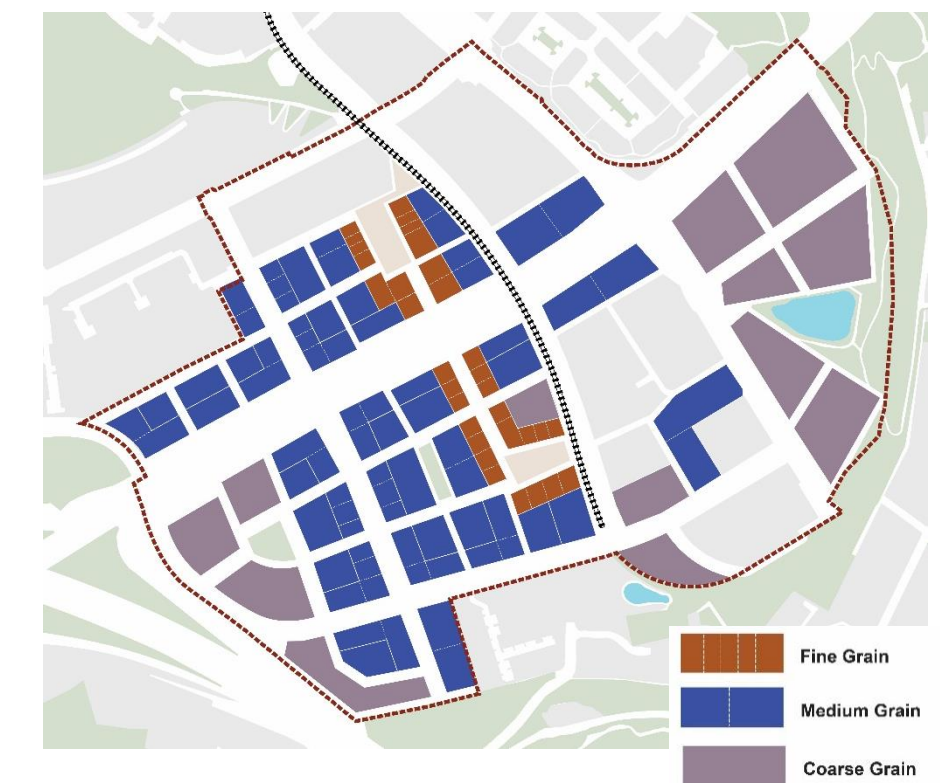


Figure 29. Town centre plot



4.3.5 Urban scale and building height

The urban scale of the Town Centre primarily reflects its intended role as a District Centre in the settlement structure of the County and the metropolitan area. The urban scale is benchmarked against policy and guidance and against successful places of similar role and scale elsewhere.

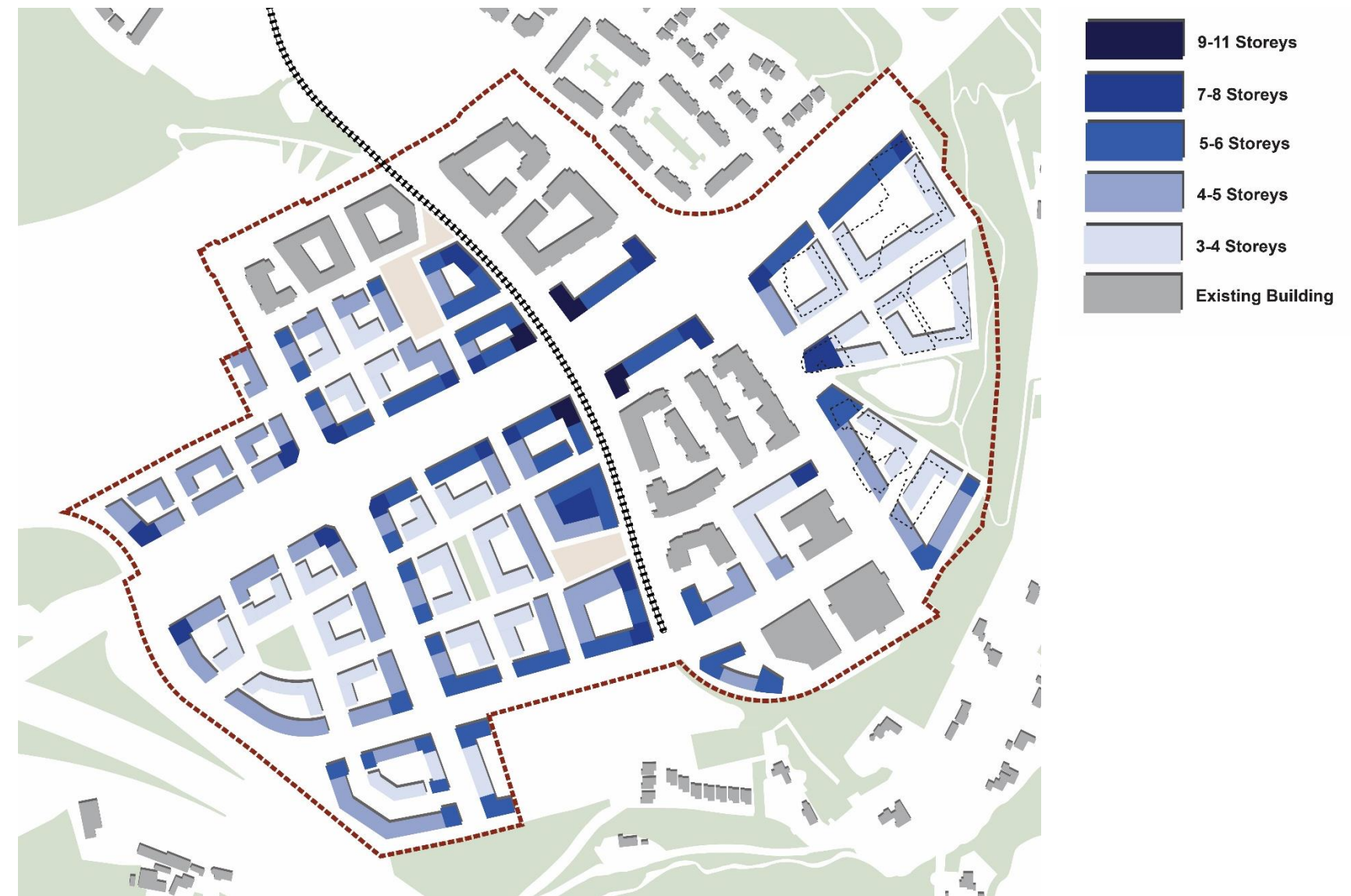
The scale in Cherrywood is definitively 'urban', while remaining broadly within a human scale (generally up to 5-6 storeys and equivalent with appropriate street widths). Urban scale is highly reflective of position and centrality in the Town Centre. The Town Centre Core will accommodate a greater density of development than the Town Centre Environs and this is reflected in the overall urban scale. General urban scale is also accentuated in key locations to reflect significance of role and function.

The building height concept (Figure 29) articulates the overall approach to urban scale. It is developed on a street frontage basis rather than on a block by block basis, to allow for greater variety and better fit to the different types of streets and spaces. Building height is combined with a massing approach that is based on the required perimeter block approach to provide the appropriate scale relationships between buildings and streets and spaces, and internal block courtyards and spaces.

This spatial concept is based on:

- A coherent approach to urban scale across the Town Centre, reflecting overall function and accessibility.
- A variety in building scale, density and building typologies, which is responsive to location, street and space type, block size, shape and orientation, micro-climate and the nature and importance of the frontage.
- Appropriate street to width relationships to ensure good access to daylight and sunlight to the surfaces and frontages of all streets so they can support a level of 'streetlife' for as much of the year as possible.
- The enclosure of streets and spaces with appropriate massing and scale to reflect location and order of streets and spaces.
- Generally a greater scale of frontage to wider link roads, and where changes in topography and breaks in grade allow.
- An urban human scale to Cherrywood Main Street.
- An urban human scale to Cherrywood Square and Civic Square to avoid over-scaling and overbearing of critical urban spaces.
- Greater flexibility around scale and continuity of frontage on smaller local streets and spaces.
- Appropriate handling of key block corners with building scale increases where appropriate to aid local legibility.
- Taller buildings positioned to accentuate the urban form and to aid local and distant legibility.

Figure 30. Town centre building height ranges



5 Masterplan

The masterplan shows the indicative, integrated urban and landscape structure for the lands and an overall approach to the layout and design of development of Cherrywood Town Centre. It is developed from the larger spatial concepts for Cherrywood, and the urban design concepts for the Town Centre. It is also informed by urban design and related guidance and best practice, and the set of social economic and environmental considerations surrounding this review.

The masterplan is prescriptive around key parameters where consistency and quality of approach is essential. The masterplan shows an indicative two-dimensional framework of building placement and massing across the Town Centre, based on key parameters for determining location, extent and scale of development (See Code for more detail on parameters).

The masterplan shows the importance of coherence and continuity of urban form in creating legible streets and spaces as a basis for a unique sense of place and images for Cherrywood Town Centre.

The alignment of streets, blocks and building frontages is a critical element in successful and coherent masterplanning across the Town Centre. Fixed and flexible street and space centre lines are used to establish appropriate street dimensions (further detailed in the Code) and coherent fixed and flexible building frontages (building lines).

The three-dimensional aspect of the masterplan is described by a series of transections through the Town centre and an indicative 3-D model indicating the built form, scale and character of a completed Town Centre.

The Urban Design Code provides greater detail in the form of controls and guidance for the superblocs and key streets and spaces in the Town Centre.

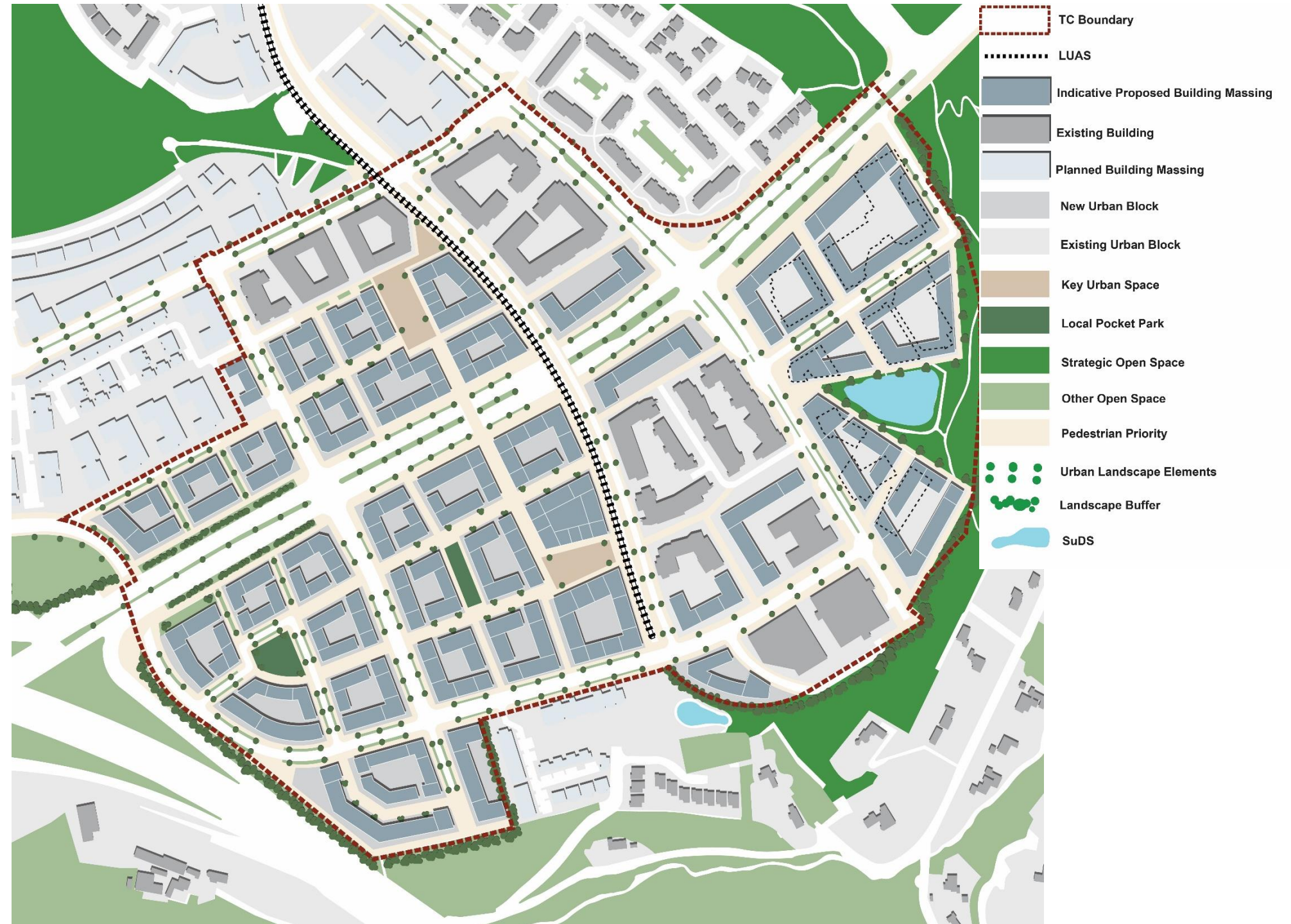


Figure 31. Town Centre Masterplan

5.1 Centre lines and building massing

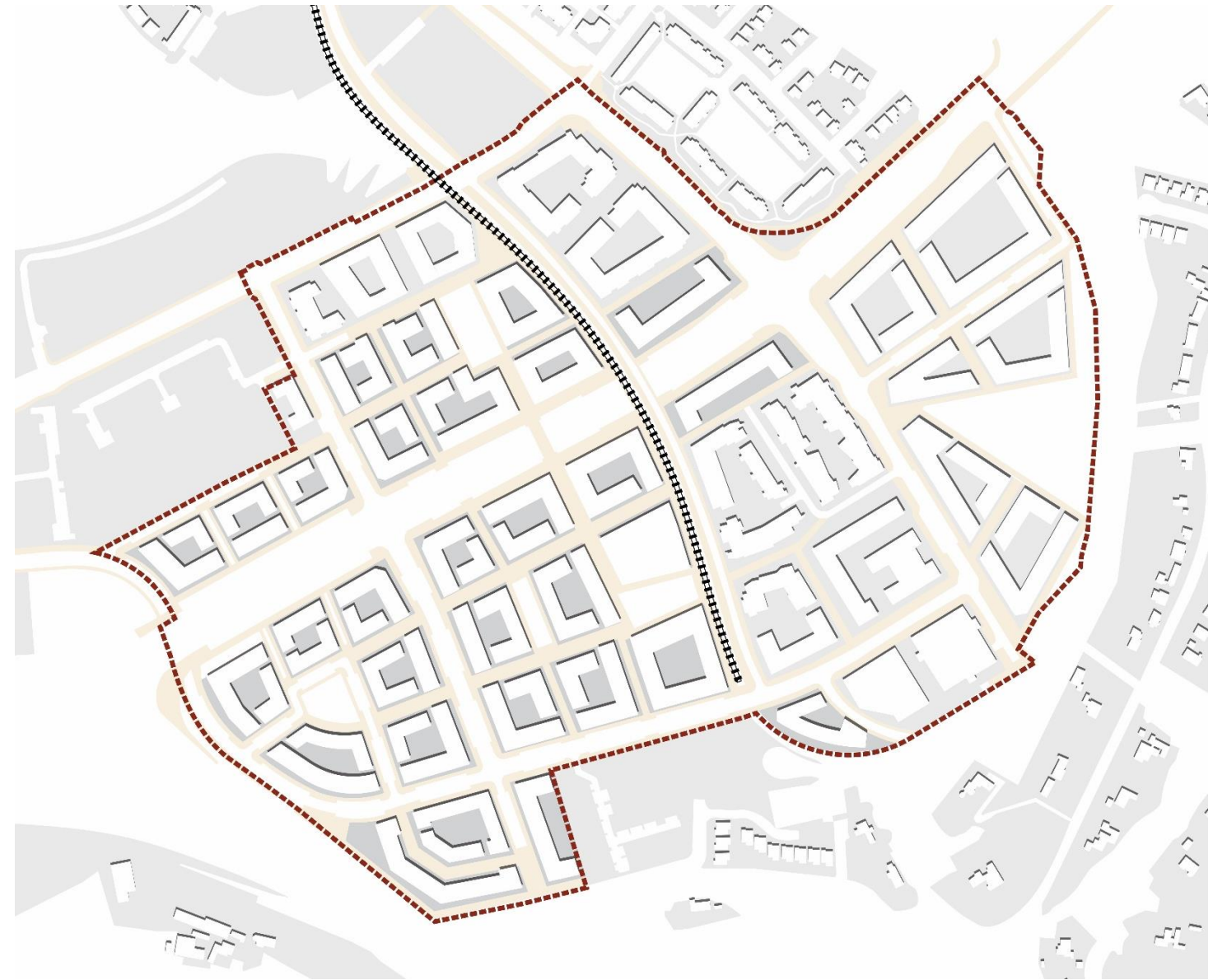
The centre lines and levels provide the reference for street design and building form parameters. It also shows difference levels within the town centre core area at different key street junctions.

Building massing articulates the overall figure ground approach to urban scale and massing. It shows the potential building footprint and coverage area within each block.

Figure 32. Centre lines and levels



Figure 33: Building Massing



5.2 Transections

A grid of indicative transections spans the Town Centre, clarifying the essential relationship between the topography, proposed and existing development, streets and spaces and other critical physical infrastructure.

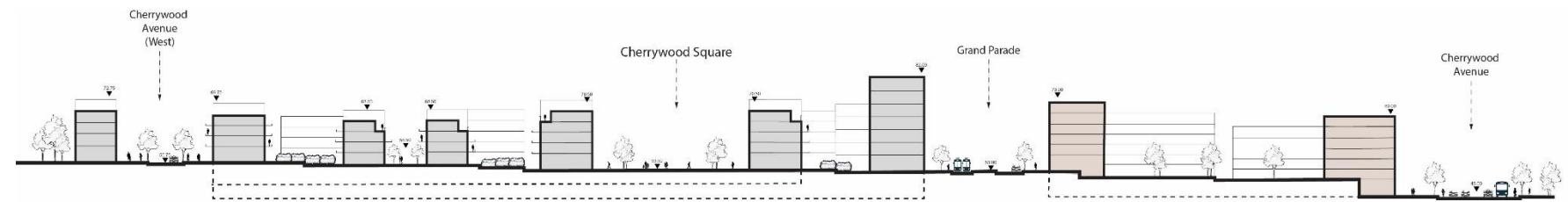


Figure 34. Transection A-A

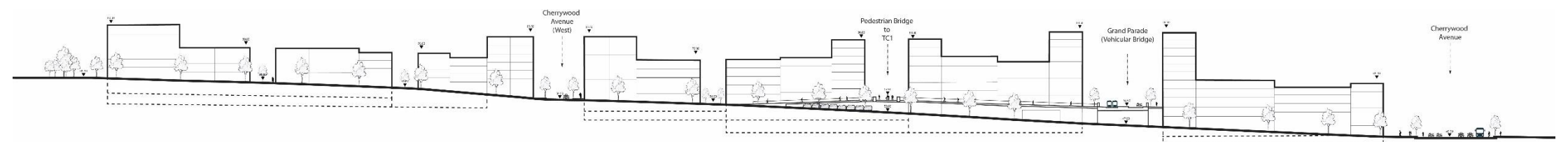


Figure 35. Transection B-B

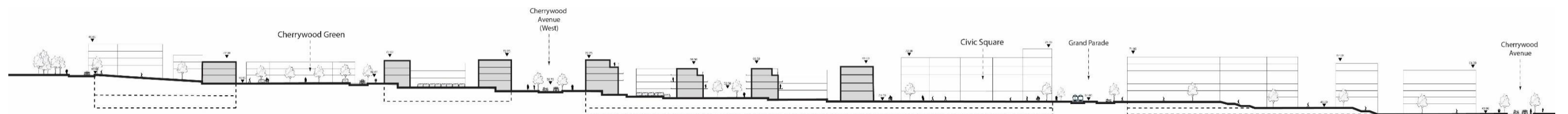


Figure 36. Transection C-C

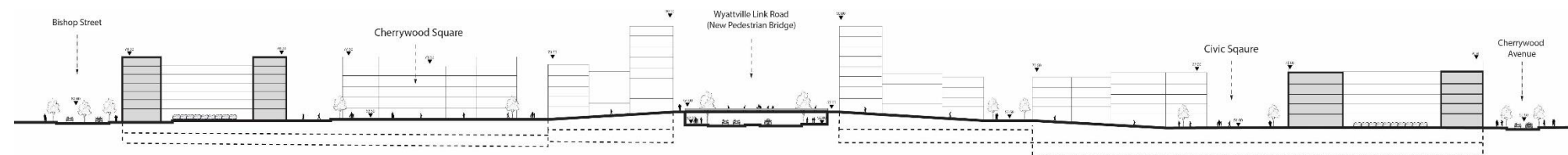


Figure 37. Transection D-D

Figure 38. 3D Model of CPS and Town Centre.



6 Urban design code

Urban design codes support the delivery of the principles of sustainable settlements and principles of good urban design and placemaking (as set out in statutory plans, policy and guidance).

Codes are tailored to reflect local conditions and context, and the underpinning spatial and urban design concepts. They provide maximum clarity about design expectations, while providing a suitable amount of flexibility, where justified.

The code is a simple, concise illustrated set of urban design requirements. It is visual and numerical, and wherever possible provides specific, detailed parameters for the physical development of the Town Centre.

This code deals comprises three elements (Figure 36):

- Superblocks– setting out the essential urban design parameters for larger quadrants;
- Streets – setting out essential urban design parameters for selected streets and street types; and
- Urban spaces – setting out essential urban design parameters for selected spaces.

Table 2 explains the parameters and the their purpose in the code.

Parameter	Purpose
Plot ratio	Provides a range (min to max) for gross permissible floorspace in each superblock (i.e. Gross floorspace divided by gross superblock area)
Parcels	Breakdown of superblock into smaller to developable portions.
Indicative frontage land use	An indication on how land use might be distributed to building/street frontages at different levels.
Routes	The network and hierarchy of routes in the superblock.
Movement	Indicative movement and access for all modes.
Urban blocks	The configuration and distribution of urban blocks.
Landscape and urban space	The network of landscape and open space elements.
Indicative urban grain	An approach to delivering mixed urban grain along frontages.
Building height	Overall building height range by floor.
Indicative massing	An indication of how massing might be approached to meet the parameters.
Target levels	Important finished ground levels that should be targeted.
Centre lines and frontages	Fixed and flexible centre lines and the related fixed and flexible building lines.
Indicative 3-D modelling	Modelling of the plan and massing to assist in understanding scale and relationships.
Indicative sections	The relationship between street and enclosing buildings and indication of the allocation of street space.

Table 2. The parameters of the code.

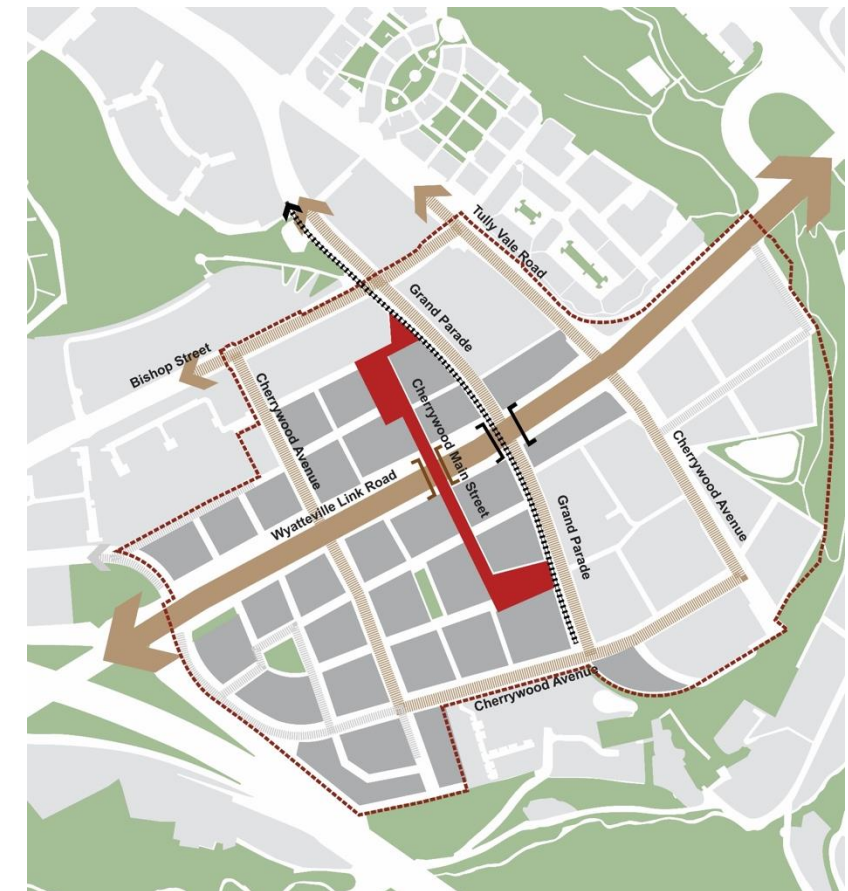


Figure 39. Urban blocks, route and space concept

6.1 Superblocks

The superblocks in Cherrywood Town Centre are large and distinct development areas defined by perimeter, link streets and/or higher-level open spaces.

There are 9 superblocks in the Town Centre: 4 superblocks in the Town Centre Core and 5 superblocks in the Town Centre Environs. The superblocks are coded TCC for Town Centre Core (i.e. TCC1-4) and TCE for Town Centre Environs (i.e. TCE 1-5). TCE5 is part of a larger superblock, the greater part of which lies outside the Town Centre.

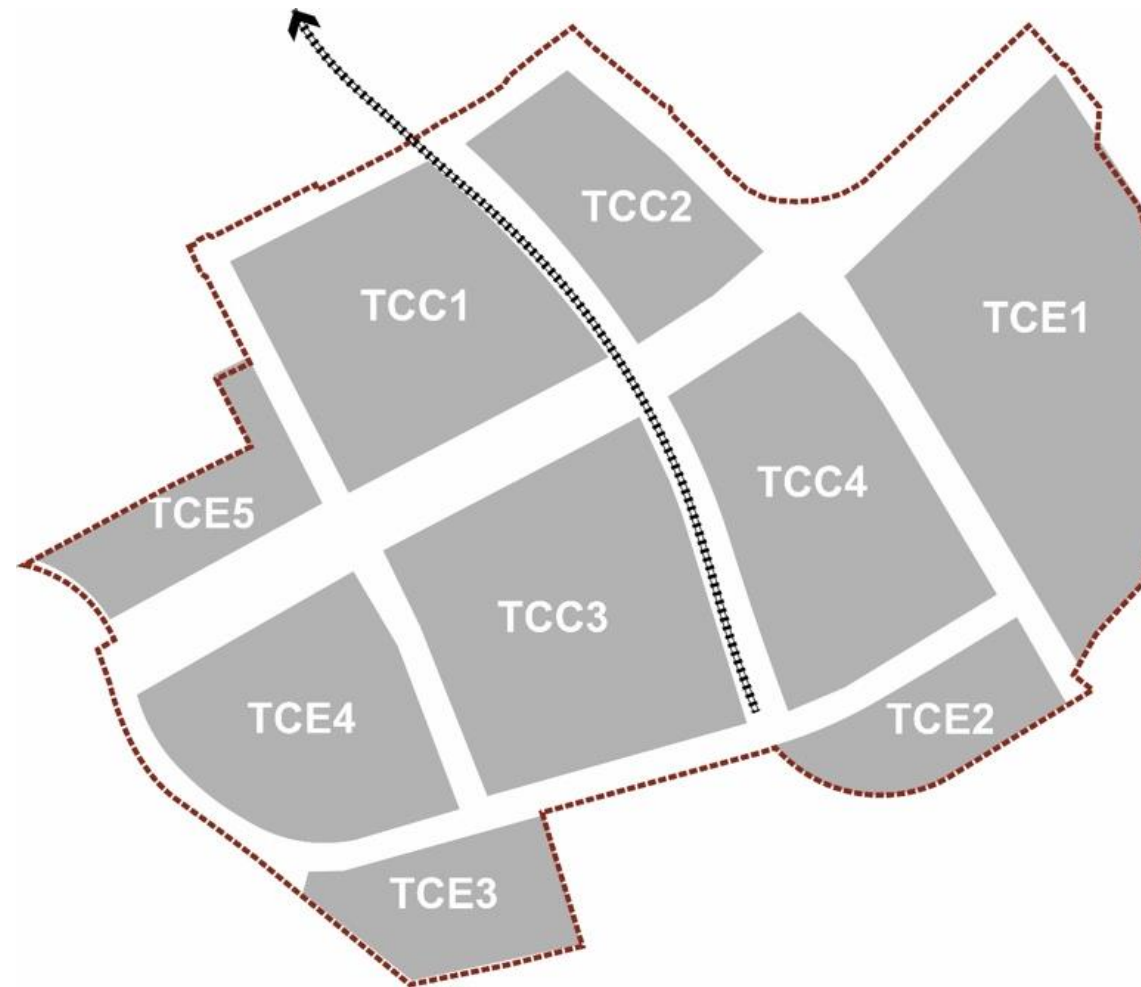
Superblocks are divided into smaller, individual parcels, which can be developed on a phased basis. The parcels also allow intensity of development and development capacity to be described and controlled. Parcels typically contain individual urban blocks (the net developable area within a parcel) and an appropriate portion of surrounding streets and spaces (typically to the centre line of adjoining streets and spaces). Higher-level/strategic routes and spaces surrounding superblocks are excluded from parcels.

Parameters and guidance for development are provided at superblock level, rather than for the individual urban block. This allows flexibility in delivering quality development and design solutions. Importantly, the code sets out specific parameters and guidance on the nature, extent and distribution of development within the superblock.

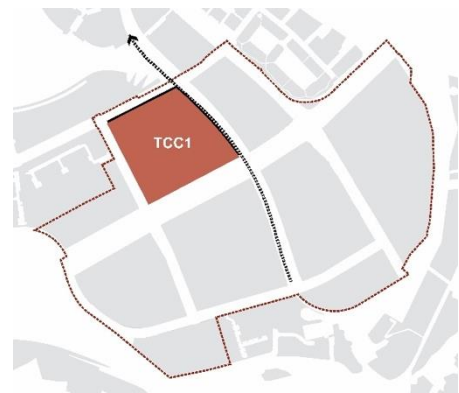
The superblock code describes the superblock location within the Town Centre, its critical areas, dimensions and attributes. It includes the following essential parameters in graphic and/or numerical terms:

- Land use mix and overall use distribution and indicative block frontage use;
- Routes and space structure and hierarchy including fixed and flexible street and space centre lines, street and space enclosure ratios;
- Access and mobility for all modes including including vehicular access and car parking, loading, servicing and maintenance, emergency access;
- Urban form including urban block structure, fixed and flexible building frontages, indicative massing, continuity and enclosure, and urban grain (plot and building);
- Urban scale including general massing and volumes, building height parameters, and taller, landmark buildings.
- Development capacity in the form of plot ratio range for the superblock.

Figure 40: Town centre superblocks



Town Centre Core	
Superblock	TCC1 (including TCC1A and TCC1B)
Area (Ha.)	4.33 (1.23 ha. TCC1A and 3.10 ha. TCC1B)
Parcels	9 (3 parcels in TCC1A and 6 parcels TCC1B)
Land use	TCC uses
Plot ratio range	2.4 - 2.8:1
Urban scale	General range 4-8 storeys. Higher buildings 9-12 storeys.



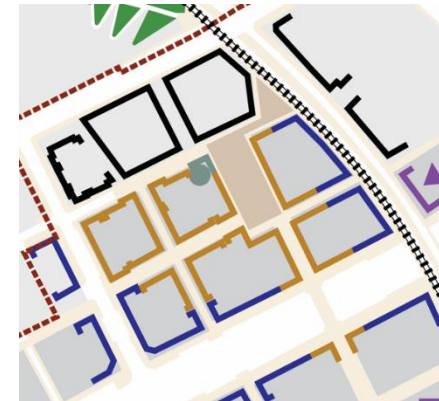
Parcel	Gross area (ha.)
TCC1B-1	0.44
TCC1B-2	0.50
TCC1B-3	0.60
TCC1B-4	0.44
TCC1B-5	0.59
TCC1B-6	0.53



Indicative frontage land use



Ground floor/ground level

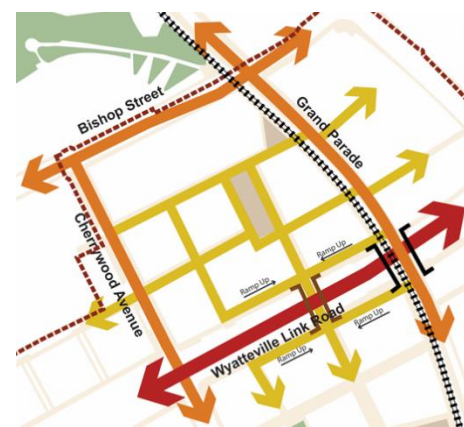


Upper floors

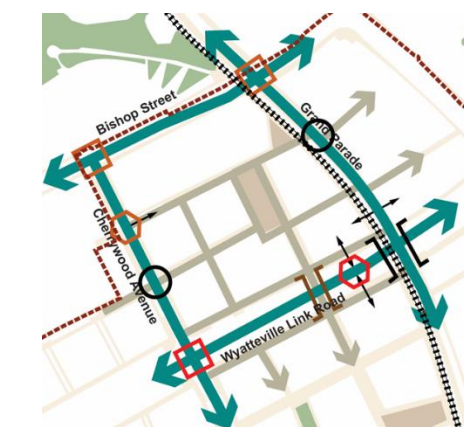


Basements/below podium

Routes



Movement



Superblock code	Cherrywood TC
Town Centre Core	Draft
TCC1B-1	1/3

- Mixed Use / Access Parking / Servicing
- Independent or Connected Access Parking / Servicing
- Retail and Services Frontage
- UrbComm / Mixed Use Frontage
- SEU Frontage
- Civic and Community Frontage
- Residential Frontage
- Leisure, Recreation and Tourism Frontage
- Accessibility Hub
- Civic and Community Centre
- Hotel and Related Service
- Potential Social Enterprise
- Leisure, Recreation and Tourism
- Existing Frontage
- Key Retail and Services Frontage
- Key Mixed Use Frontage
- Key Residential Frontage
- Key SEU Frontage
- TCC Use Mix
- TCE Use Mix
- LUAS / LUAS Stop
- Strategic Route (M50)
- Arterial Route
- Primary (Link) Route
- Secondary (Link) Route
- Tertiary (Local) Route
- Green Avenue
- Tertiary/Local Street - Active Travel Vehicular
- Local Street Active Travel Pedestrian and Cyclist
- Access to Basement / Lower Levels
- Vehicular, Pedestrian and Cycle Bridge
- Pedestrian and Cycle Bridge
- Existing Signalled Junction (Link Route)
- Improved Signalled Junction (Link Route)
- Proposed Signalled Junction (Link Route)
- Existing Signalled Junction (Link Route / Access)
- Improved Signalled Junction (Link Route / Access)
- Proposed Signalled Junction (Link Route / Access)
- Proposed Active Travel Crossing / Service Access

Urban blocks



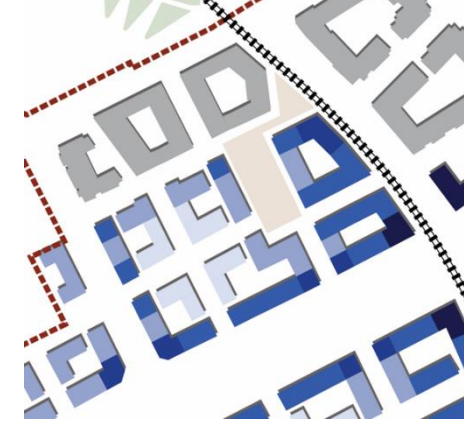
Landscape and open space



Indicative urban grain



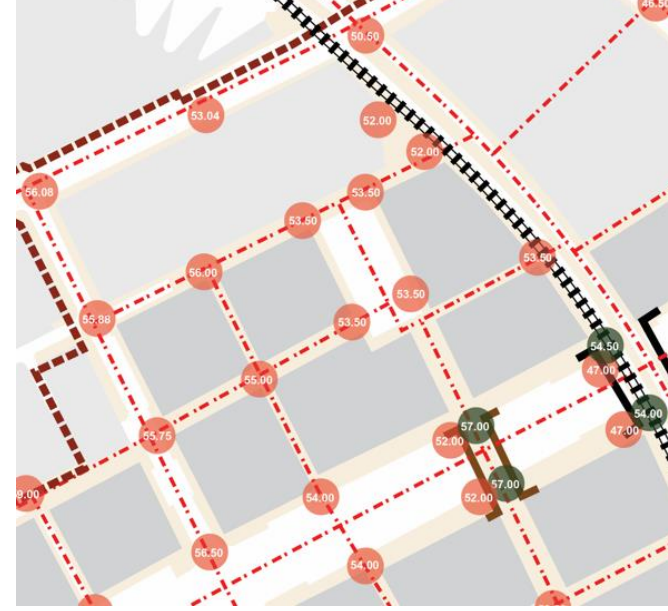
Building height



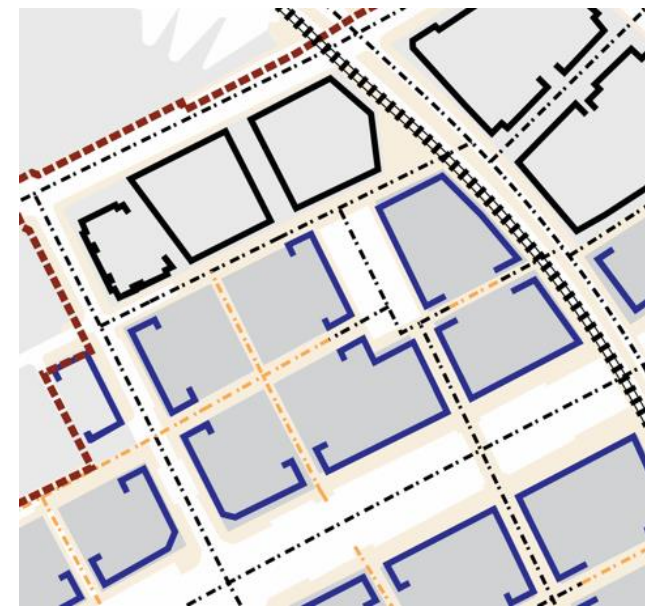
Indicative massing



Target levels



Centre lines and frontages



- 9-11 Storeys
- 7-8 Storeys
- 5-6 Storeys
- 4-5 Storeys
- 3-4 Storeys
- Existing Building
- Building Massing
- New Urban Block
- Existing Urban Block
- Key Urban Space
- Local Pocket Park
- Pedestrian Priority
- Strategic Open Space
- Open Space
- Urban landscape Element
- Landscape Buffer
- Amenity Frontage
- Fine Grain
- Medium Grain
- Coarse Grain
- Fixed Frontage
- Existing Frontage
- Centre Line
- Fixed / Existing Centre Line
- Flexible Centre Line

Superblock code	Cherrywood TC
Town Centre Core	Rev1
TCC1B-1	2/3

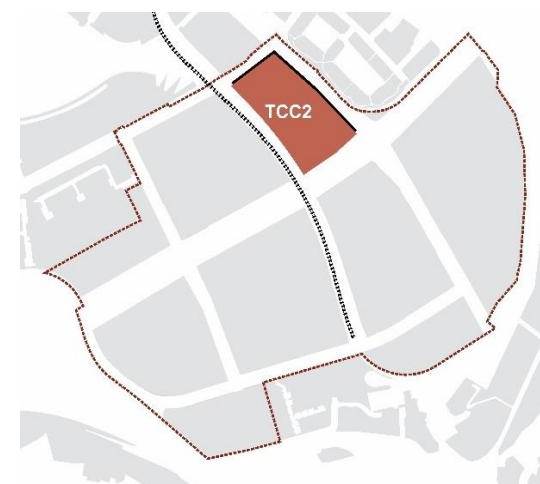
Indicative 3-dimensional massing



Superblock code	Cherrywood TC
Town Centre Core	Rev1
TCC1B-1	3/3

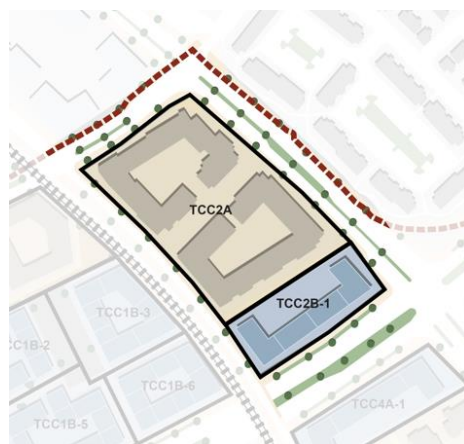
Town Centre Core

Superblock	TCC2 (Built and TCC2B)
Area (Ha.)	2.16 (1.62 ha. Built and 0.54 ha. TCC2B)
Parcels	3 (2 parcels Built and 1 parcel TCC2D)
Land use	TCC uses
Plot ratio	2.4 -2.8:1
Urban scale	General range 4-8 storeys. Higher buildings 9-12 storeys.



Superblock code	Cherrywood TC
Town Centre Core	Rev1
TCC2	1/3

Parcels



Parcel	Gross area (ha.)
TCC2B	0.54

Indicative frontage land use

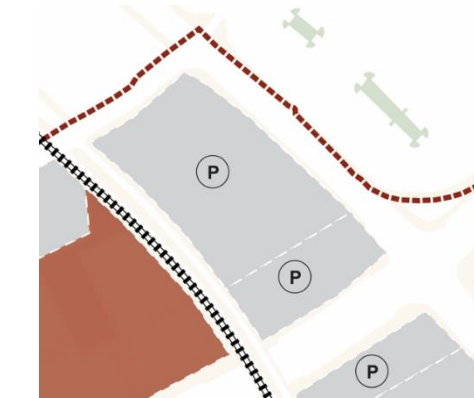


Ground floor/ground level



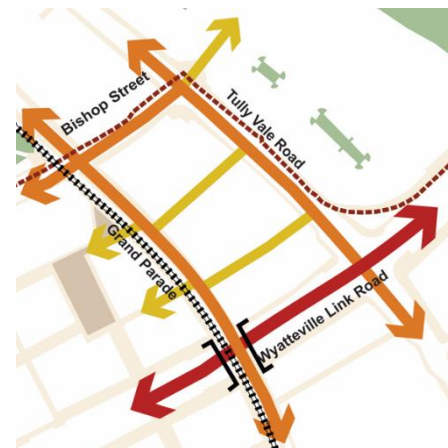
Upper floors

Overall land use

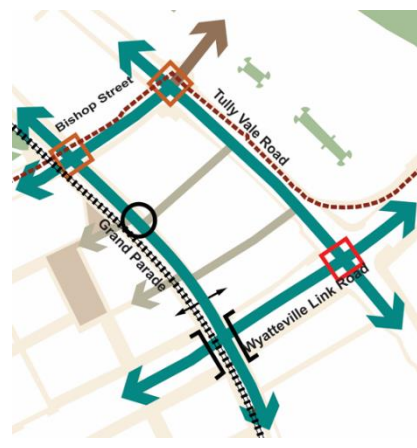


Basement / Below Podium

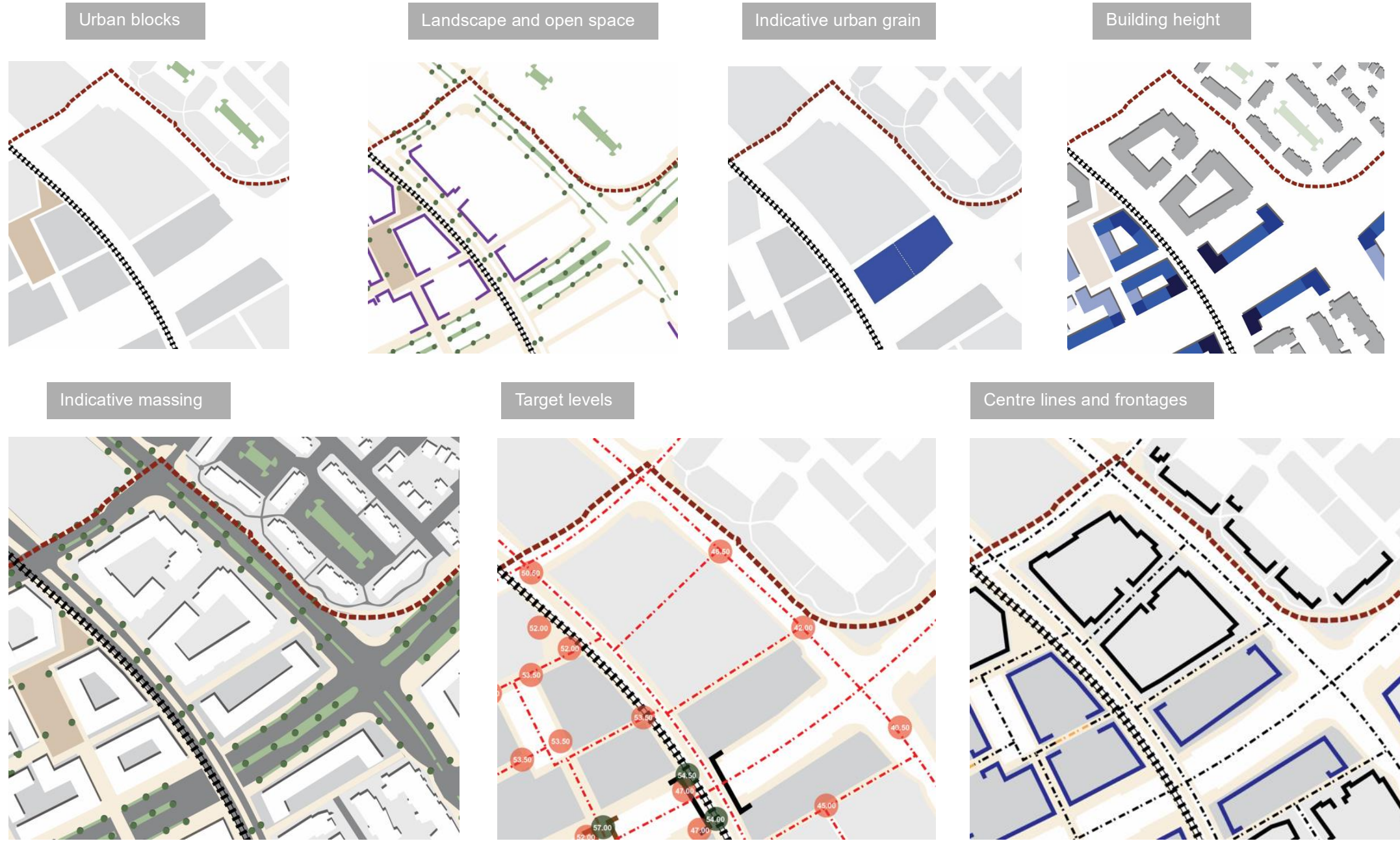
Routes



Movement



- Mixed Use / Access Parking / Servicing
- Independent or Connected Access Parking / Servicing
- Retail and Services Frontage
- UrbComm / Mixed Use Frontage
- SEU Frontage
- Civic and Community Frontage
- Residential Frontage
- Leisure, Recreation and Tourism Frontage
- Accessibility Hub
- Civic and Community Centre
- Hotel and Related Service
- Potential Social Enterprise
- Leisure, Recreation and Tourism
- Existing Frontage
- Key Retail and Services Frontage
- Key Mixed Use Frontage
- Key Residential Frontage
- Key SEU Frontage
- TCC Use Mix
- TCE Use Mix
- LUAS / LUAS Stop
- Strategic Route (M50)
- Arterial Route
- Primary (Link) Route
- Secondary (Link) Route
- Tertiary (Local) Route
- Green Avenue
- Tertiary/Local Street - Active Travel Vehicular
- Local Street Active Travel Pedestrian and Cyclist
- Access to Basement / Lower Levels
- Vehicular, Pedestrian and Cycle Bridge
- Pedestrian and Cycle Bridge
- Existing Signalled Junction (Link Route)
- Improved Signalled Junction (Link Route)
- Proposed Signalled Junction (Link Route)
- Existing Signalled Junction (Link Route / Access)
- Improved Signalled Junction (Link Route / Access)
- Proposed Signalled Junction (Link Route / Access)
- Proposed Active Travel Crossing / Service Access



- 9-11 Storeys
- 7-8 Storeys
- 5-6 Storeys
- 4-5 Storeys
- 3-4 Storeys
- Existing Building
- Building Massing
- New Urban Block
- Existing Urban Block
- Key Urban Space
- Local Pocket Park
- Pedestrian Priority
- Strategic Open Space
- Open Space
- Urban landscape Element
- Landscape Buffer
- Amenity Frontage
- Fine Grain
- Medium Grain
- Coarse Grain
- Fixed Frontage
- Existing Frontage
- Centre Line
- Fixed / Existing Centre Line
- Flexible Centre Line

Superblock code	Cherrywood TC
Town Centre Core	Rev1
TCC2	2/3

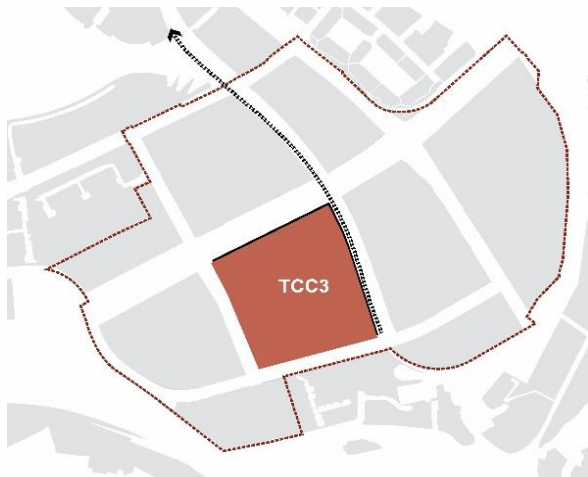
Indicative 3-dimensional massing



Superblock code	Cherrywood TC
Town Centre Core	Rev1
TCC2	3/3

Town Centre Core

Superblock	TCC3
Area (Ha.)	5.38
Parcels	9
Land use	TCC uses
Plot ratio	2.4 -2.8:1
Urban scale	General range 4-8 storeys. Higher buildings 9-12 storeys.



Superblock code	Cherrywood TC
Town Centre Core	Rev1
TCC3	1/3

Parcels



Parcel	Gross area (ha.)
TCC3-1	0.42
TCC3-2	0.51
TCC3-3	0.60
TCC3-4	0.61
TCC3-5	0.65
TCC3-6	0.67
TCC3-7	0.58
TCC3-8	0.59
TCC3-9	0.75

Indicative frontage land use



Ground floor/ground level

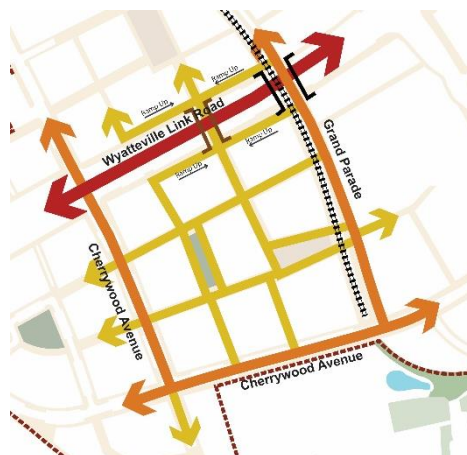


Upper floors

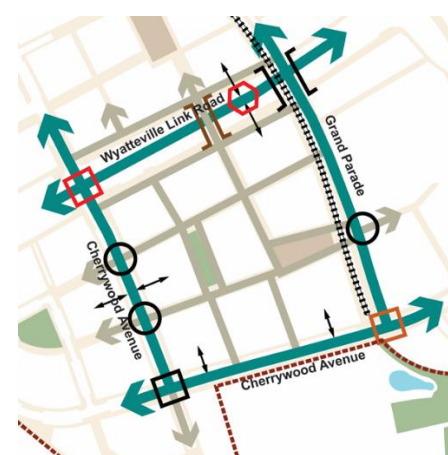


Basements/below podium

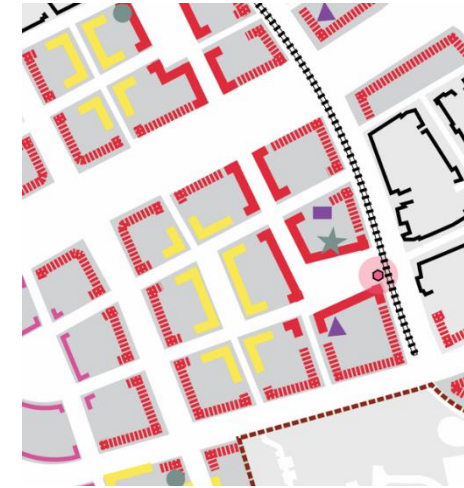
Routes



Movement

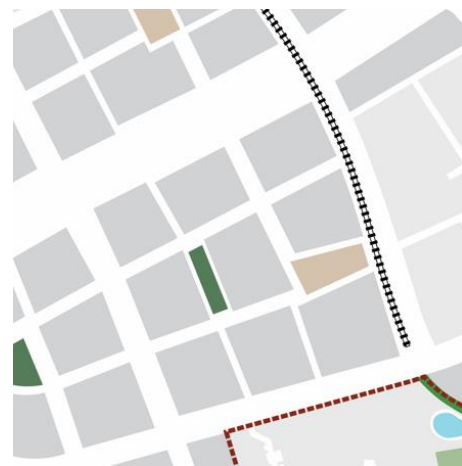


Overall land use



- Mixed Use / Access Parking / Servicing
- Independent or Connected Access Parking / Servicing
- Retail and Services Frontage
- UrbComm / Mixed Use Frontage
- SEU Frontage
- Civic and Community Frontage
- Residential Frontage
- Leisure, Recreation and Tourism Frontage
- Accessibility Hub
- Civic and Community Centre
- Hotel and Related Service
- Potential Social Enterprise
- Leisure, Recreation and Tourism
- Existing Frontage
- Key Retail and Services Frontage
- Key Mixed Use Frontage
- Key Residential Frontage
- Key SEU Frontage
- TCC Use Mix
- TCE Use Mix
- LUAS / LUAS Stop
- Strategic Route (M50)
- Arterial Route
- Primary (Link) Route
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- Vehicular, Pedestrian and Cycle Bridge
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- Proposed Signalled Junction (Link Route)
- Existing Signalled Junction (Link Route / Access)
- Improved Signalled Junction (Link Route / Access)
- Proposed Signalled Junction (Link Route / Access)
- Proposed Active Travel Crossing / Service Access

Urban blocks



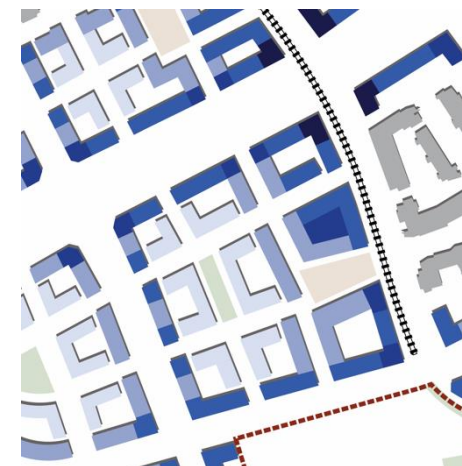
Landscape and open space



Indicative urban grain



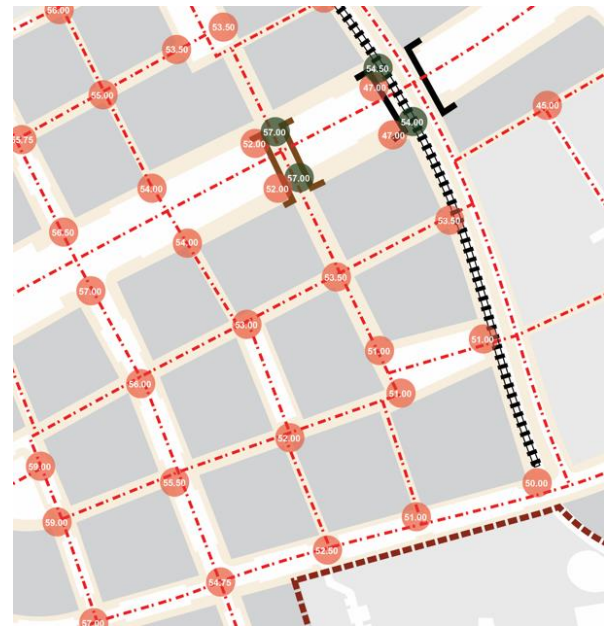
Building height



Indicative massing



Target levels



Centre lines and frontages



- 9-11 Storeys
- 7-8 Storeys
- 5-6 Storeys
- 4-5 Storeys
- 3-4 Storeys
- Existing Building
- Building Massing
- New Urban Block
- Existing Urban Block
- Key Urban Space
- Local Pocket Park
- Pedestrian Priority
- Strategic Open Space
- Open Space
- Urban landscape Element
- Landscape Buffer
- Amenity Frontage
- Fine Grain
- Medium Grain
- Coarse Grain
- Fixed Frontage
- Existing Frontage
- Centre Line
- Fixed / Existing Centre Line
- Flexible Centre Line

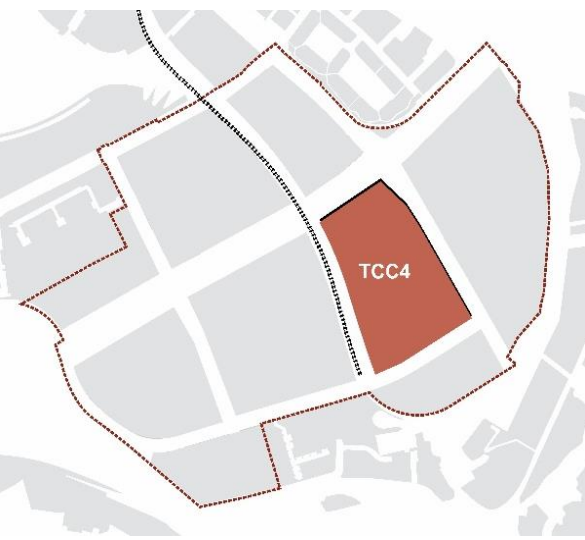
Superblock code	Cherrywood TC
Town Centre Core	Rev1
TCC3	2/3

Indicative 3-dimensional massing

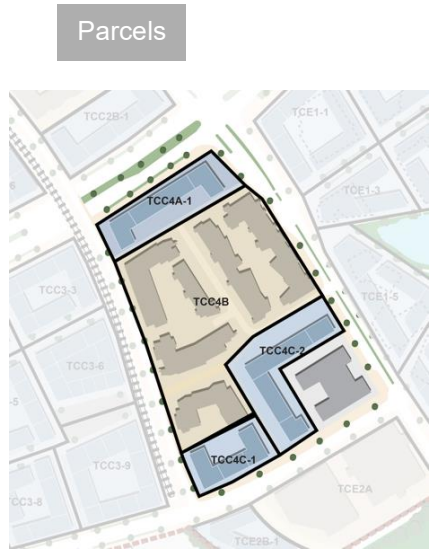


Superblock code	Cherrywood TC
Town Centre Core	Rev1
TCC3	3/3

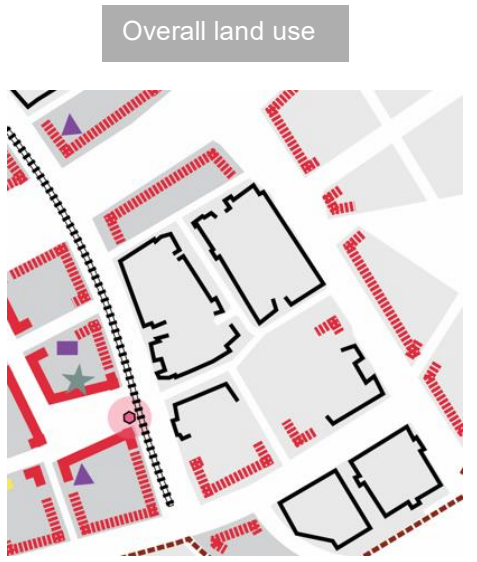
Town Centre Core	
Superblock	TCC4
Area (Ha.)	4.12 (2.71 ha. Built and 1.41 ha. TCC4A-1, TCC4C-1, & TCC4C-2)
Parcels	6 (3 Parcels Built and 3 Parcels TCC4A-1, TCC4C-1, & TCC4C-2)
Land use	TCC uses
Plot ratio	2.4 -2.8:1
Urban scale	General range 4-8 storeys. Higher buildings 9-12 storeys.



Superblock code	Cherrywood TC
Town Centre Core	Rev1
TCC4	1/3



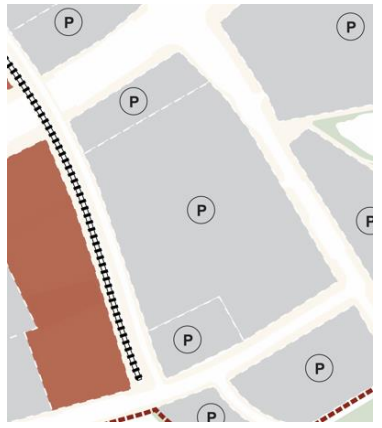
Parcel	Gross area (ha.)
Built	2.71
TCC4A-1	0.54
TCC4C-1	0.34
TCC4C-2	0.53



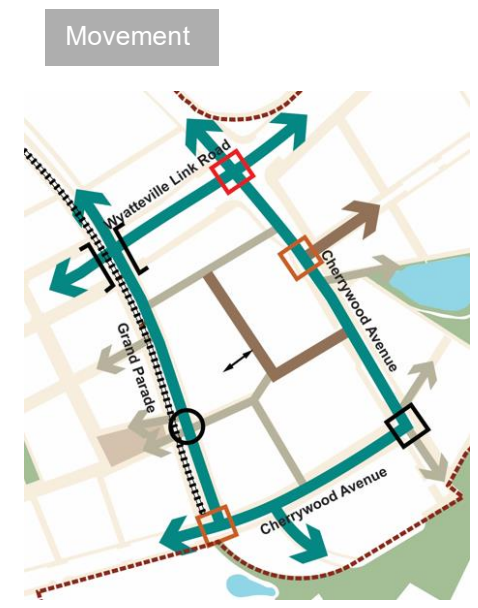
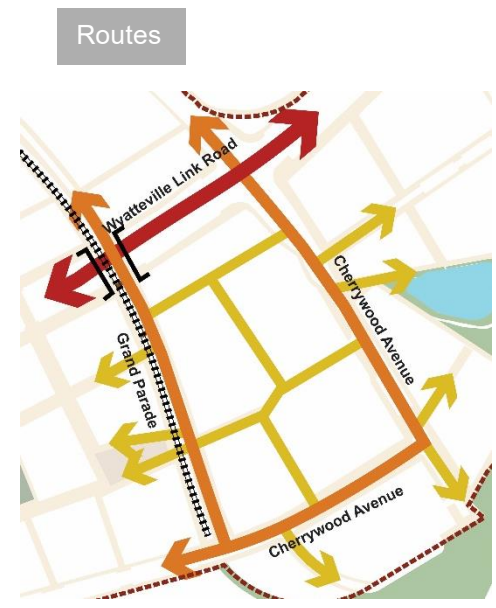
Ground floor/ground level



Upper floors



Basements/below podium



- Mixed Use / Access Parking / Servicing
- Independent or Connected Access Parking / Servicing
- Retail and Services Frontage
- UrbComm / Mixed Use Frontage
- SEU Frontage
- Civic and Community Frontage
- Residential Frontage
- Leisure, Recreation and Tourism Frontage
- Accessibility Hub
- Civic and Community Centre
- Hotel and Related Service
- Potential Social Enterprise
- Leisure, Recreation and Tourism
- Existing Frontage
- Key Retail and Services Frontage
- Key Mixed Use Frontage
- Key Residential Frontage
- Key SEU Frontage
- TCC Use Mix
- TCE Use Mix
- LUAS / LUAS Stop
- Strategic Route (M50)
- Arterial Route
- Primary (Link) Route
- Secondary (Link) Route
- Tertiary (Local) Route
- Green Avenue
- Tertiary/Local Street - Active Travel Vehicular
- Local Street Active Travel Pedestrian and Cyclist
- Access to Basement / Lower Levels
- Vehicular, Pedestrian and Cycle Bridge
- Pedestrian and Cycle Bridge
- Existing Signalled Junction (Link Route)
- Improved Signalled Junction (Link Route)
- Proposed Signalled Junction (Link Route)
- Existing Signalled Junction (Link Route / Access)
- Improved Signalled Junction (Link Route / Access)
- Proposed Signalled Junction (Link Route / Access)
- Proposed Active Travel Crossing / Service Access

Urban blocks



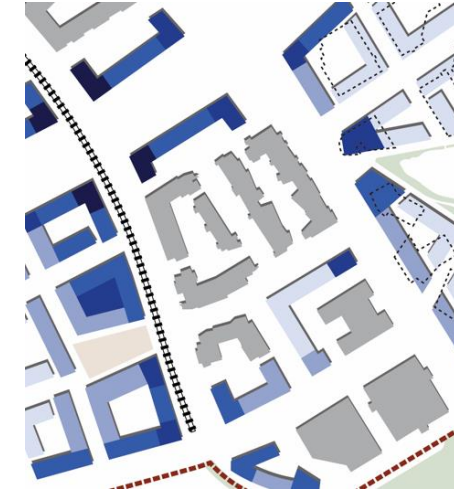
Landscape and open space



Indicative urban grain



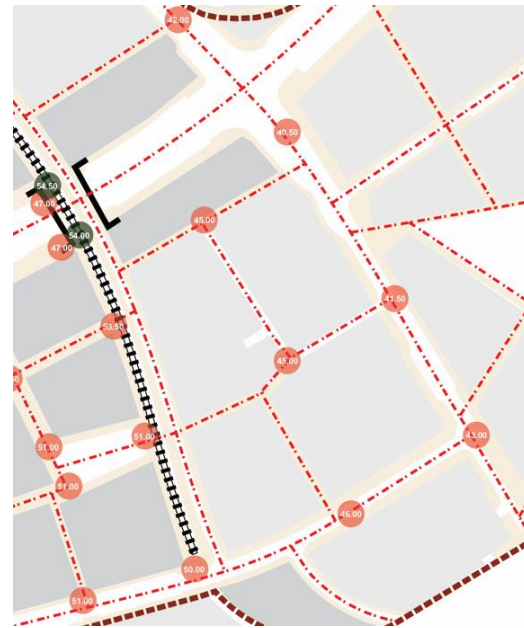
Building height



Indicative massing



Target levels



Centre lines and frontages



- 9-11 Storeys
- 7-8 Storeys
- 5-6 Storeys
- 4-5 Storeys
- 3-4 Storeys
- Existing Building
- Building Massing
- New Urban Block
- Existing Urban Block
- Key Urban Space
- Local Pocket Park
- Pedestrian Priority
- Strategic Open Space
- Open Space
- Urban landscape Element
- Landscape Buffer
- Amenity Frontage
- Fine Grain
- Medium Grain
- Coarse Grain
- Fixed Frontage
- Existing Frontage
- Centre Line
- Fixed / Existing Centre Line
- Flexible Centre Line

Superblock code	Cherrywood TC
Town Centre Core	Rev1
TCC4	2/3

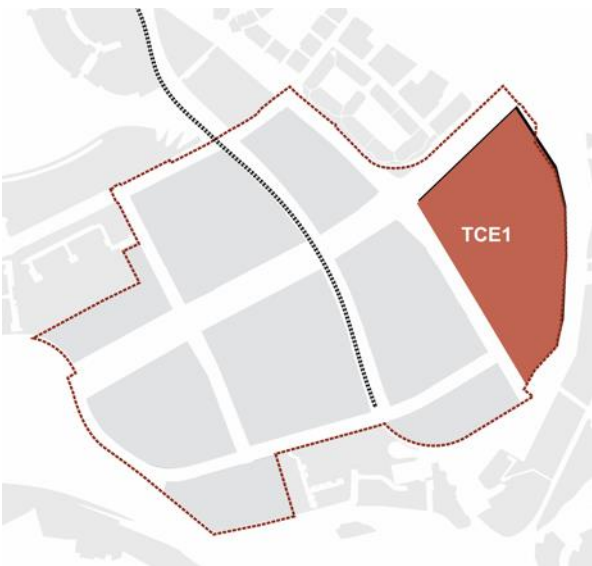
Indicative 3-dimensional massing



Superblock code	Cherrywood TC
Town Centre Core	Rev1
TCC4	3/3

Town Centre Environs

Superblock	TCE1 – Long term
Area (Ha.)	6.6 ha (5.29 ha and 1.31 ha strategic open space)
Parcels	6
Land use	TCE uses
Plot ratio	1.5 -2.0:1
Urban scale	General range 3-5 storeys.



Superblock code	Cherrywood TC
Town Centre Environs	Rev1
TCE1	1/3

Parcels



Parcel	Gross area (ha.)
TCE1-1	1.35
TCE1-1	1.35
TCE1-1	1.35
TCE1-1	1.35
TCE1-1	1.35
TCE1-1	1.35

Indicative frontage land use



Ground floor/ground level



Upper floors

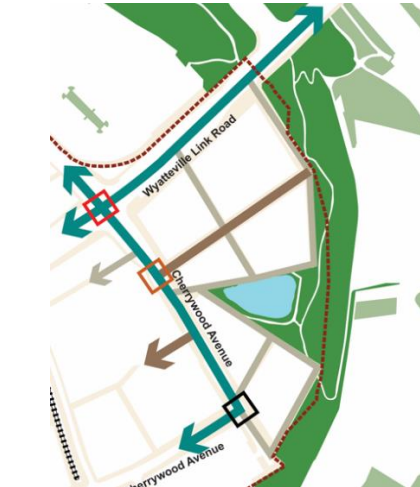


Basements/below podium

Routes



Movement



Overall land use



- Mixed Use / Access Parking / Servicing
- Independent or Connected Access Parking / Servicing
- Retail and Services Frontage
- UrbComm / Mixed Use Frontage
- SEU Frontage
- Civic and Community Frontage
- Residential Frontage
- Leisure, Recreation and Tourism Frontage
- Accessibility Hub
- Civic and Community Centre
- Hotel and Related Service
- Potential Social Enterprise
- Leisure, Recreation and Tourism
- Existing Frontage
- Key Retail and Services Frontage
- Key Mixed Use Frontage
- Key Residential Frontage
- Key SEU Frontage
- TCC Use Mix
- TCE Use Mix
- LUAS / LUAS Stop
- Strategic Route (M50)
- Arterial Route
- Primary (Link) Route
- Secondary (Link) Route
- Tertiary (Local) Route
- Green Avenue
- Tertiary/Local Street - Active Travel Vehicular
- Local Street Active Travel Pedestrian and Cyclist
- Access to Basement / Lower Levels
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- Existing Signalled Junction (Link Route)
- Improved Signalled Junction (Link Route)
- Proposed Signalled Junction (Link Route)
- Existing Signalled Junction (Link Route / Access)
- Improved Signalled Junction (Link Route / Access)
- Proposed Signalled Junction (Link Route / Access)
- Proposed Active Travel Crossing / Service Access

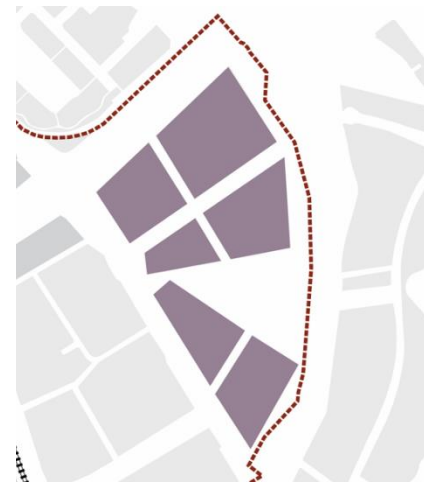
Urban blocks



Landscape and open space



Indicative urban grain



Building height



Indicative massing



Target levels



Centre lines and frontages



- 9-11 Storeys
- 7-8 Storeys
- 5-6 Storeys
- 4-5 Storeys
- 3-4 Storeys
- Existing Building
- Building Massing
- New Urban Block
- Existing Urban Block
- Key Urban Space
- Local Pocket Park
- Pedestrian Priority
- Strategic Open Space
- Open Space
- Urban landscape Element
- Landscape Buffer
- Amenity Frontage
- Fine Grain
- Medium Grain
- Coarse Grain
- Fixed Frontage
- Existing Frontage
- Centre Line
- Fixed / Existing Centre Line
- Flexible Centre Line

Superblock code	Cherrywood TC
Town Centre Environs	Rev1
TCE1	2/3

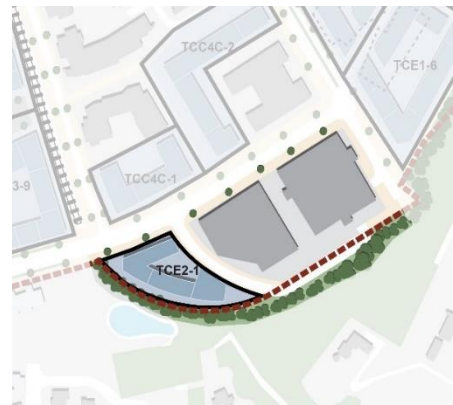
Indicative 3-dimensional massing



Superblock code	Cherrywood TC
Town Centre Environs	Rev1
TCE1	3/3

Town Centre Environs	
Superblock	TCE2
Area (Ha.)	1.72 (1.35 ha. Built and 0.37 ha. TCE2B-1)
Parcels	3 (2 Parcels Built and 1 Parcel TCE2-1)
Land use	TCE uses
Plot ratio	1.5 -2.0:1
Urban scale	General range 3-5 storeys.

Parcels



Parcel	Gross area (ha.)
Built	1.35
TCE2B-1	0.37

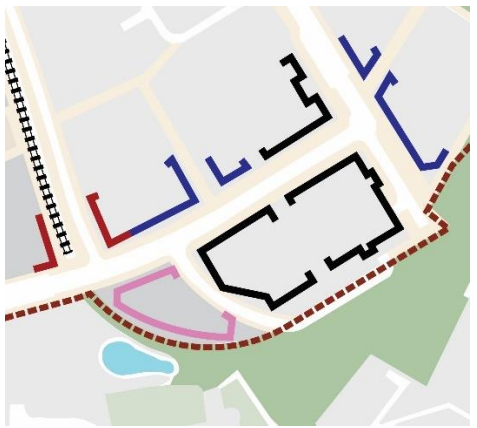
Overall land use



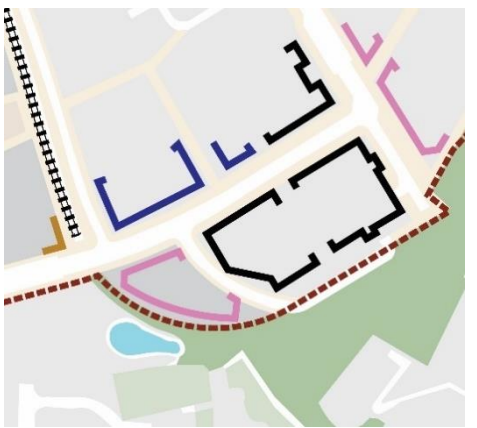
- Mixed Use / Access Parking / Servicing
- P Independent or Connected Access Parking / Servicing
- Retail and Services Frontage
- UrbComm / Mixed Use Frontage
- SEU Frontage
- Civic and Community Frontage
- Residential Frontage
- Leisure, Recreation and Tourism Frontage
- o Accessibility Hub
- Civic and Community Centre
- Hotel and Related Service
- Potential Social Enterprise
- Leisure, Recreation and Tourism
- Existing Frontage
- Key Retail and Services Frontage
- Key Mixed Use Frontage
- Key Residential Frontage
- Key SEU Frontage
- TCC Use Mix
- TCE Use Mix
- o LUAS / LUAS Stop
- Strategic Route (M50)
- Arterial Route
- Primary (Link) Route
- Secondary (Link) Route
- Tertiary (Local) Route
- Green Avenue
- Tertiary/Local Street - Active Travel Vehicular
- Local Street Active Travel Pedestrian and Cyclist
- Access to Basement / Lower Levels
- Vehicular, Pedestrian and Cycle Bridge
- Pedestrian and Cycle Bridge
- Existing Signalled Junction (Link Route)
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- Proposed Signalled Junction (Link Route)
- Existing Signalled Junction (Link Route / Access)
- Improved Signalled Junction (Link Route / Access)
- Proposed Signalled Junction (Link Route / Access)
- Proposed Active Travel Crossing / Service Access



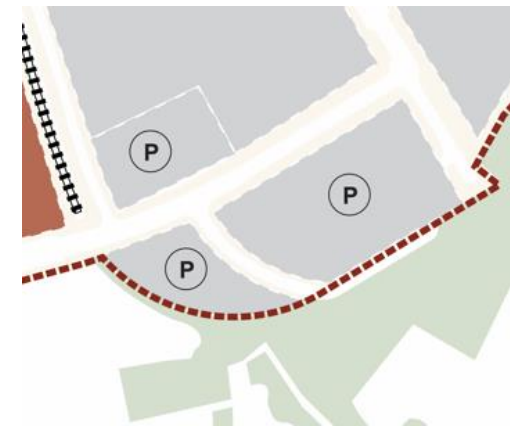
Indicative frontage land use



Ground floor/ground level

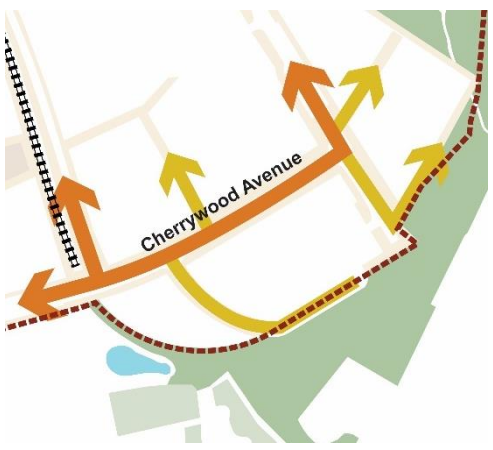


Upper floors

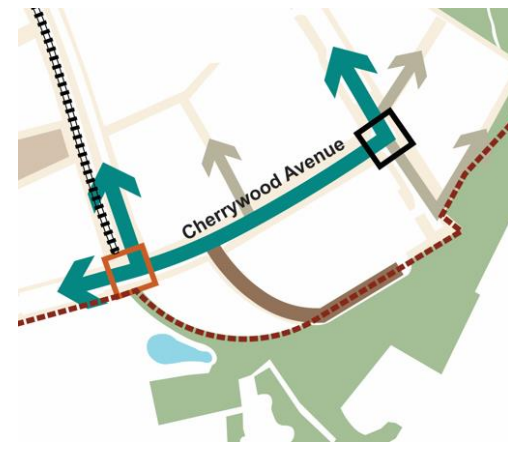


Basements/below podium

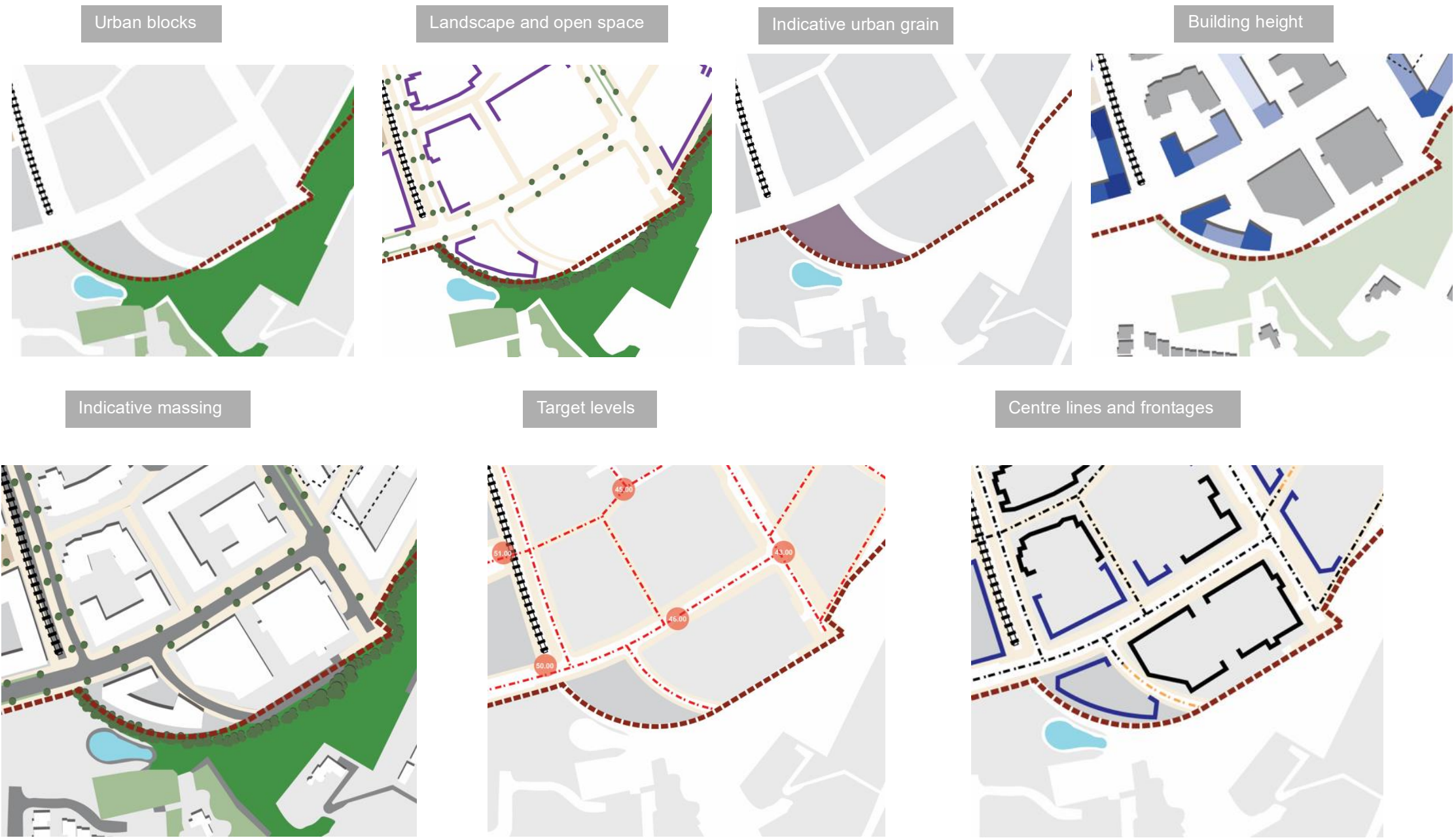
Routes



Movement



Superblock code	Cherrywood TC
Town Centre Environs	Rev1
TCE2	1/3



- 9-11 Storeys
- 7-8 Storeys
- 5-6 Storeys
- 4-5 Storeys
- 3-4 Storeys
- Existing Building
- Building Massing
- New Urban Block
- Existing Urban Block
- Key Urban Space
- Local Pocket Park
- Pedestrian Priority
- Strategic Open Space
- Open Space
- Urban landscape Element
- Landscape Buffer
- Amenity Frontage
- Fine Grain
- Medium Grain
- Coarse Grain
- Fixed Frontage
- Existing Frontage
- Centre Line
- Fixed / Existing Centre Line
- Flexible Centre Line

Superblock code	Cherrywood TC
Town Centre Environs	Rev1
TCE2	2/3

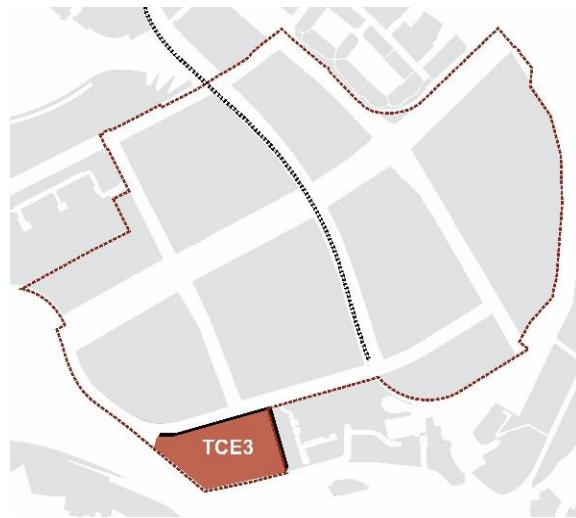
Indicative 3-dimensional massing



Superblock code	Cherrywood TC
Town Centre Environs	Rev1
TCE2	3/3

Town Centre Environs

Superblock	TCE3
Area (Ha.)	1.94
Parcels	3 (TCE3-1, TCE3-2, TCE3-3)
Land use	TCE and Residential use (special)
Plot ratio	1.5 -2.0:1
Urban scale	General range 3-5 storeys.



Superblock code	Cherrywood TC
Town Centre Environs	Rev1
TCE3	1/3

Parcels



Parcel	Gross area (ha.)
TCE3-1	0.76
TCE3-2	0.64
TCE3-3	0.54

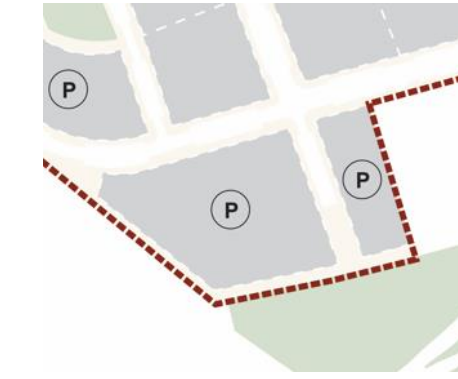
Indicative frontage land use



Ground floor/ground level

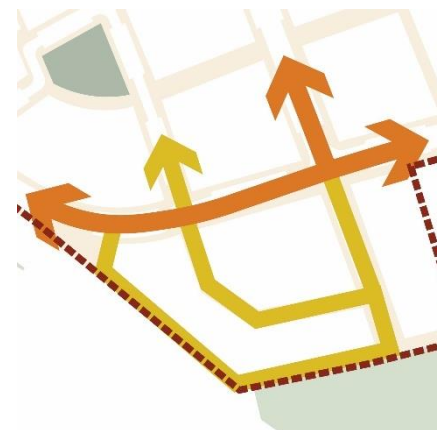


Upper floors

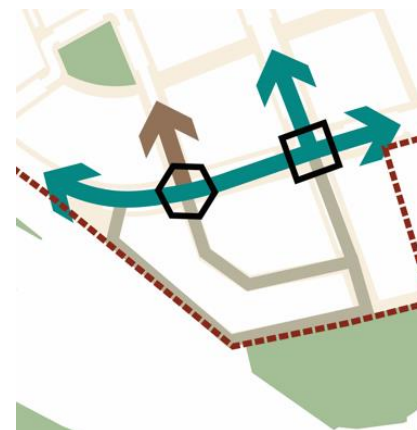


Basements/below podium

Routes



Movement

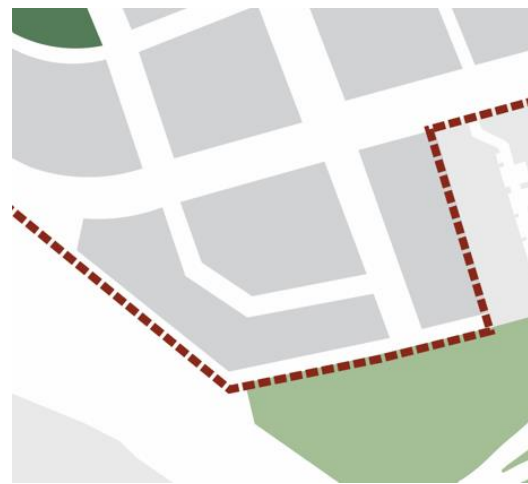


Overall land use



- Mixed Use / Access Parking / Servicing
- Independent or Connected Access Parking / Servicing
- Retail and Services Frontage
- UrbComm / Mixed Use Frontage
- SEU Frontage
- Civic and Community Frontage
- Residential Frontage
- Leisure, Recreation and Tourism Frontage
- Accessibility Hub
- Civic and Community Centre
- Hotel and Related Service
- Potential Social Enterprise
- Leisure, Recreation and Tourism
- Existing Frontage
- Key Retail and Services Frontage
- Key Mixed Use Frontage
- Key Residential Frontage
- Key SEU Frontage
- TCC Use Mix
- TCE Use Mix
- LUAS / LUAS Stop
- Strategic Route (M50)
- Arterial Route
- Primary (Link) Route
- Secondary (Link) Route
- Tertiary (Local) Route
- Green Avenue
- Tertiary/Local Street - Active Travel Vehicular
- Local Street Active Travel Pedestrian and Cyclist
- Access to Basement / Lower Levels
- Vehicular, Pedestrian and Cycle Bridge
- Pedestrian and Cycle Bridge
- Existing Signalled Junction (Link Route)
- Improved Signalled Junction (Link Route)
- Proposed Signalled Junction (Link Route)
- Existing Signalled Junction (Link Route / Access)
- Improved Signalled Junction (Link Route / Access)
- Proposed Signalled Junction (Link Route / Access)
- Proposed Active Travel Crossing / Service Access

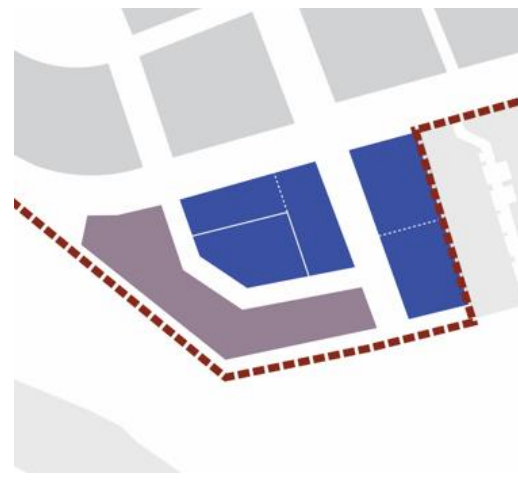
Urban blocks



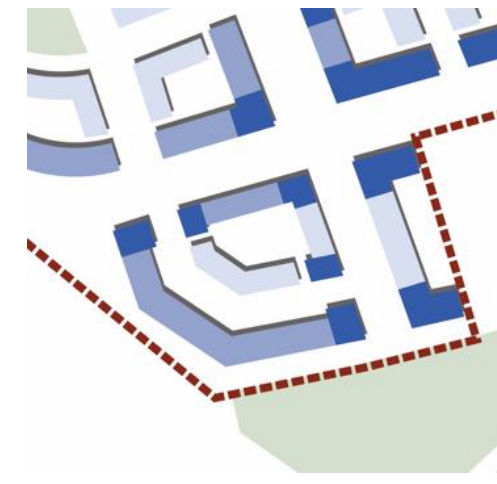
Landscape and open space



Indicative urban grain



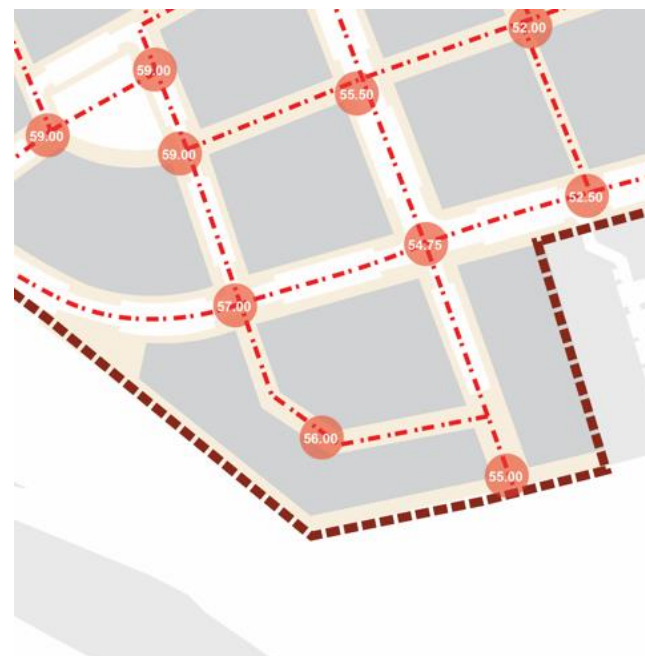
Building height



Indicative massing



Target levels



Centre lines and frontages



- 9-11 Storeys
- 7-8 Storeys
- 5-6 Storeys
- 4-5 Storeys
- 3-4 Storeys
- Existing Building
- Building Massing
- New Urban Block
- Existing Urban Block
- Key Urban Space
- Local Pocket Park
- Pedestrian Priority
- Strategic Open Space
- Open Space
- Urban landscape Element
- Landscape Buffer
- Amenity Frontage
- Fine Grain
- Medium Grain
- Coarse Grain
- Fixed Frontage
- Existing Frontage
- Centre Line
- Fixed / Existing Centre Line
- Flexible Centre Line

Superblock code	Cherrywood TC
Town Centre Environs	Rev1
TCE3	2/3

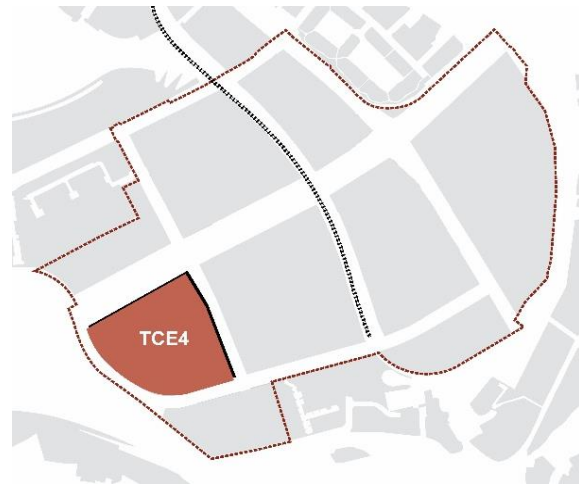
Indicative 3-dimensional massing



Superblock code	Cherrywood TC
Town Centre Environs	Rev1
TCE3	3/3

Town Centre Environs

Superblock	TCE4
Area (Ha.)	3.39
Parcels	6 (TCE4-1, TCE4-2, TCE4-3, TCE4-4, TCE4-5, TCE4-6)
Land use	TCE and TCC uses
Plot ratio	1.5 -2.0:1
Urban scale	General range 3-5 storeys.



Parcels



Parcel	Gross area (ha.)
TCE4-1	0.62
TCE4-2	0.56
TCE4-3	0.45
TCE4-4	0.74
TCE4-5	0.49
TCE4-6	0.53

Overall land use



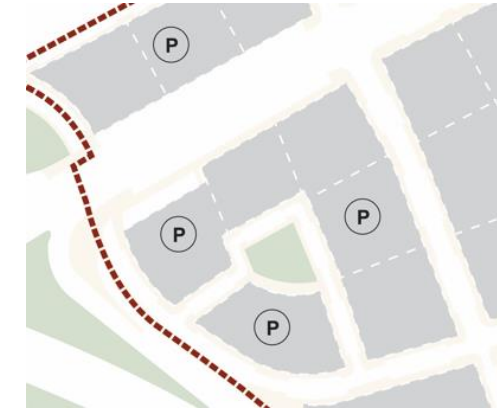
Indicative frontage land use



Ground floor/ground level



Upper floors

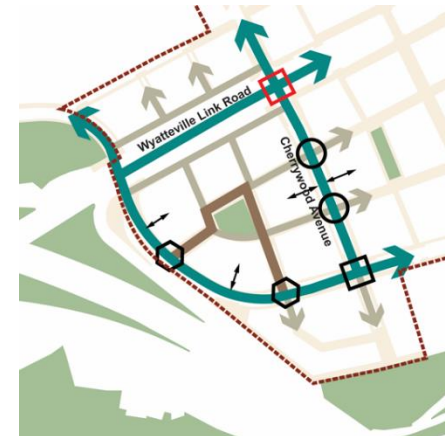


Basements/below podium

Routes

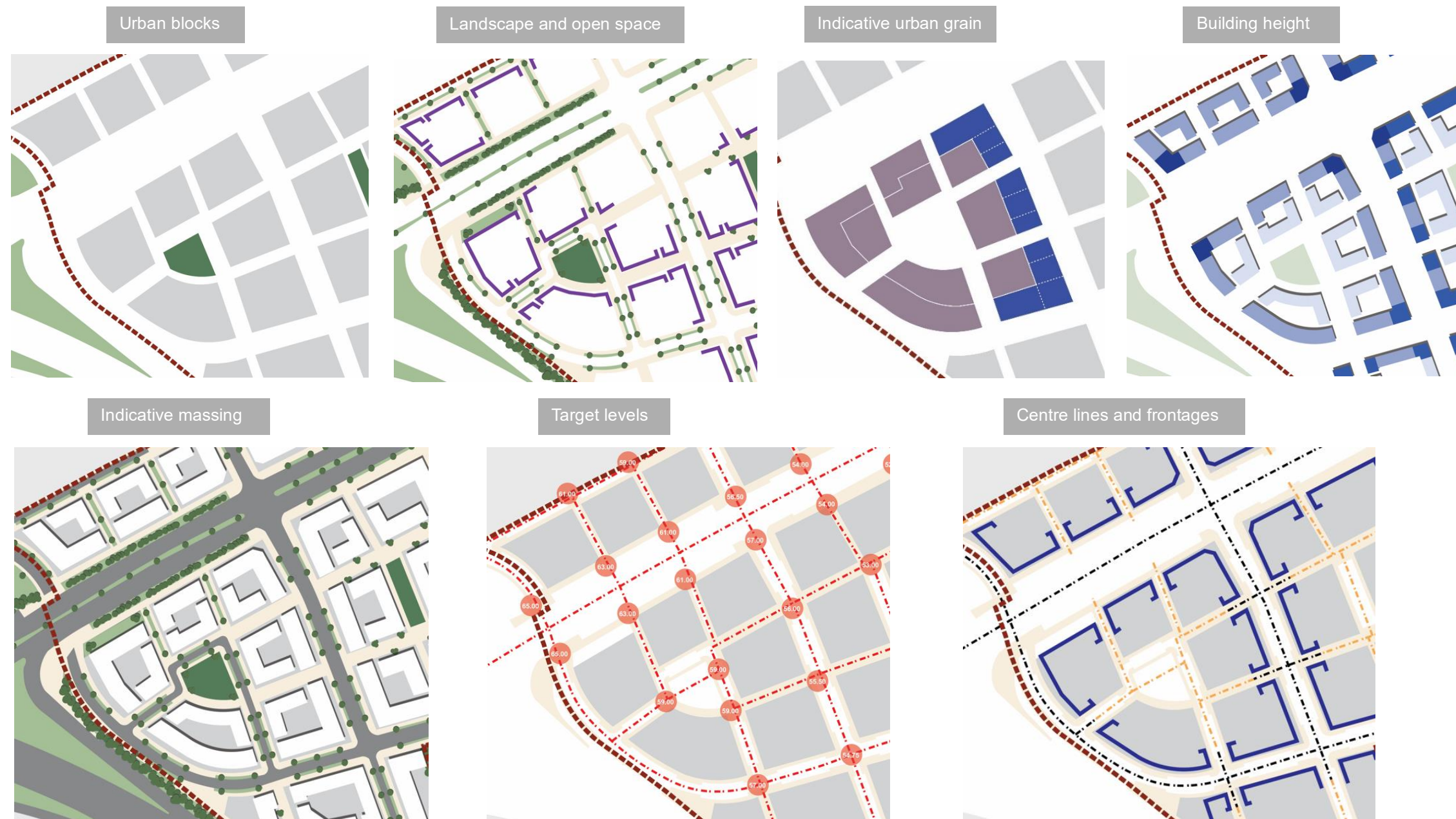


Movement



Superblock code	Cherrywood TC
Town Centre Environs	Rev1
TCE4	1/3

- Mixed Use / Access Parking / Servicing
- Independent or Connected Access Parking / Servicing
- Retail and Services Frontage
- UrbComm / Mixed Use Frontage
- SEU Frontage
- Civic and Community Frontage
- Residential Frontage
- Leisure, Recreation and Tourism Frontage
- Accessibility Hub
- Civic and Community Centre
- Hotel and Related Service
- Potential Social Enterprise
- Leisure, Recreation and Tourism
- Existing Frontage
- Key Retail and Services Frontage
- Key Mixed Use Frontage
- Key Residential Frontage
- Key SEU Frontage
- TCC Use Mix
- TCE Use Mix
- LUAS / LUAS Stop
- Strategic Route (M50)
- Arterial Route
- Primary (Link) Route
- Secondary (Link) Route
- Tertiary (Local) Route
- Green Avenue
- Tertiary/Local Street - Active Travel Vehicular
- Local Street Active Travel Pedestrian and Cyclist
- Access to Basement / Lower Levels
- Vehicular, Pedestrian and Cycle Bridge
- Pedestrian and Cycle Bridge
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- Proposed Signalled Junction (Link Route)
- Existing Signalled Junction (Link Route / Access)
- Improved Signalled Junction (Link Route / Access)
- Proposed Signalled Junction (Link Route / Access)
- Proposed Active Travel Crossing / Service Access



- 9-11 Storeys
- 7-8 Storeys
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- Existing Urban Block
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- Open Space
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- Amenity Frontage
- Fine Grain
- Medium Grain
- Coarse Grain
- Fixed Frontage
- Existing Frontage
- Centre Line
- Fixed / Existing Centre Line
- Flexible Centre Line

Superblock code	Cherrywood TC
Town Centre Environs	Rev1
TCE4	2/3

Indicative 3-dimensional massing



Superblock code	Cherrywood TC
Town Centre Environs	Rev1
TCE4	3/3

Town Centre Environs

Superblock	TCE5
Area (Ha.)	1.55
Parcels	4 (TCE5-1, TCE5-2, TCE5-3, TCE5-4)
Land use	TCE and TCC uses
Plot ratio	1.5 -2.0:1
Urban scale	General range 4-5 storeys.



Superblock code	Cherrywood TC
Town Centre Environs	Rev1
TCE5	1/3

Parcels



Parcel	Gross area (ha.)
TCE5-1	0.25
TCE5-2	0.50
TCE5-3	0.40
TCE5-4	0.40

Indicative frontage land use



Ground floor/ground level



Upper floors

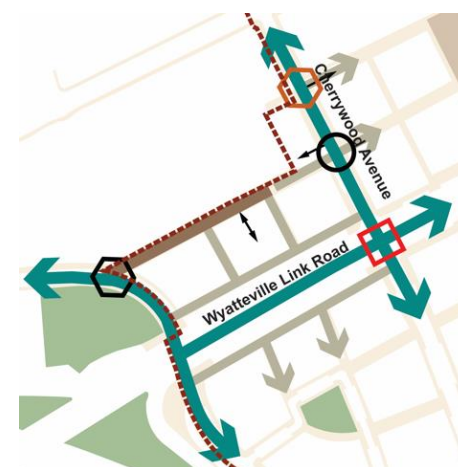


Basements/below podium

Routes



Movement

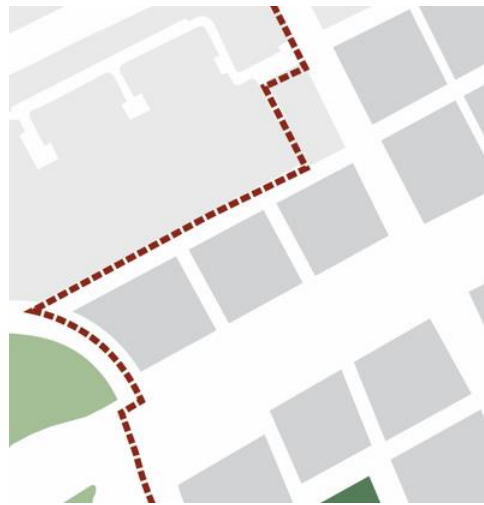


Overall land use



- Mixed Use / Access Parking / Servicing
- Independent or Connected Access Parking / Servicing
- Retail and Services Frontage
- UrbComm / Mixed Use Frontage
- SEU Frontage
- Civic and Community Frontage
- Residential Frontage
- Leisure, Recreation and Tourism Frontage
- Accessibility Hub
- Civic and Community Centre
- Hotel and Related Service
- Potential Social Enterprise
- Leisure, Recreation and Tourism
- Existing Frontage
- Key Retail and Services Frontage
- Key Mixed Use Frontage
- Key Residential Frontage
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- TCE Use Mix
- LUAS / LUAS Stop
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- Proposed Signalled Junction (Link Route / Access)
- Proposed Active Travel Crossing / Service Access

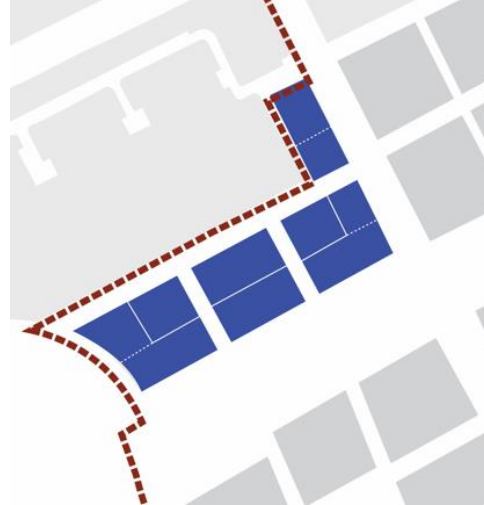
Urban blocks



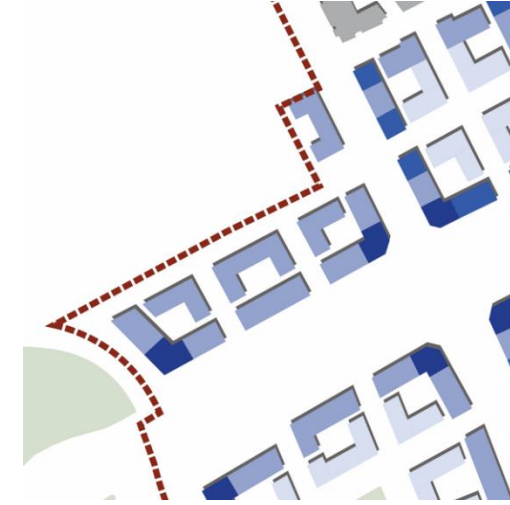
Landscape and open space



Indicative urban grain



Building height



Indicative massing



Target levels



Centre lines and frontages



- 9-11 Storeys
- 7-8 Storeys
- 5-6 Storeys
- 4-5 Storeys
- 3-4 Storeys
- Existing Building
- Building Massing
- New Urban Block
- Existing Urban Block
- Key Urban Space
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- Pedestrian Priority
- Strategic Open Space
- Open Space
- Urban landscape Element
- Landscape Buffer
- Amenity Frontage
- Fine Grain
- Medium Grain
- Coarse Grain
- Fixed Frontage
- Existing Frontage
- Centre Line
- Fixed / Existing Centre Line
- Flexible Centre Line

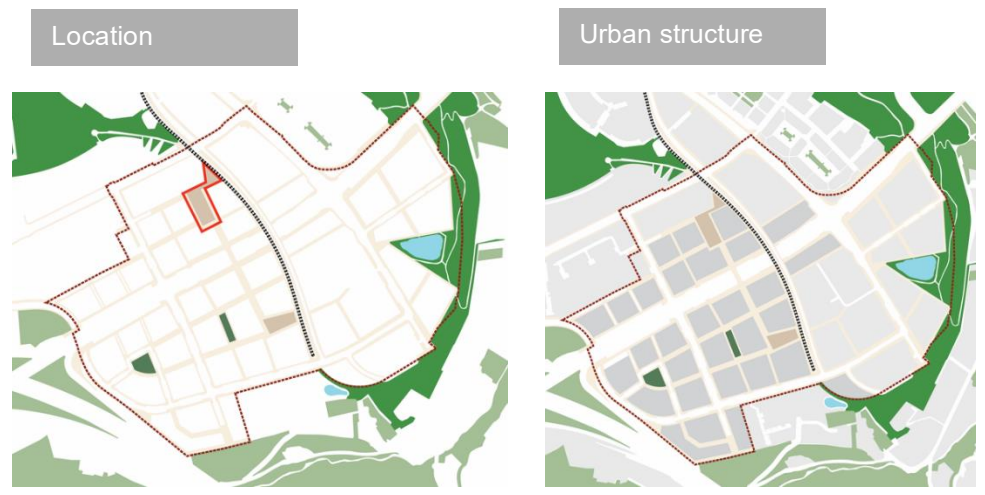
Superblock code	Cherrywood TC
Town Centre Environs	Rev1
TCE5	2/3

Indicative 3-dimensional massing

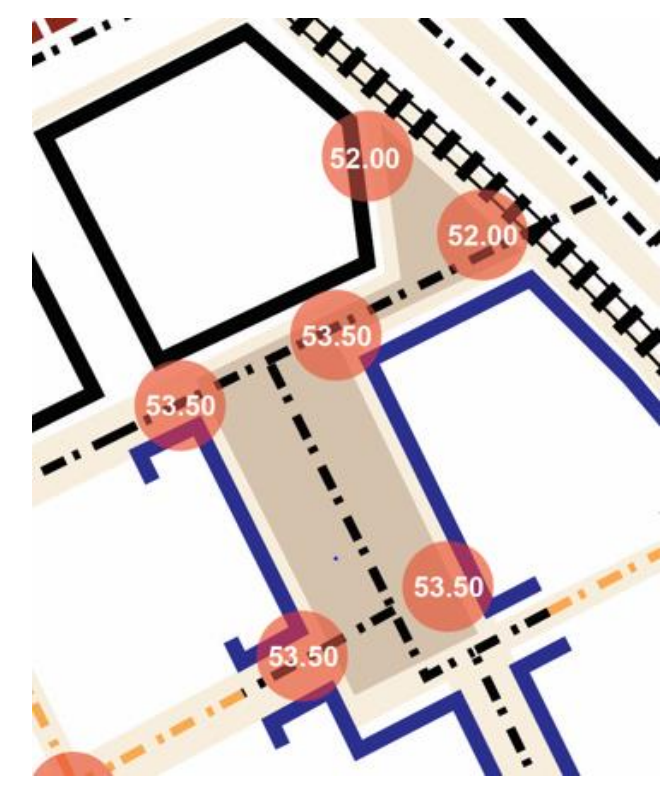


Superblock code	Cherrywood TC
Town Centre Environs	Rev1
TCE5	3/3

Cherrywood Square	
Urban space	CSQ-1
Area (Ha.)	0.33 ha. (Excluding completed section of space in TCC1A)
Orientation	North/north-west-South/south-east.
Long axis/length	80m – excluding existing street width in TCC1A
Short axis/width	40m
Urban scale	4-5 storeys
Enclosure ratio	c. 2.5:1
Urban grain	Mixed, including fine grain.
Land use frontage	Primarily retail and services at ground floor, mixed use and residential in upper floors.
Character	Robust, uncluttered and level space free from obstructions. Sloping, avoiding level breaks. High quality surface materials and street furniture for sitting and staying. Complementary mix of planted landscape elements.



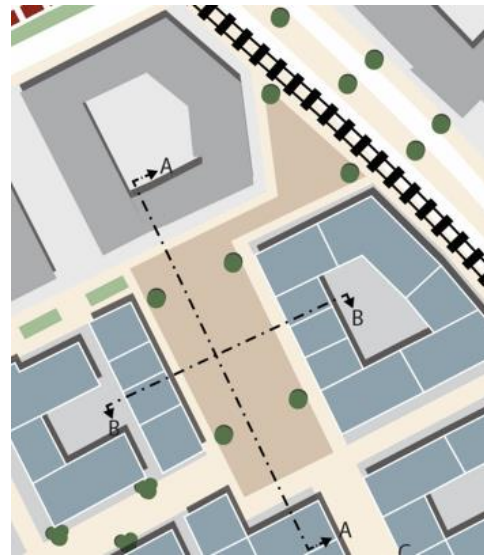
Centre lines, frontages and target levels



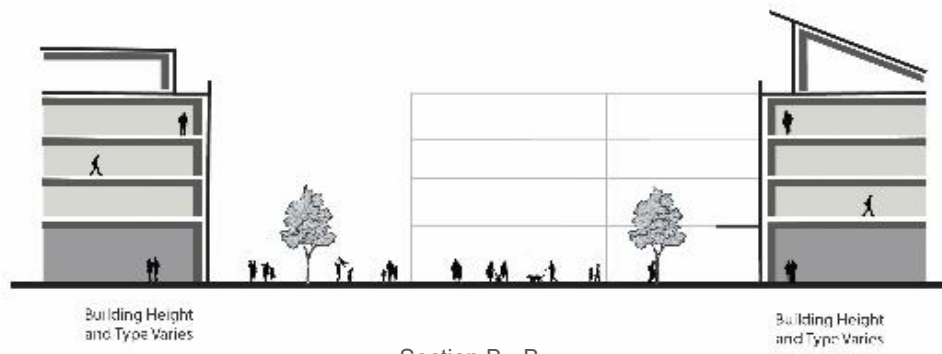
- Fixed Frontage
- Existing Frontage
- Centre Line
- Fixed / Existing Centre Line
- Flexible Centre Line

Urban space code	Cherrywood TC
Cherrywood Square	Rev1
CSQ-1	1/2

Indicative sections

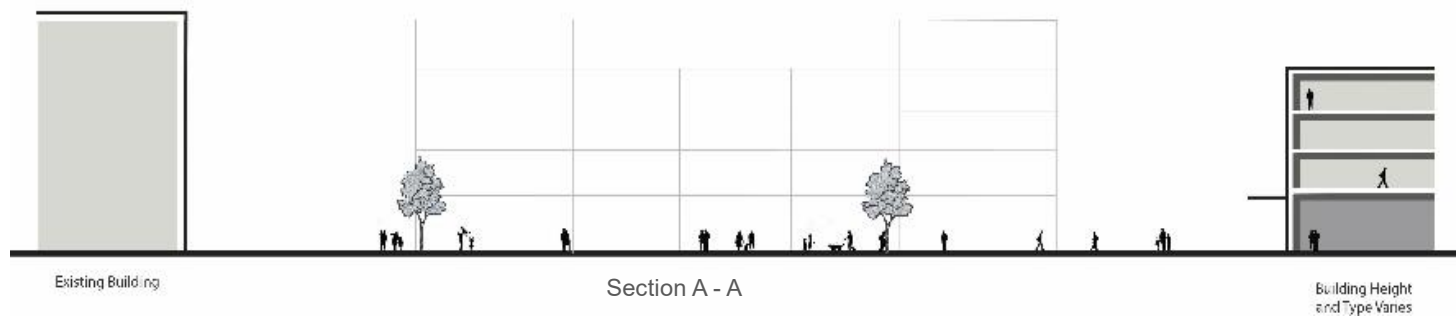


40m



Section B - B

90m - 95m



Section A - A

Urban space code	Cherrywood TC
Cherrywood Square	Rev1
CSQ-1	2/2

Indicative character and massing



Civic Square and Centre

Urban space	CSQ&C-1
Area (Ha.)	0.32 ha. (Excluding Civic Centre)
Orientation	East/north-east-West/south-west
Long axis/length	80m (excluding Grand Parade)
Short axis/width	40m
Urban scale	Generally, 4-5 storeys
Enclosure ratio	c. 2.5:1
Urban grain	Mixed, including fine grain.
Land use frontage	Primarily civic and community in parcel TCC3-6; Leisure, recreation and tourism in parcel TCC3-9; Retail and services at ground floor, mixed use and residential in upper floors to other frontages.
Character	Robust, uncluttered and level space free from obstructions. Sloping, avoiding level breaks. High quality surface materials and street furniture for sitting and staying. Secondary planted landscape elements.

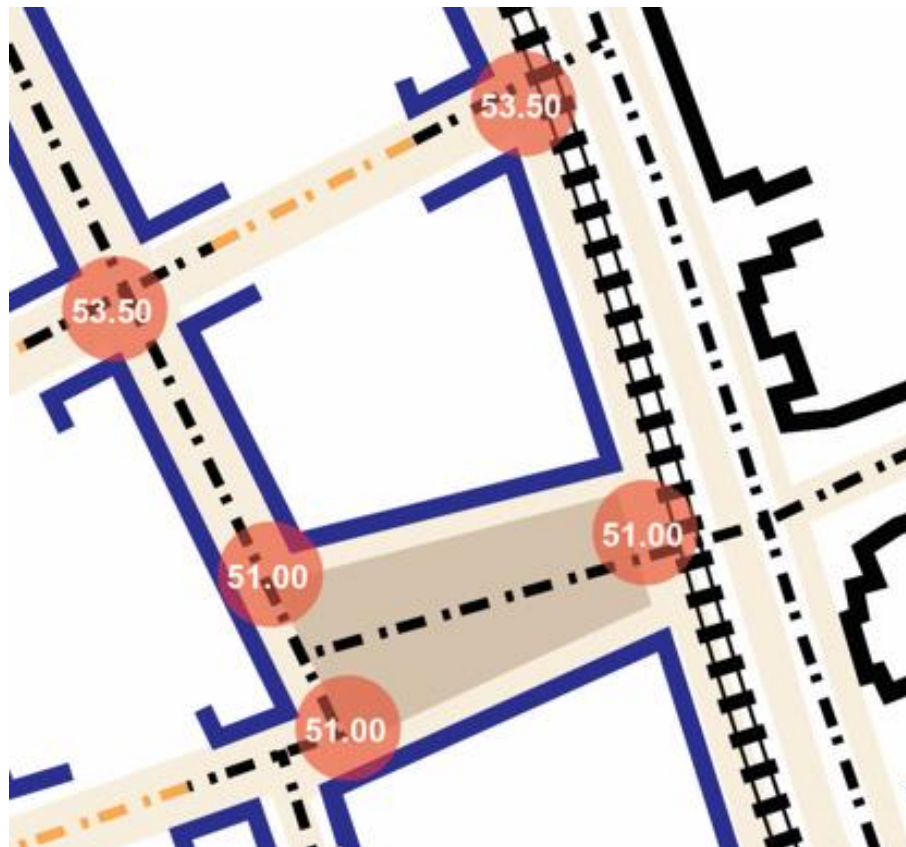
Location








Urban structure



Centre lines, frontages and target levels



-  Fixed Frontage
-  Existing Frontage
-  Centre Line
-  Fixed / Existing Centre Line
-  Flexible Centre Line

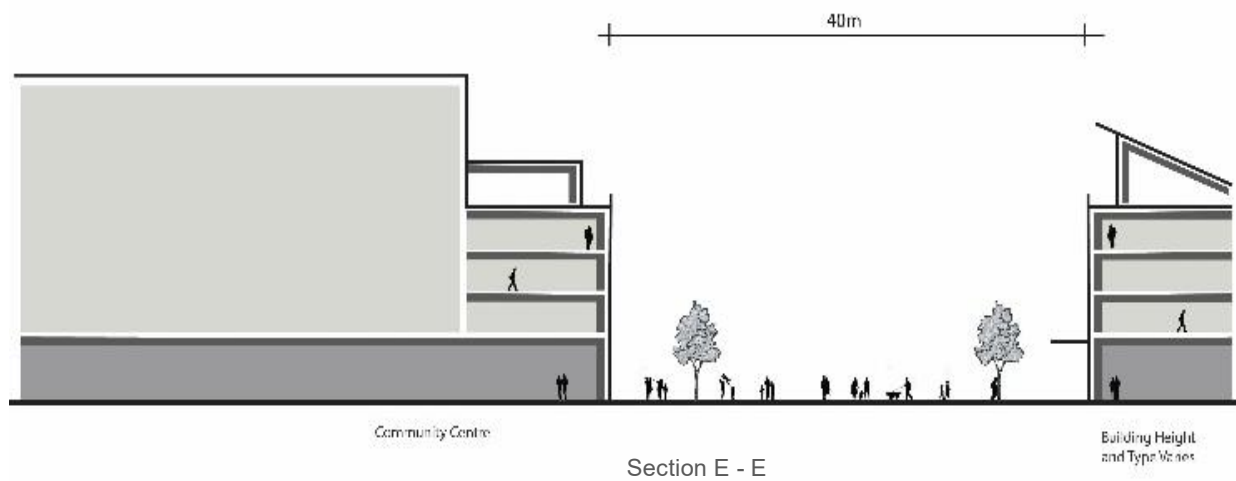
Urban space code	Cherrywood TC
Civic Square and Centre	Rev1
CSQ&C-1	1/2

USE

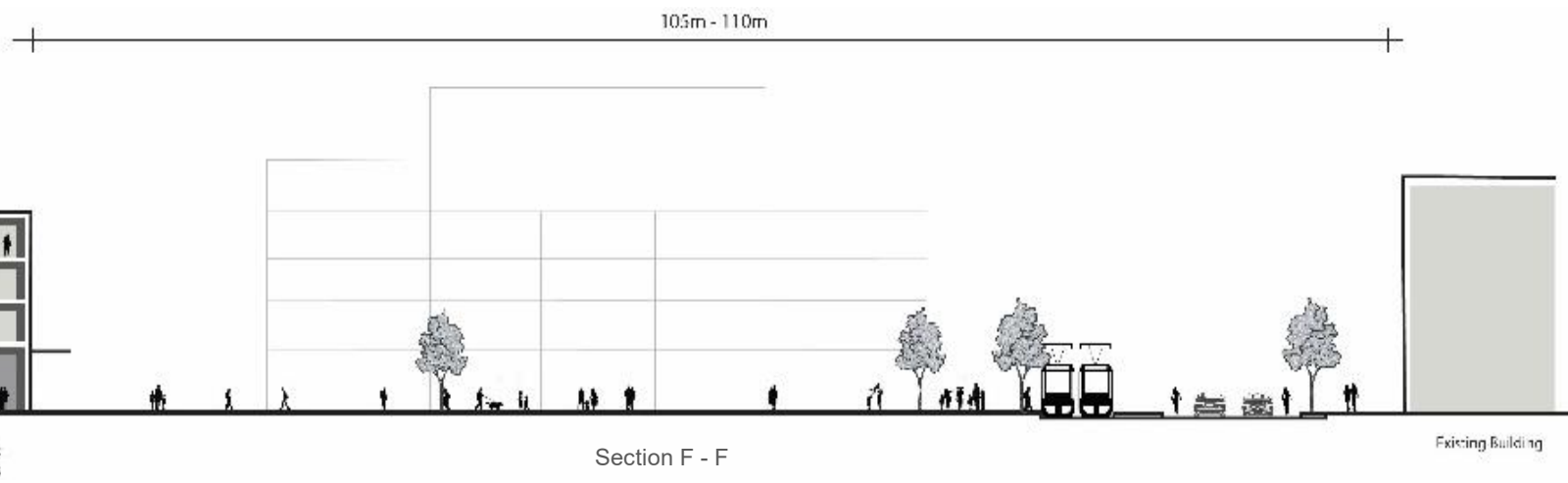
Indicative sections



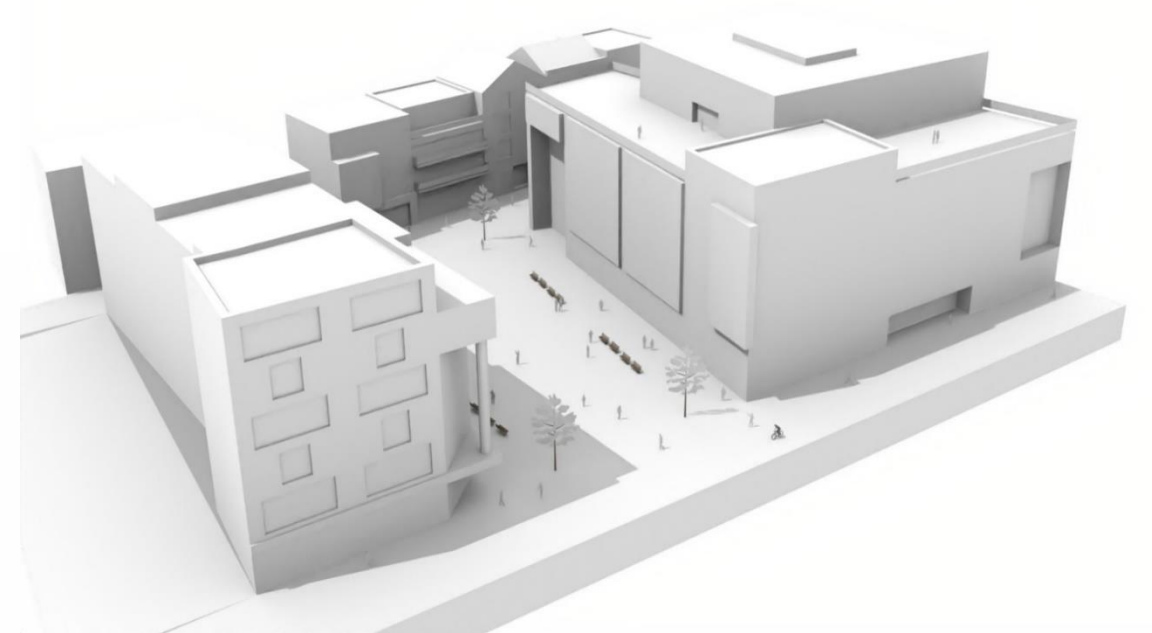
Indicative character and massing



Section E - E



Section F - F



Urban space code	Cherrywood TC
Civic Square and Centre	Rev1
CSQ&C-1	2/2

Pocket Space – TCC3	
Urban space	PS-1
Area (Ha.)	0.17 ha.
Orientation	North/north-west-South/south-east
Long axis/length	Approx. 60 - 65m
Short axis/width	Approx. 26m – 28m
Urban scale	4-5 storeys
Enclosure ratio	2:1 to 2.5:1
Urban grain	Medium grain
Land use frontage	Primarily residential use at ground and upper floors.
Character	Intimate planted space with landscape character, providing for play facilities and street furniture for sitting and staying.

Location



Urban structure



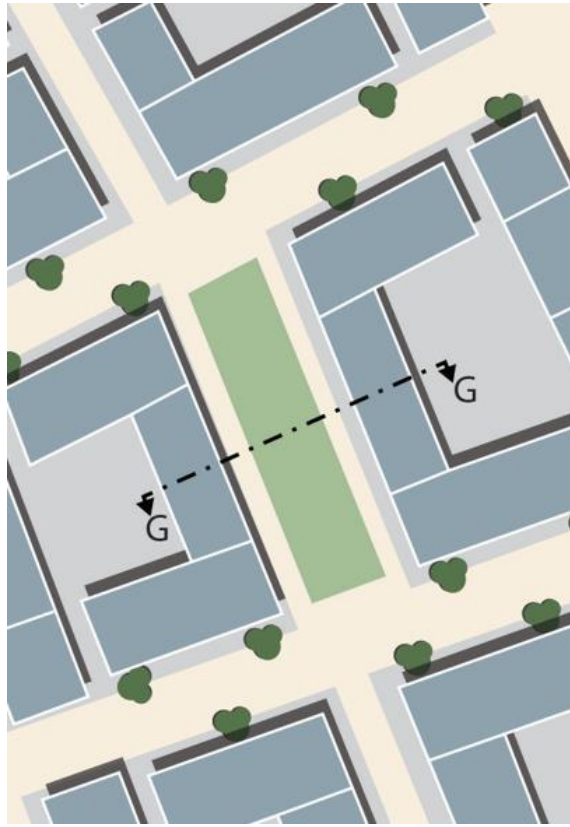
Centre lines, frontages and target levels



-  Fixed Frontage
-  Existing Frontage
-  Centre Line
-  Fixed / Existing Centre Line
-  Flexible Centre Line

Urban space code	Cherrywood TC
Pocket Space	Rev1
PS-1	1/2

Indicative sections

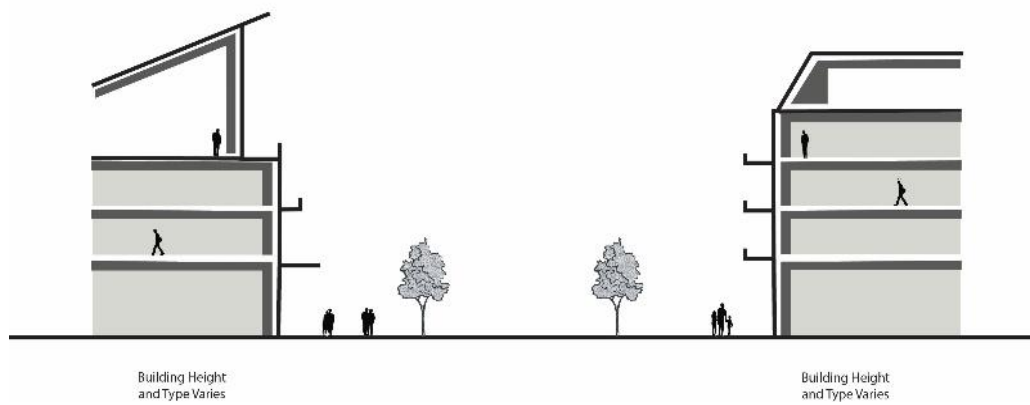
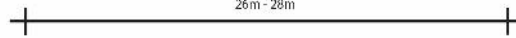


Indicative character and massing



Local Pocket Park TCC3

26m - 28m



Section G - G

Urban space code	Cherrywood TC
Pocket Space	Rev1
PS-1	2/2

Cherrywood Green – TCE 4	
Urban space	CG-1
Area (Ha.)	Approx 0.3 ha. Check.
Orientation	North/north-west-South/south-east
Long axis/length	Irregular, approx. 45 - 50m
Short axis/width	Irregular, approx. 40m – 45m
Urban scale	3-5 storeys
Enclosure ratio	2.5-3.0:1
Urban grain	Medium and coarse grain
Land use frontage	TCE uses
Character	Green planted space with landscape elements, play facilities and street furniture for sitting and staying.

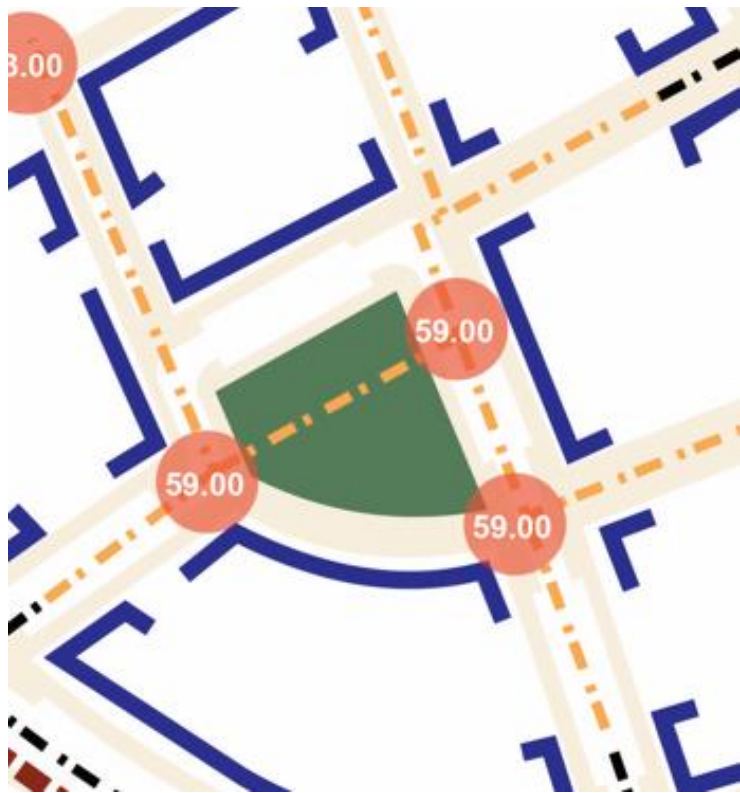
Location








Urban structure



Centre lines, frontages and target levels



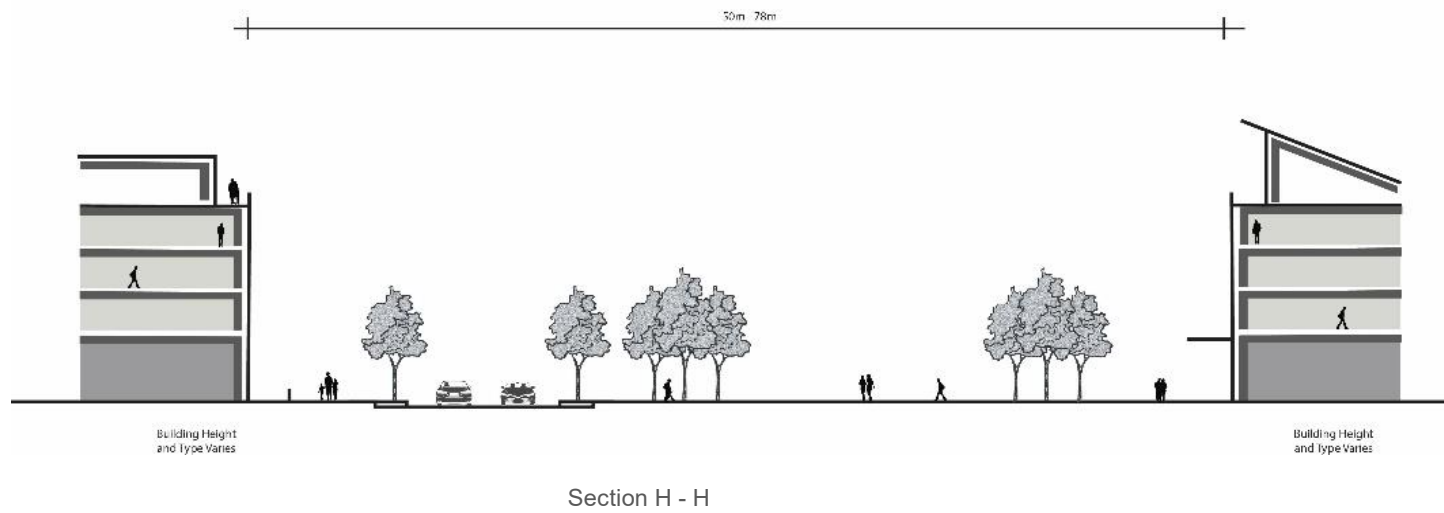
-  Fixed Frontage
-  Existing Frontage
-  Centre Line
-  Fixed / Existing Centre Line
-  Flexible Centre Line

Urban space code	Cherrywood TC
Cherrywood Green	Rev1
CG-1	1/2

Indicative sections



Indicative character and massing

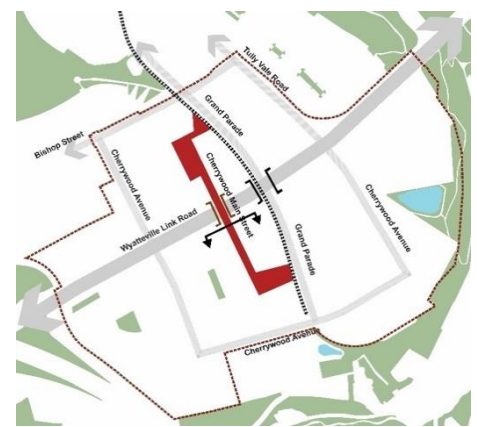


Urban space code	Cherrywood TC
Cherrywood Green	Rev1
CG-1	2/2

Cherrywood Main Street	
Urban space	CMS-1
Length	Approx. 250m (between Cherrywood Square and Civic Square entrances)
Orientation	North/north-west-South/south-east
Critical Axis	Centre line fixed and perpendicular (90 degrees) to existing TCC1A/TCC1B interface alignment
Width	15-18m (building to building)
Urban scale	4-6 storeys
Enclosure ratio	Not less than 1.0:1
Urban grain	Mixed, including fine grain.
Land use frontage	Primarily retail and services at ground floor, mixed use and residential in upper floors.
Character	Enclosed main street, with continuous fine grain frontage. Uncluttered space, free from obstructions. Gently sloping approaches to new Main Street Bridge, avoiding level breaks. High quality surface materials and street furniture for sitting and staying. Secondary planted landscape elements.
Movement	Pedestrian and cycle only. Managed street loading, servicing and maintenance. Emergency access.

Urban street code	Cherrywood TC
Cherrywood Main Street	Rev1
CMS-1	1/2

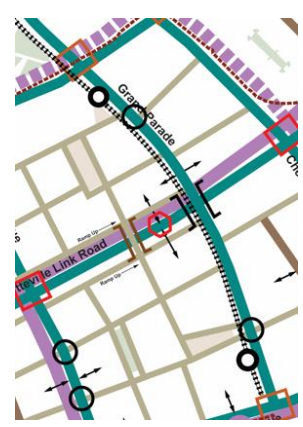
Location



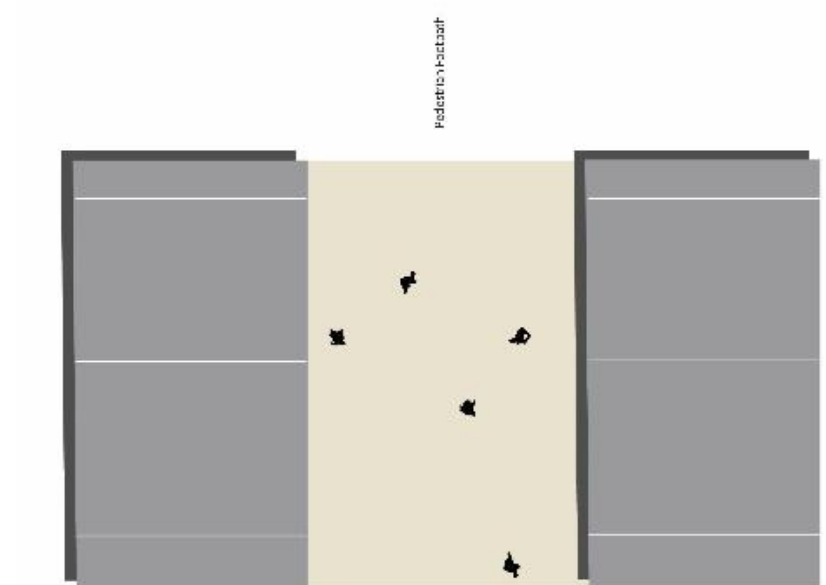
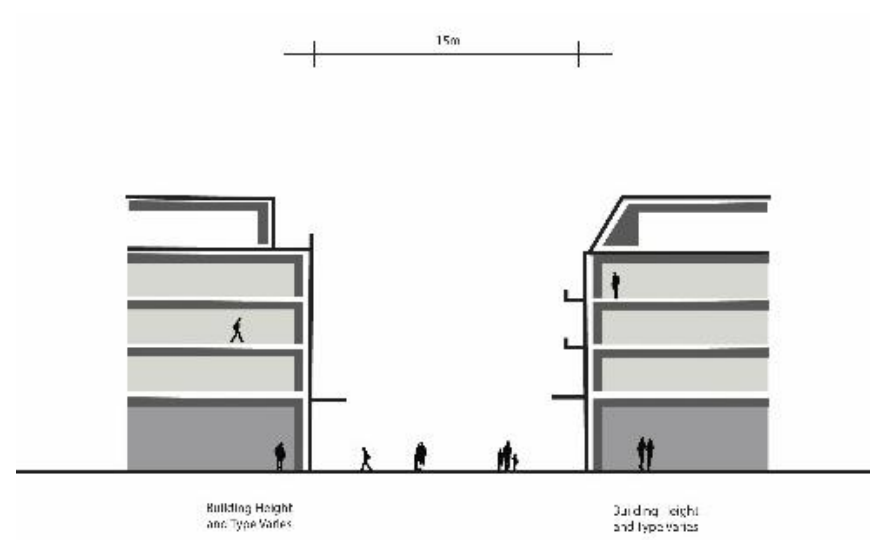
Route structure



Movement

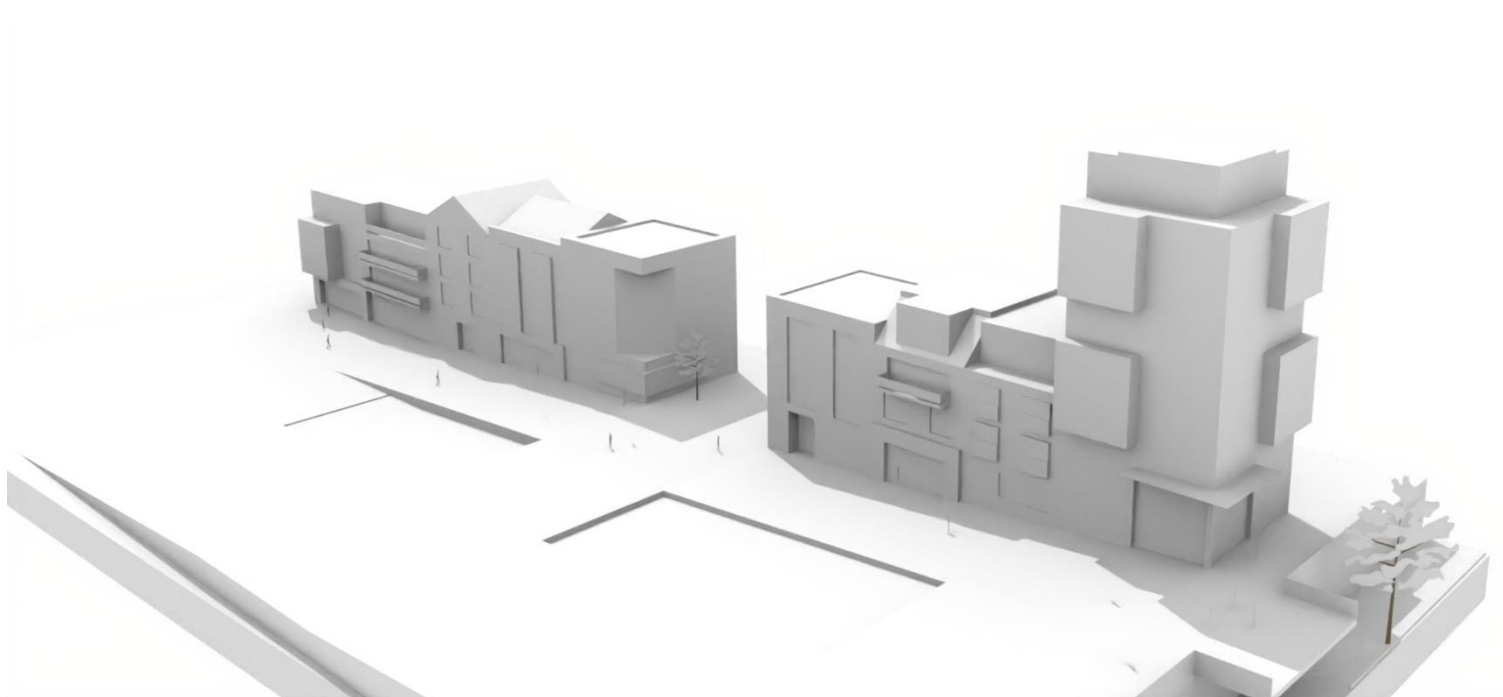


Indicative section



- LUAS / LUAS Stops
- Vehicular, Pedestrian and Cycle Bridge
- Pedestrian and Cycle Bridge
- Existing Signalled Junction (Link Route)
- Improved Signalled Junction (Link Route)
- Proposed Signalled Junction (Link Route)
- Existing Signalled Junction (Link Route / Access)
- Improved Signalled Junction (Link Route / Access)
- Proposed Signalled Junction (Link Route / Access)
- Proposed Active Travel Crossing / Service Access
- Existing Bus Route / Bus Stops
- Potential Quality Bus Route
- Green Avenue
- Tertiary / Local Street / Active Travel / Vehicular
- Local Street / Active Travel / Pedestrian and Cyclist
- Access to Basement / Lower Levels

Indicative character and massing



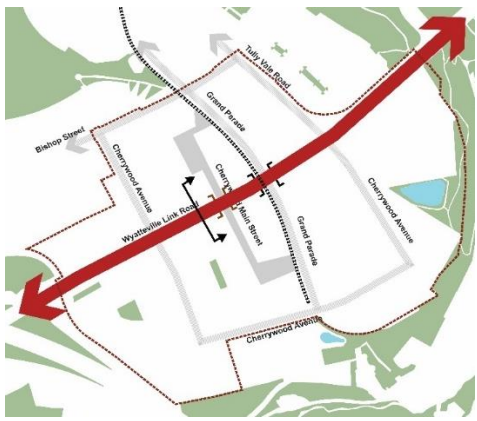
Urban street code	Cherrywood TC
Cherrywood Main Street	Rev1
CMS-1	2/2

Wyattville Link Road

Urban space	WLR-1
Length	Approx. 1km (between M50 ramp and N11 Junction)
Orientation	East/north-east, West/south-west
Critical Axis	Centre line fixed.
Width	58-62m (building to building)
Urban scale	4-8 storeys
Enclosure ratio	Min. 1:2.5
Urban grain	Medium grain
Land use frontage	Primarily UrbComm at ground floor, mixed use and residential in upper floors.
Character	Major link vehicular route with continuous frontage. Planted landscape elements and treelines serving as buffer between road and pedestrian/cycle movement.
Movement	Link route. Shared - vehicular, pedestrian and cycle

Urban street code	Cherrywood TC
Wyattville Link Road	Rev1
WLR-1	1/2

Location



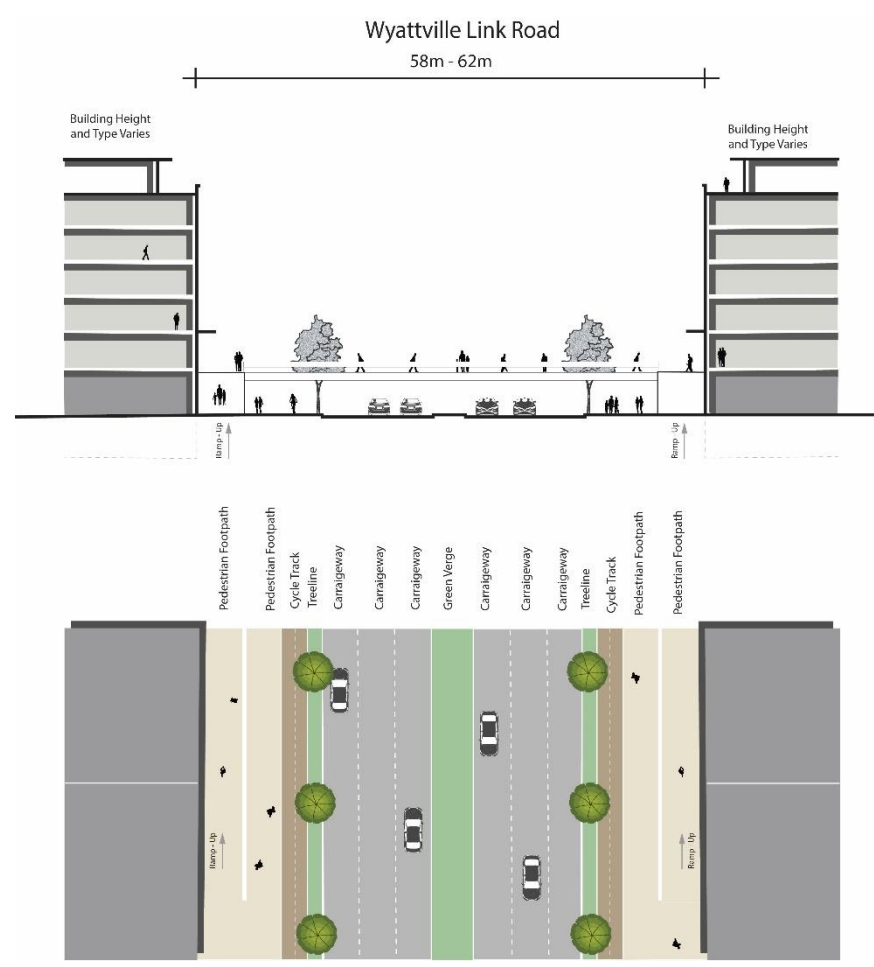
Route structure



Movement

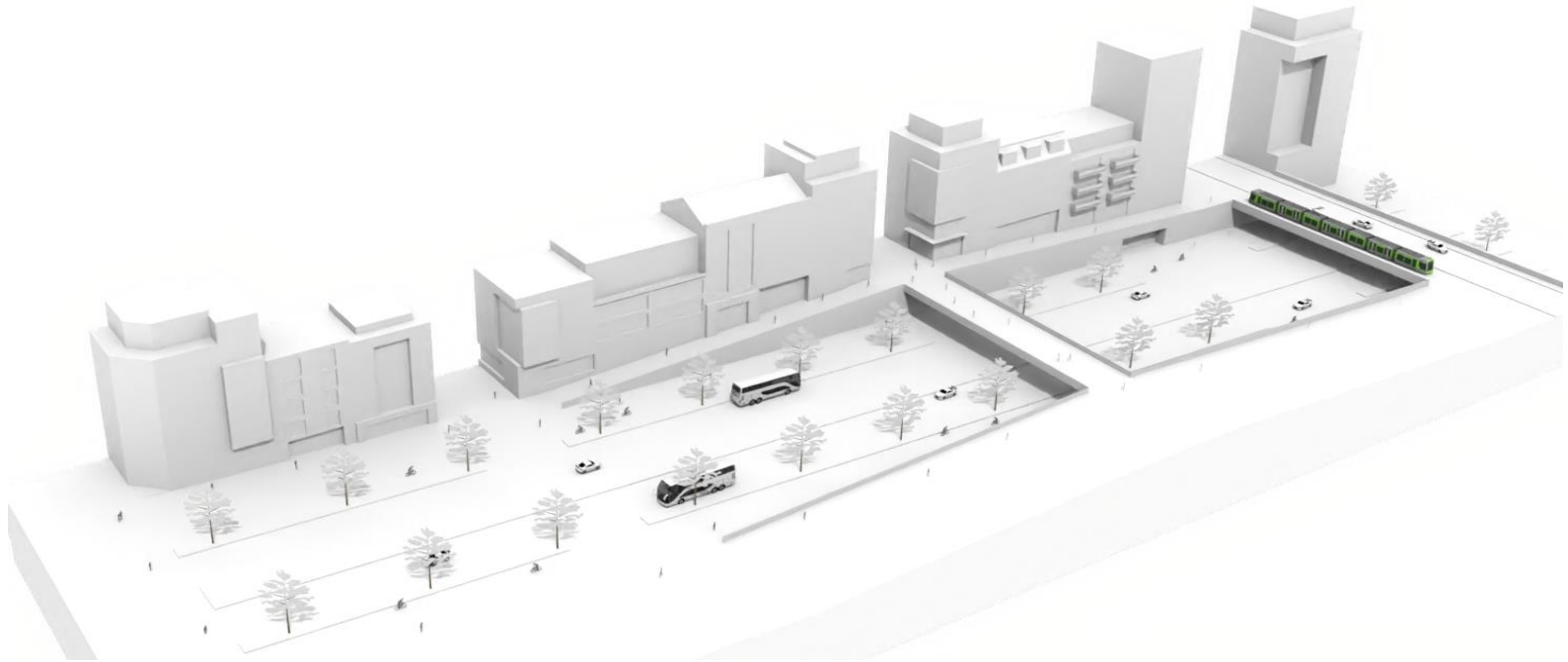


Indicative section



- LUAS / LUAS Stops
- Vehicular, Pedestrian and Cycle Bridge
- Pedestrian and Cycle Bridge
- Existing Signalled Junction (Link Route)
- Improved Signalled Junction (Link Route)
- Proposed Signalled Junction (Link Route)
- Existing Signalled Junction (Link Route / Access)
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- Green Avenue
- Tertiary / Local Street / Active Travel / Vehicular
- Local Street / Active Travel / Pedestrian and Cyclist
- Access to Basement / Lower Levels

Indicative character and massing

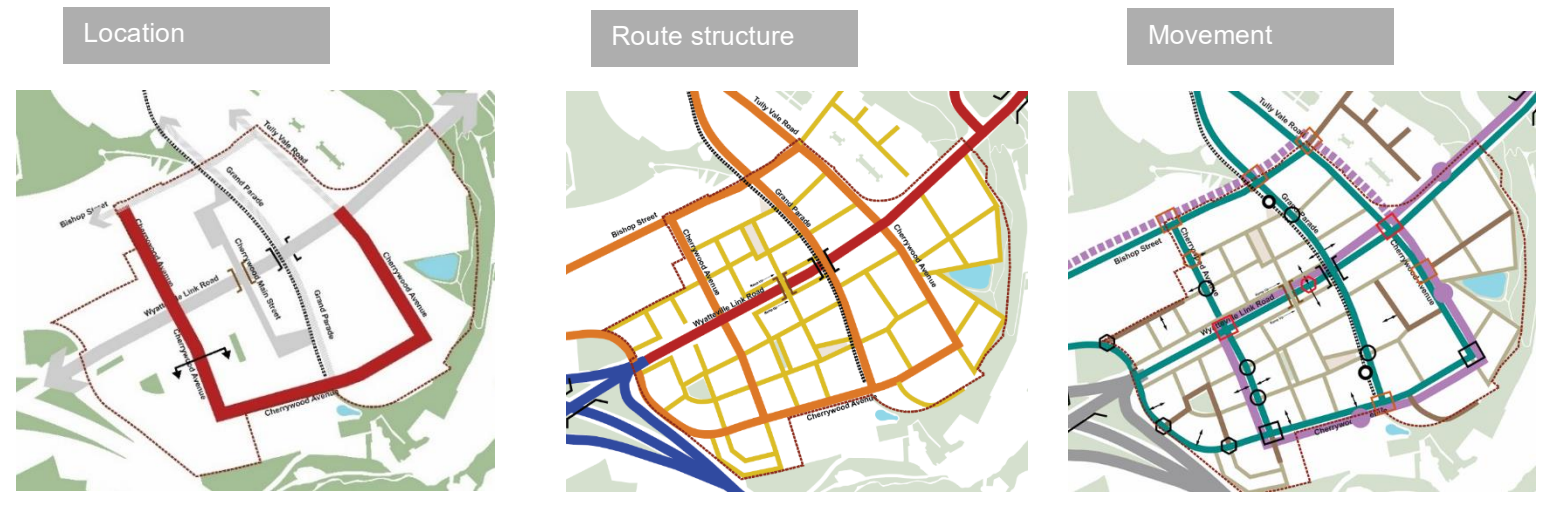


Urban street code	Cherrywood TC
Wyattville Link Road	Rev1
WLR-1	2/2

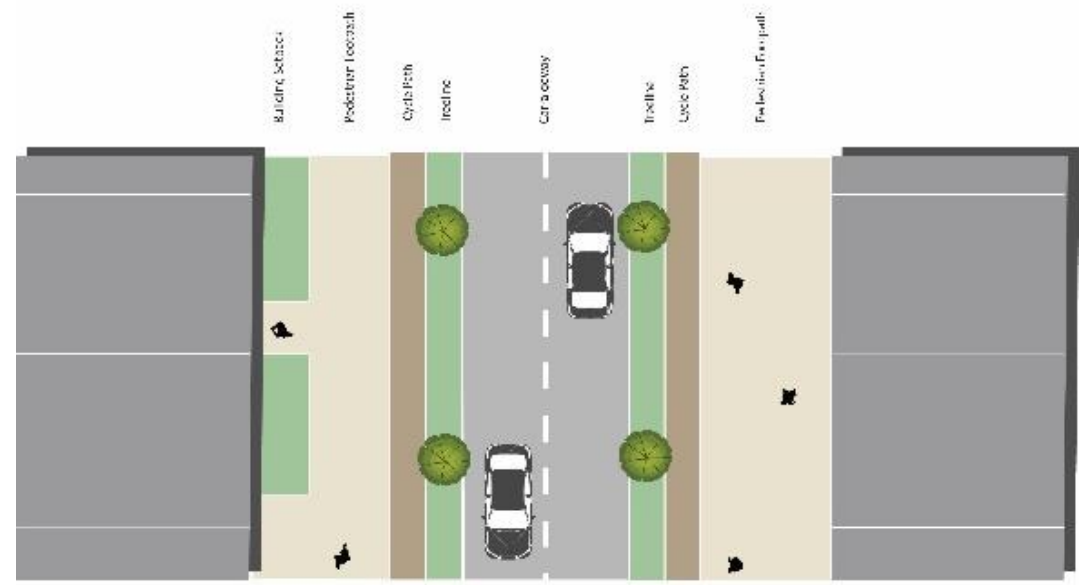
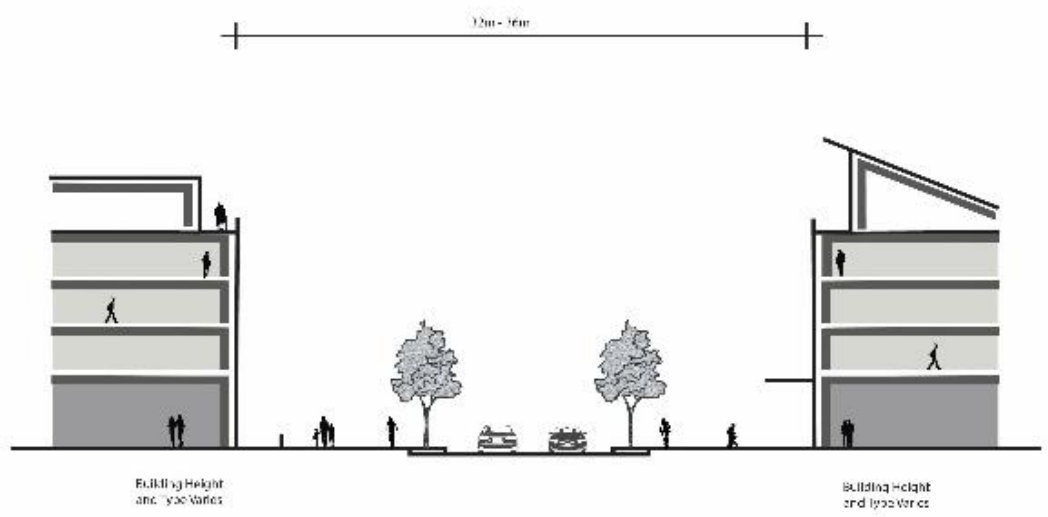
Cherrywood Avenue

Urban space	CA-1
Length	West section approx. 480m, South section approx 460m, East section approx 300m.
Orientation	Varies
Critical Axis	Centre lines fixed.
Width	Varies. Approx. 32-36m (building to building)
Urban scale	4-6 storeys
Enclosure ratio	Varies. Approx. 2.0:1.
Urban grain	Mixed grain.
Land use frontage	Primarily mixed use at both ground and upper floors
Character	Enclosed avenue, with continuous building frontage. Strong treeline along both side of the road. Integrated SuDS. Dedicated quality cycle and pedestrian facilities.
Movement	Link route. Shared - vehicular, pedestrian and cycle.

Urban street code	Cherrywood TC
Cherrywood Avenue	Rev1
CA-1	1/2



Indicative section



- LUAS / LUAS Stops
- Vehicular, Pedestrian and Cycle Bridge
- Pedestrian and Cycle Bridge
- Existing Signalled Junction (Link Route)
- Improved Signalled Junction (Link Route)
- Proposed Signalled Junction (Link Route)
- Existing Signalled Junction (Link Route / Access)
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- Proposed Active Travel Crossing / Service Access
- Existing Bus Route / Bus Stops
- Potential Quality Bus Route
- Green Avenue
- Tertiary / Local Street / Active Travel / Vehicular
- Local Street / Active Travel / Pedestrian and Cyclist
- Access to Basement / Lower Levels

Indicative character and massing



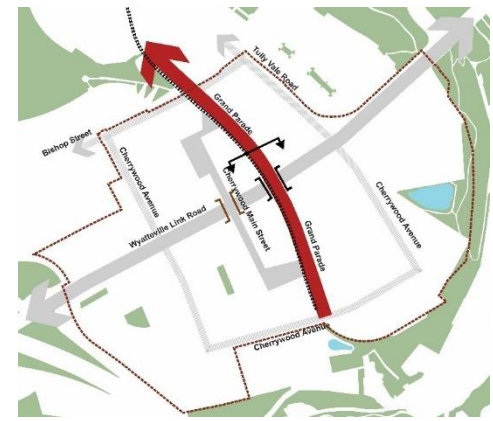
Urban street code	Cherrywood TC
Cherrywood Avenue	Rev1
CA-1	2/2

Grand Parade

Urban space	GP-1
Length	Approx. 550m North/north-west-South/south-east (between Bishop street and Cherrywood avenue)
Orientation	North/north-west-South/south-east, East/north east – West/south west
Critical Axis	Centre line alignment fixed and parallel to building frontages on adjacent blocks centre line
Width	34 - 38m (building to building)
Urban scale	Generally, 5-7 storeys, with taller elements at crossing of Wyattville Link Road.
Enclosure ratio	Varies. Approx. 1.5-2.0:1
Urban grain	Mixed grain.
Land use frontage	Primarily retail and services at ground floor, mixed use and residential in upper floors.
Character	Enclosed Luas avenue, with mixed use continuous frontage. Strong treeline along both sides of the avenue.
Movement	Shared - Luas, vehicular, pedestrian and cycle

Urban street code	Cherrywood TC
Grand Parade	Rev1
GP-1	1/2

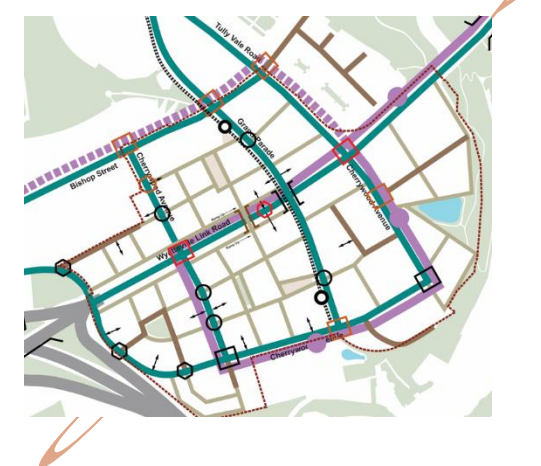
Location



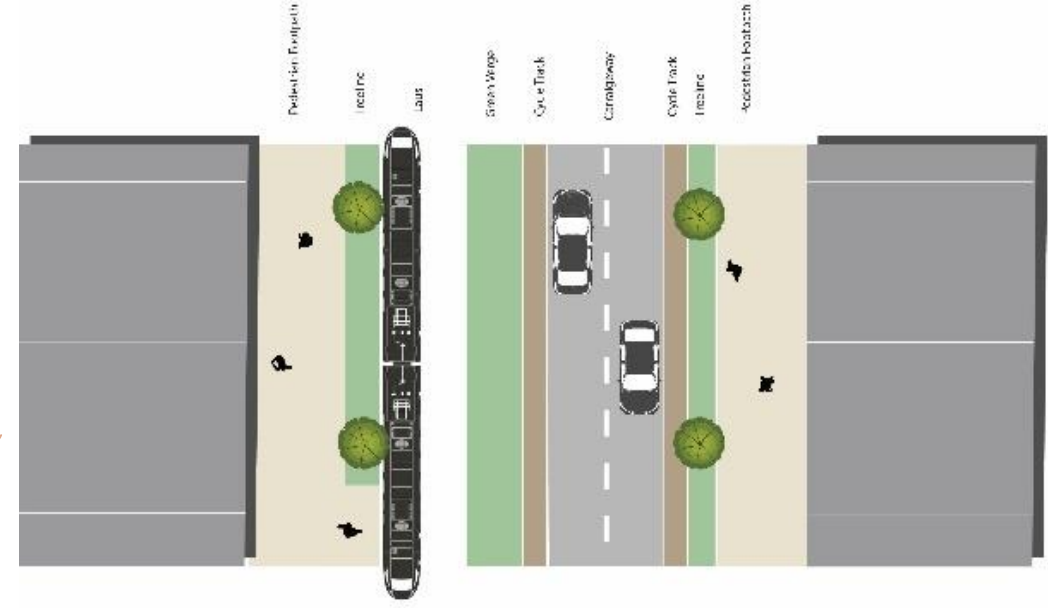
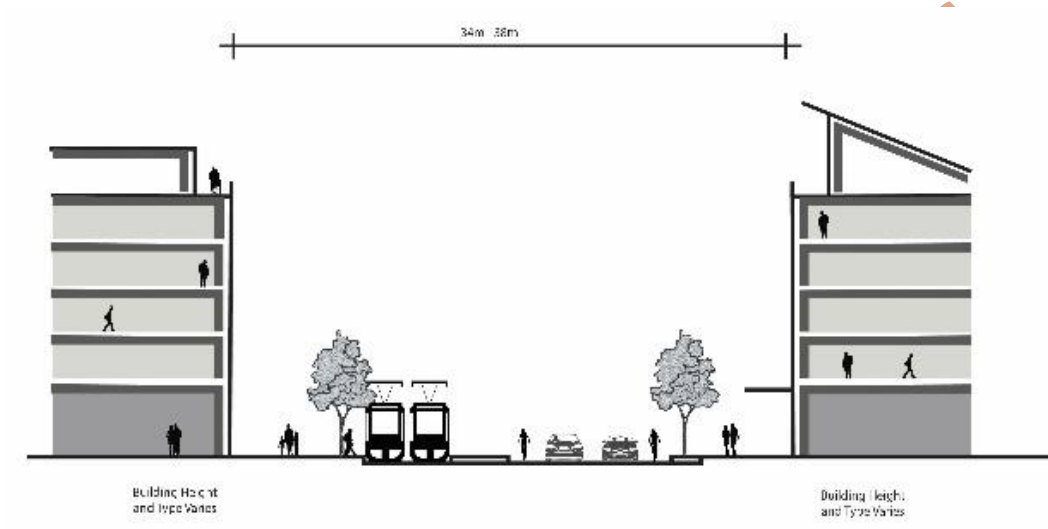
Route structure



Movement

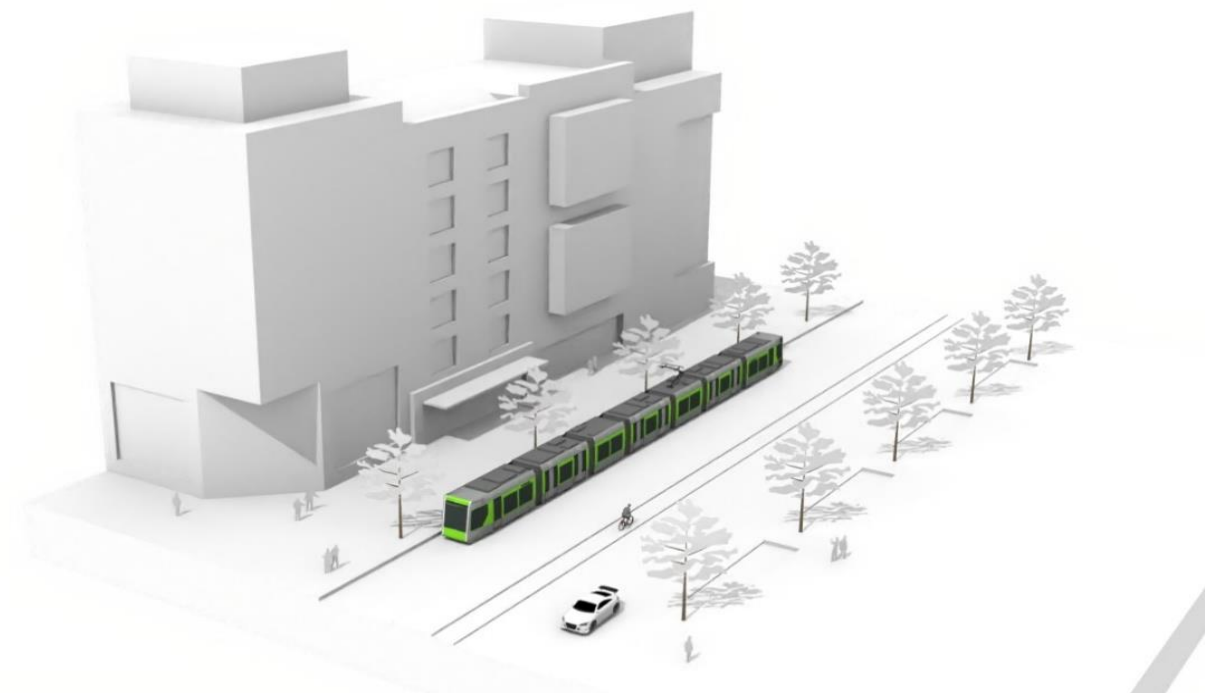
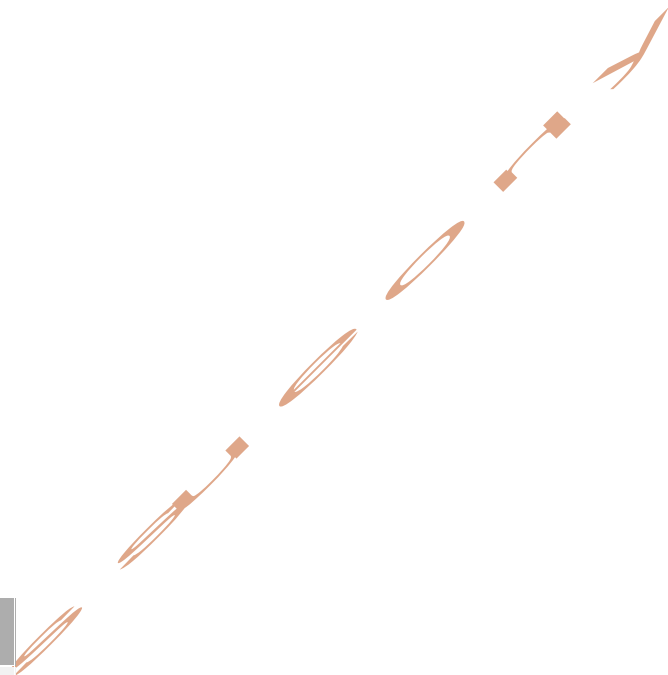


Indicative section



- LUAS / LUAS Stops
- Vehicular, Pedestrian and Cycle Bridge
- Pedestrian and Cycle Bridge
- Existing Signalled Junction (Link Route)
- Improved Signalled Junction (Link Route)
- Proposed Signalled Junction (Link Route)
- Existing Signalled Junction (Link Route / Access)
- Improved Signalled Junction (Link Route / Access)
- Proposed Signalled Junction (Link Route / Access)
- Proposed Active Travel Crossing / Service Access
- Existing Bus Route / Bus Stops
- Potential Quality Bus Route
- Green Avenue
- Tertiary / Local Street / Active Travel / Vehicular
- Local Street / Active Travel / Pedestrian and Cyclist
- Access to Basement / Lower Levels

Indicative character and massing

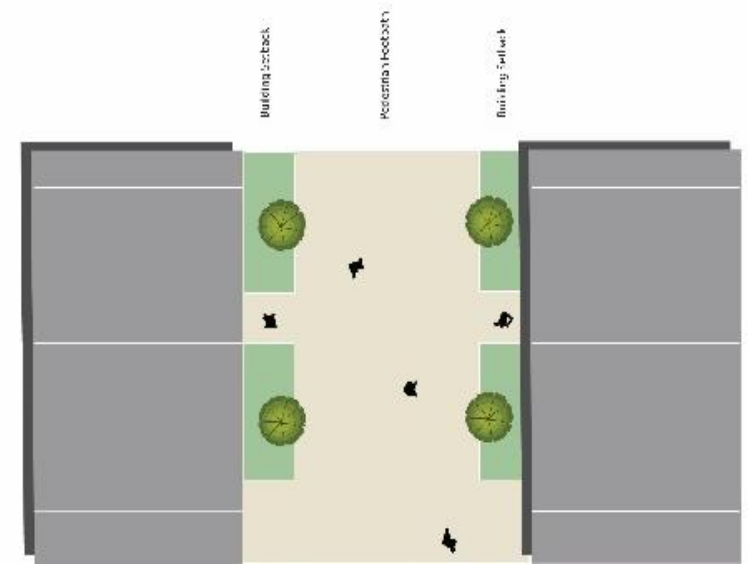
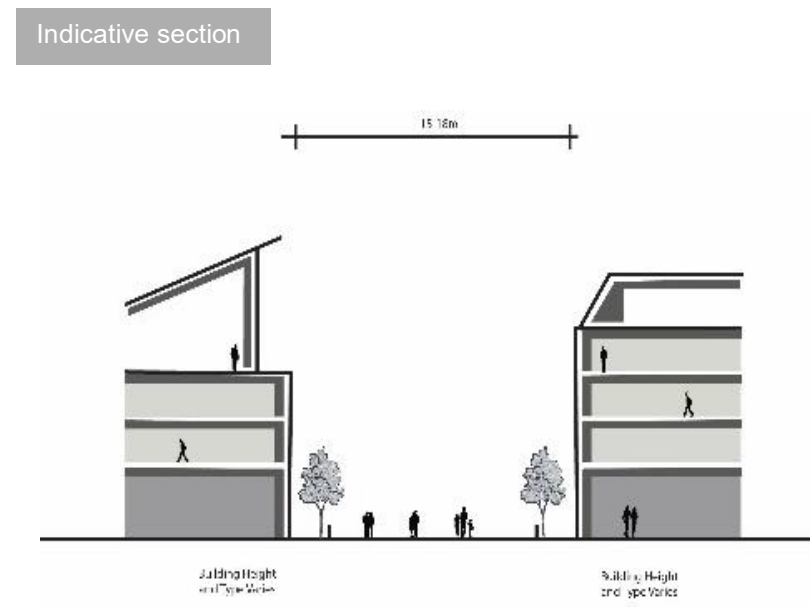
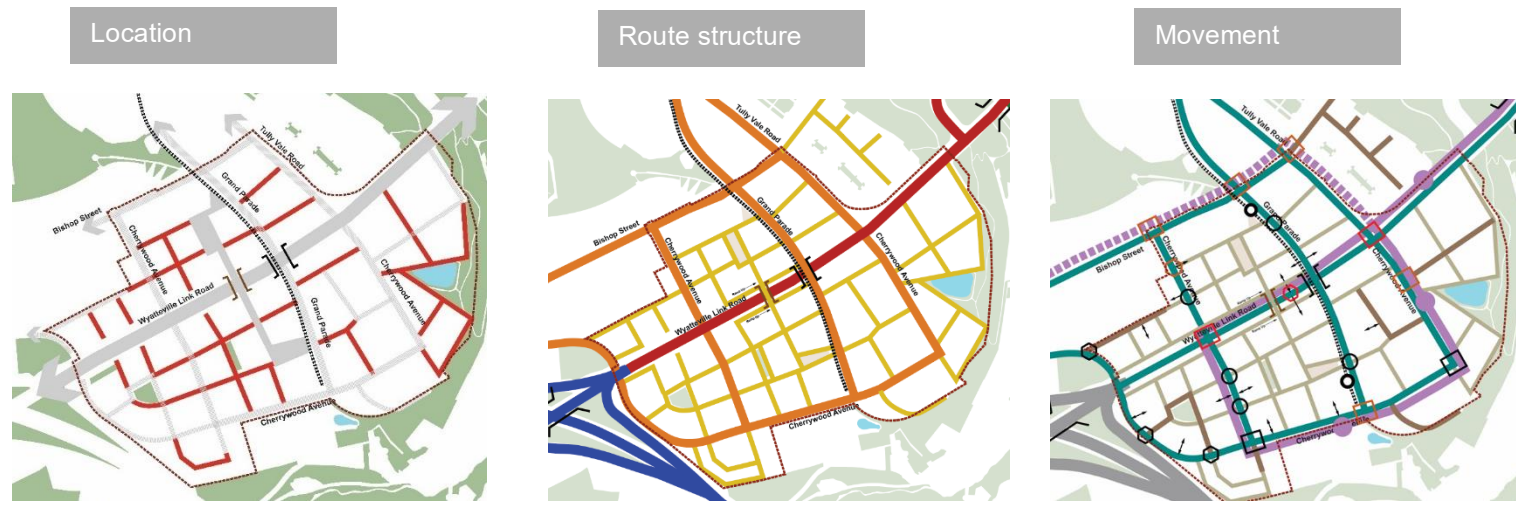


Urban street code	Cherrywood TC
Grand Parade	Rev1
GP-1	2/2

Local Street – Type A and B

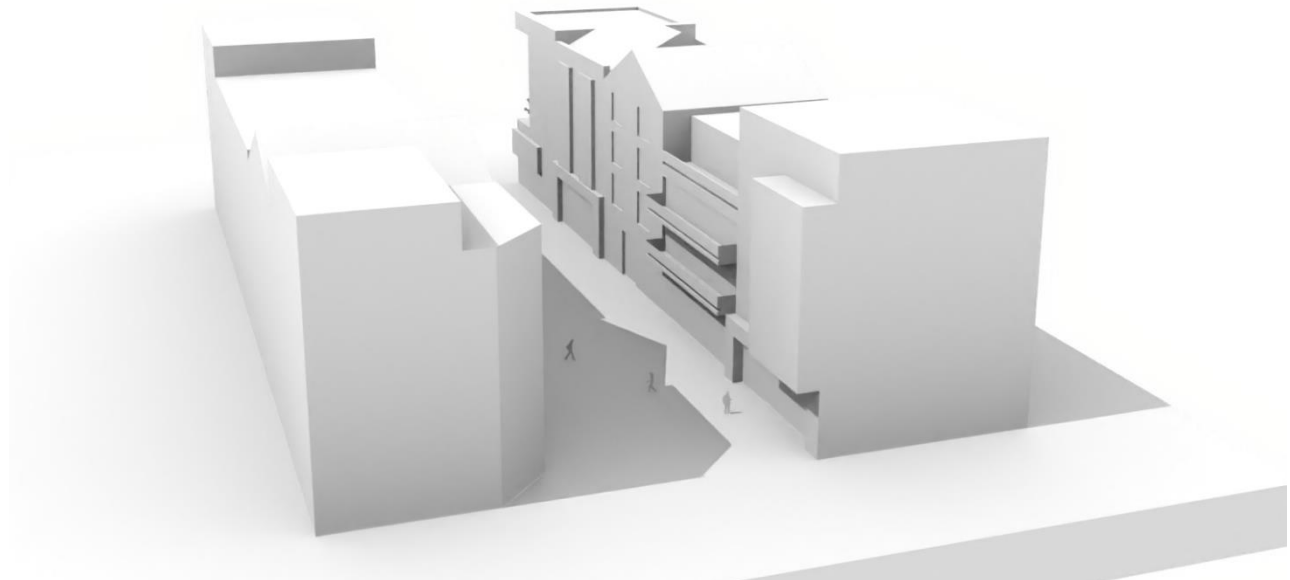
Urban space	LSAB-1
Length	Varies.
Orientation	Type A: North/north-west – South/south-east. Type B: East/north-east – West/south-west
Critical Axis	Referenced to fixed and flexible building lines.
Width	Type A: 15m (building to building). Type B: 18m (building to building).
Urban scale	3-6 storeys
Enclosure ratio	Min. 1.0:1
Urban grain	Mixed
Land use frontage	Varies.
Character	Enclosed local street with continuous frontage. Uncluttered space free from obstructions. High quality surface materials and street furniture for sitting and staying. Secondary planted landscape elements.
Movement	Pedestrian and cycle only. Managed street loading and servicing, maintenance. Emergency access.

Urban street code	Cherrywood TC
Local Street – A/B	Rev1
LSAB-1	1/2



- LUAS / LUAS Stops
- Vehicular, Pedestrian and Cycle Bridge
- Pedestrian and Cycle Bridge
- Existing Signalled Junction (Link Route)
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- Local Street / Active Travel / Pedestrian and Cyclist
- Access to Basement / Lower Levels

Indicative character and massing

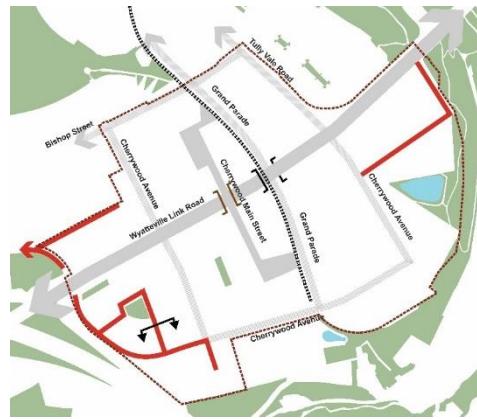


Urban street code	Cherrywood TC
Local Street – A/B	Rev1
LSAB-1	2/2

Local Street – Type C

Urban space	LSC-1
Length	Varies.
Orientation	Varies.
Critical Axis	Referenced to fixed and flexible centre lines.
Width	22m-26m (building to building)
Urban scale	Varies.
Enclosure ratio	Approx 1.5 – 2.0:1
Urban grain	Varies.
Land use frontage	Varies.
Character	Enclosed pedestrian and cycle-friendly local street with local vehicular access. Distinctive treeline and planting structure along both sides of the road.
Movement	Shared. Local vehicular access, pedestrian and cycle friendly.

Location



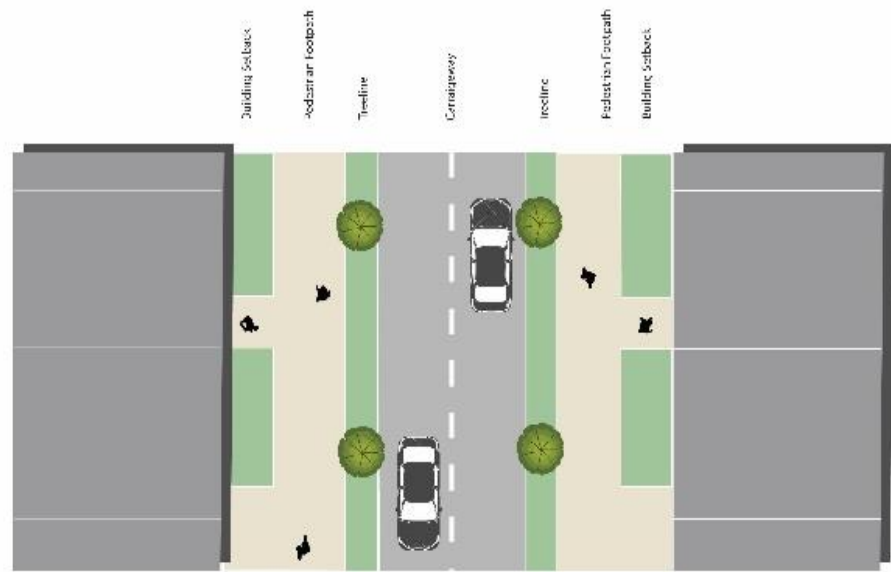
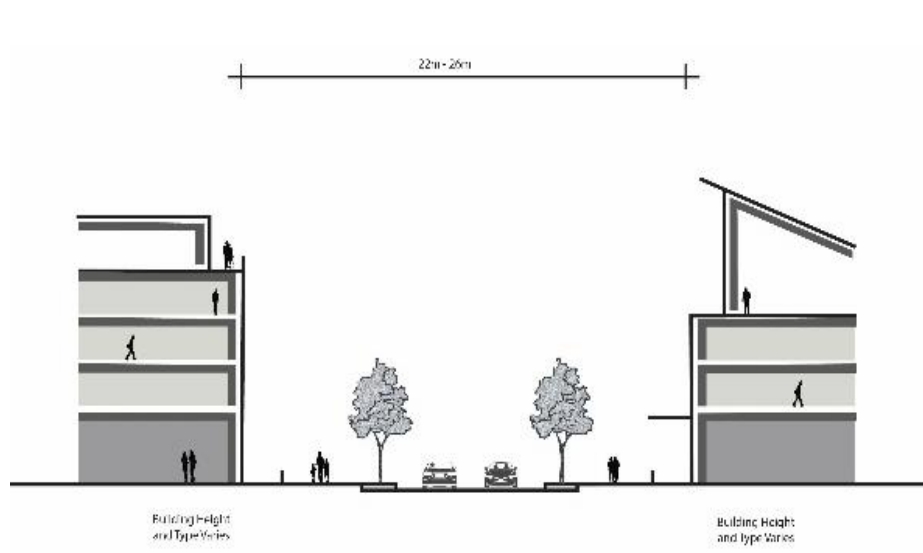
Route structure



Movement



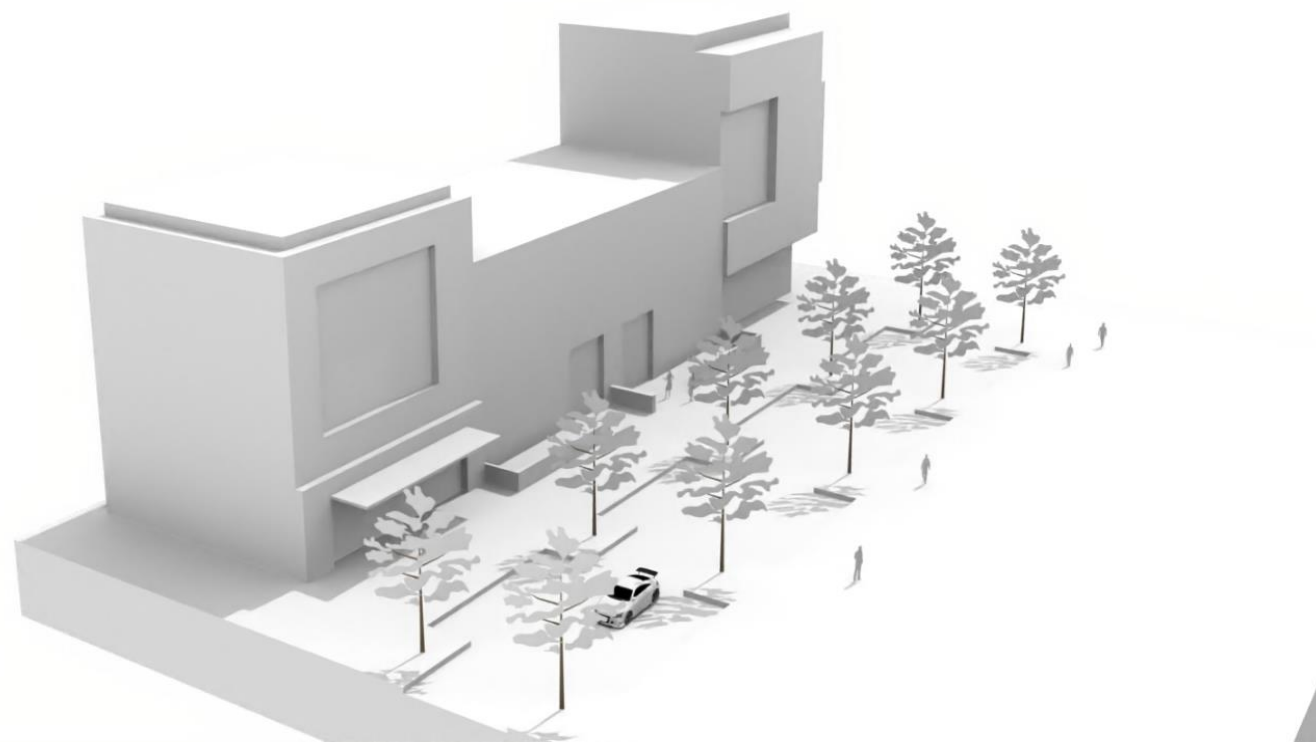
Indicative section



- LUAS / LUAS Stops
- Vehicular, Pedestrian and Cycle Bridge
- Pedestrian and Cycle Bridge
- Existing Signalled Junction (Link Route)
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- Proposed Signalled Junction (Link Route / Access)
- Proposed Active Travel Crossing / Service Access
- Existing Bus Route / Bus Stops
- Potential Quality Bus Route
- Green Avenue
- Tertiary / Local Street / Active Travel / Vehicular
- Local Street / Active Travel / Pedestrian and Cyclist
- Access to Basement / Lower Levels

Urban street code	Cherrywood TC
Local Street – C	Rev1
LSC-1	1/2

Indicative character and massing

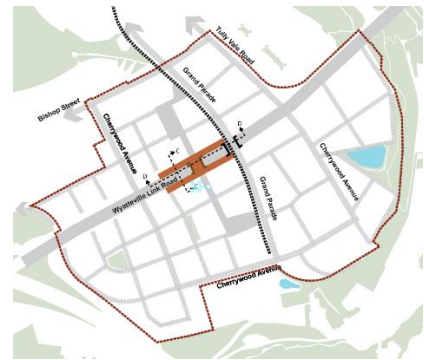


Urban street code	Cherrywood TC
Local Street – C	Rev1
LSC-1	2/2

Main Street Pedestrian Bridge

Urban space	MS - PB
Length	Approx. 380m (Include ramp, deck and platform)
Orientation	East/north-east, West/south-west
Critical Axis	Centre line fixed.
Width	8 – 12m (Deck Width) 5 – 6 m (Ramp Width) 5 – 6m (Platform Width)
Urban scale	4-8 storeys
Land use frontage	Primarily UrbComm at ground floor, mixed use and residential in upper floors.
Character	Gently sloping ramp from Wyattville link road to new Main Street Bridge with linking bridge platform to Grand Parade. High quality surface materials and street furniture at pedestrian bridge deck for sitting and staying. Secondary planted landscape elements.
Movement	Pedestrian and cycle only.

Location



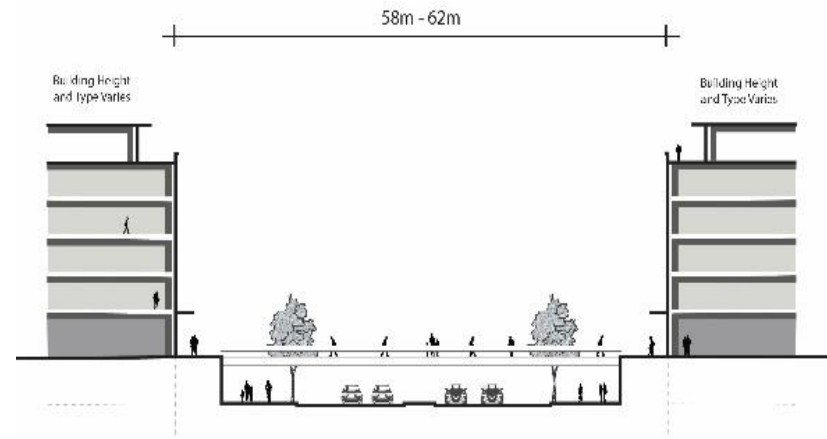
Route structure



Movement

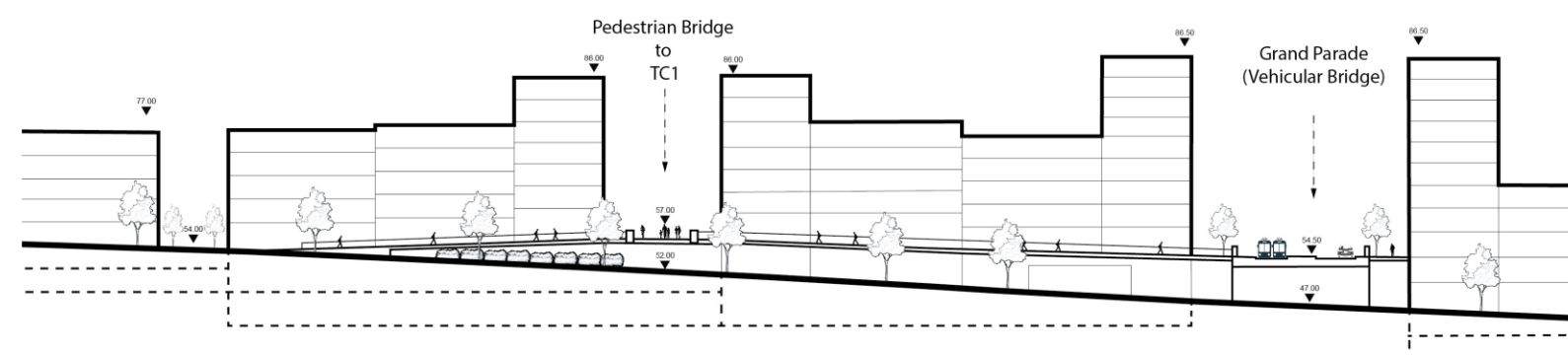


Indicative section

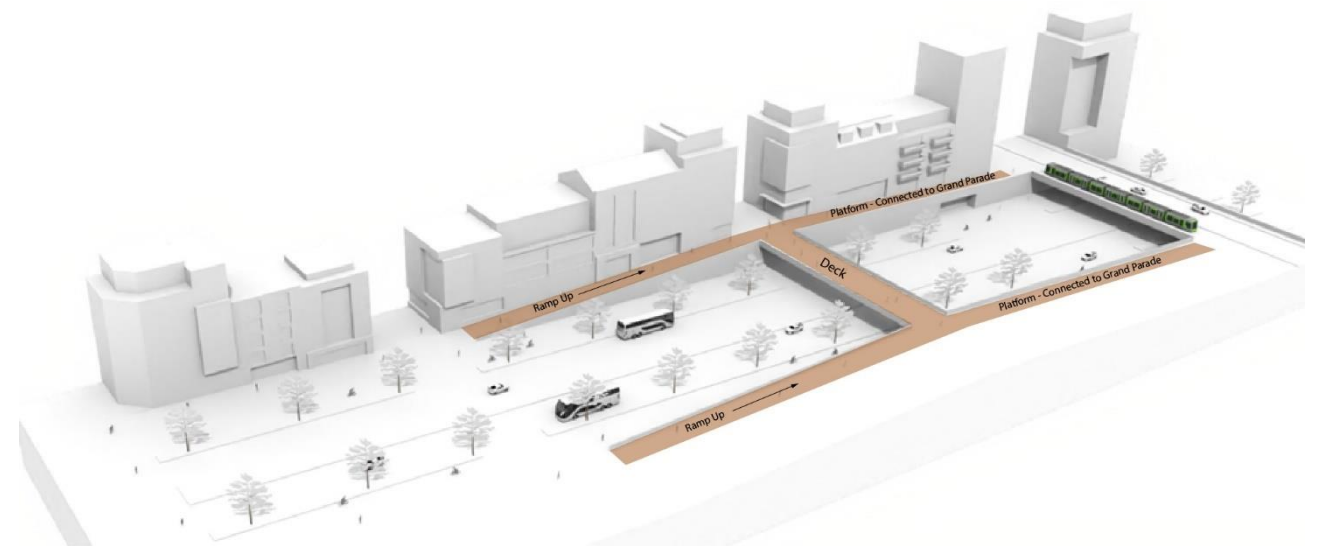


- LUAS / LUAS Stops
- Vehicular, Pedestrian and Cycle Bridge
- Pedestrian and Cycle Bridge
- Existing Signalled Junction (Link Route)
- Improved Signalled Junction (Link Route)
- Proposed Signalled Junction (Link Route)
- Existing Signalled Junction (Link Route / Access)
- Improved Signalled Junction (Link Route / Access)
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- Local Street / Active Travel / Pedestrian and Cyclist
- Access to Basement / Lower Levels

Urban street code	Cherrywood TC
Wyattville Link Road	Rev1
WLR-1	1/2



Indicative character and massing



Urban street code	Cherrywood TC
Wyattville Link Road	Rev1
WLR-1	2/2

7 Urban design guidelines

Urban design guidelines are provided for important aspects of urban design quality which require careful attention and a consistency of approach. They are selected to support the parameters established in the code and to augment (and not to repeat or contradict) existing quality guidelines and controls in the CPS.

The guidelines will assist in development management process where quality aspects will be scoped and agreed as part of the development of proposals. The urban design guidelines include:

- Diversity, viability and vitality
- Adaptability
- Quality building
- Quality spaces

7.1 Diversity, viability and vitality

Town centres must function effectively and efficiently if they are to meet changing social and economic contexts and the objectives of sustainable development. Diversity of use and activities is a key attribute of sustainable city centres. It provides town centres with longer-term adaptability and robustness to survive ever-changing economic and social conditions. Diversity encompasses, among other things, mix of uses, adaptability of built form, and variety of buildings and blocks. Importantly, diversity of use is recognised as the single most important component of urban vitality and viability.

Viability is the ability of the local, urban economy to exist and to continue to attract investment into the longer-term within levels which avoid depletion of resources and secure important aspects of social equity. Vitality, in contrast, is a shorter-term objective, which refers to the 'busyness' of town centres. It is normally measured by a set of metrics including footfall, commercial yields, local rental values, vacancy rates, customer views and behaviour, and retailer representation.

Cherrywood Town Centre must secure its own vitality and viability from a low base of social, economic and civic infrastructure. An appropriate mix of uses that is diverse but related (referred to as related diversity) and the careful distribution and concentration of uses (also referred to as clustering), to secure synergies and benefits of association, will make a major contribution in this regard.

In a spatial sense, certain uses, such as retail and services, need to be continuously and seamlessly connected to generate and grow critical footfall. And other uses which support each other need to be located near to each other (within a short walk or within view). This along with the need to promote walking and cycling and access to public transport, requires an intensity of use and spatial compactness.

Understanding the mutual and reciprocal relationship between land uses (for example, the supporting secondary role that cafes, restaurants and bars make to support primary role of a major civic or cultural use) is

essential. Likewise, enormous changes to sectors, such as retail and services, have driven a reframing of the role of town centres with a renewed emphasis on the experience of the town centre, new and innovative offers and the re-integration of the social or community economy.

The evening and nighttime economy (ENTE) is increasingly important to the success of town centres, where the traditional base of retail and services has declined, often due to larger external forces (notably, increasing sector competition and growth of online retailing and services).

A critical challenge will be the combination of primary (destination uses, such as a substantial civic or cultural attraction) and the supporting services (e.g. restaurants, cafes, bars, venues). Cherrywood Town Centre provides a unique opportunity to deliver on this.

Providing for the larger community of Cherrywood will also require a focus on delivering on the assets of successful town centres of district centre scale, such as larger multi-purpose hotels and new leisure and recreation facilities for Cherrywood and the County. This could also position Cherrywood within the County's tourism network.

7.1.1 Land use range and mix

The range and mix of uses in the Town Centre have been informed current policy and plans, consultation and review studies (notably around employment uses, community uses and retail and services). The overall range and mix is consistent with the district centre role and the vision and principles of the CPS.

The current use designations in the CPS are expanded to allow for greater clarity on the nature and distribution of uses and use mixing in the Town Centre.

Within the Town Centre important concentrations and associations will need to be developed to secure critical mass and a logical order and arrangement of land uses. This will be essential in achieving the vision and principles of the CPS and the general principles and objectives of placemaking.

In terms of distribution of land uses, it is important that there is a clear distinction (albeit with a rational transition) between the use range and mix the Town Centre Core and the Town Centre Environs.

The following summarises the overall approach to the distribution of land uses across the Town Centre:

- Primary retail and services functions for Cherrywood in TCC1, with a secondary concentration in TCC3, and smaller, dispersed, tertiary provision in TCC2 and TCC4.
- Consolidation of substantial Town Centre Core residential use in TCC1 and TCC3 in concentration and in a mixed-use context.
- Primary civic and community use, including cultural uses in TCC3 with secondary elements across the Town Centre.
- An expanded recreation, leisure and tourism role for the Town Centre, focused on TCC3, with close synergies with the cultural dimensions of civic and community use.
- A focus on smaller scale, niche and innovative employment generating activities/office-based activity, including creative and knowledge intensive business services (KIBS) in the Town Centre Core, under a new employment category, UrbComm.
- A widening of the range of uses included in the HIE designation in the Town Centre Environs, to allow greater flexibility in responding to market, civic and community needs. – redesignated as Strategic Employment Uses (SEU).

The urban design concepts and code guide the distribution of uses within the urban form of the Town Centre in an overall concept and more specifically by indicating primary use by frontage at different levels.

7.1.2 Frontage land use

Frontage use has been chosen as the method (See urban design concepts and the code) to guide horizontal use mix and distribution, in preference to urban block use or building use, as it allows greater flexibility for later design and development solutions.

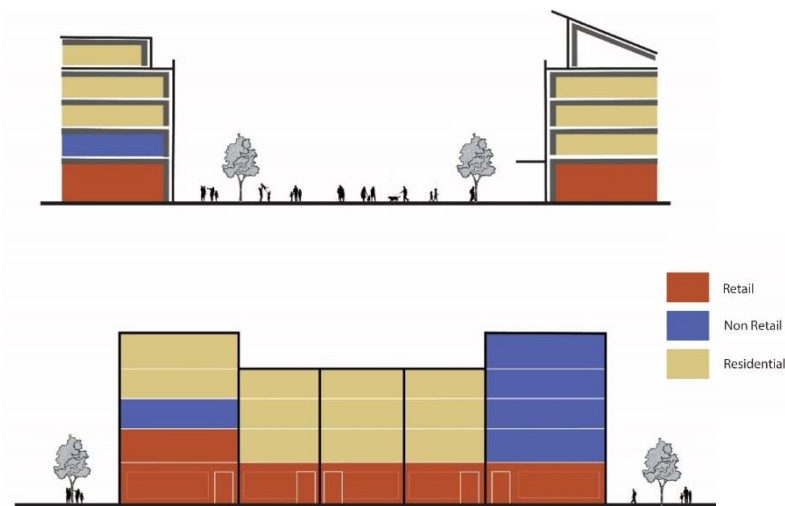
In a mixed-use town centre context, it is also important to accommodate vertical land use mix at different levels in blocks and along streets and spaces. The urban design concepts and code also provide guidance on this at basement/sub-podium, ground floor and upper floors.

Horizontal and vertical mixed use will be necessary across most blocks in the Town Centre Core land use area, given the larger and overall range and mix of uses, and this will require specific place-based solutions and architectural design expertise.

Figure 41. -the horizontal and vertical mixed use image



Figure 42. Indicative 3D showing the horizontal and vertical mixed use along frontages.



7.1.3 Larger format retail

Larger format comparison and convenience retail will be an important part of the retail provision in the Town Centre. It is always a challenge to accommodate larger floorplates within a compact and diverse urban centres. However, careful location, configuration and design can deliver on floorspace needs while retaining the essence of the Town Centre by:

- Taking advantage of level changes across superblocks, urban blocks and frontages;
- Combining ground and first floor retail space;
- Combining lower ground basement/sub-podium space and ground floor retail space;

As a broad rule of thumb, larger retail units of up to 800sqm gross floor area can be accommodated in a single level or combined levels within the urban blocks in the Town Centre, subject to any necessary 'wrapping' of the volume with smaller unit frontage - along all street or space frontages.

For units of between 800 and 1,500sqm gross floor area, 'wrapping' may still be possible while also maintaining active street and space frontages, but designers are still required to explore combined level options as a preferred strategy.

For units of between 1,500 and 2,500sqm gross floor area, the option will be provided to amalgamate two selected blocks in both TCC1 and TCC3, where the option of combined levels cannot be achieved. These are:

- TCC1B1 and 2; and
- TCC3 3 and 6.

The amalgamation of blocks must ensure that all frontages remain active that horizontal and vertical mixed use and appropriate built form and urban grain is achieved.

Units in excess of 2,500sqm gross floor area, should be located in combined levels at basement and ground floor only. These units must have a ground floor frontage to a mixed use frontages. Where units such as these cannot be achieved, a sequential approach to larger format retail delivery across the Town Centre may need to be explored by the Planning Authority.

7.1.4 Objectives for frontage land use

To support the interpretation of the code the objectives for frontage land use are summarised in Table 3 below

Land use	Frontage objectives		
	Basement/sub-podium	Ground floor	Upper floors
Primary retail and services - Cherrywood Square, Cherrywood Main Street and Civic Square.	Flexible, but connected to upper floor uses. Suited to medium and larger format convenience retail and ancillary uses (e.g. 800sqm- >2,500sqm). Associated car parking and loading.	Continuous fine grain of active, retail and services uses. Integration of social and community enterprise. Potential for mezzanine use for medium scale format retail (e.g. 800-1500sqm) Ground floor access to other upper floor uses. Strong interface with streets and spaces. Managed on-street loading and services to smaller and medium scale retail and services. ENTE and the 'experience economy' focused on Cherrywood Square, Civic Square and south Main Street.	Integrated with ground and lower floors and other upper floor uses.
Secondary mixed use	See other uses.	Horizontal use mix within each urban block. All primary access upper floor uses from the street. Important solution for larger avenues and routes.	Flexible vertical use mix. Integrated with lower floors as appropriate.
Residential	Associated car parking, and ancillary use.	Primarily residential interface (living street) maximising direct and frequent access to ground and upper floor units from streets and spaces. Potential for live-work typologies. Minor set-back or privacy strip as necessary. Internal courtyard reserved for shared private open space.	Integrated with lower floors. Upper floors mixed use subject to specific assessment.
Recreation, tourism and leisure	Opportunity for larger format spaces connected to upper floors. Associated car parking, and ancillary use.	Small, medium and large format within a horizontal mixed use frontage. Opportunity for large hotel and conference venue in TCC3 and smaller hotel/accommodation in TCC2.	Flexible vertical use mix. Integrated with lower floors as appropriate.
Civic and Community	Opportunity for larger format spaces connected to upper floors. Associated car parking, and ancillary use.	Primary, vibrant civic interface with public space in landmark building in TCC3. Potential for integration of other uses (retail and services, recreation, leisure and tourism) within a horizontal, mixed use frontage. Elsewhere smaller scale, accessible and public-facing community uses.	Flexible vertical use mix. Integrated with lower floors as appropriate.
UrbComm	Associated car parking, and ancillary use.	Smaller scale, generally a part of horizontal mixed use of individual urban blocks. Access to other upper floor uses as appropriate. Important role for larger avenues and routes.	Flexible vertical use mix. Integrated with lower floors as appropriate.
SEU Town Centre Environs	Associated car parking, and ancillary use where individual basement provided.	Flexible horizontal use mix within SEU designation. Small, medium and larger grain. Primary access to streets and spaces. Access to other upper floor uses as appropriate.	Flexible vertical use mix within SEU designation. Integrated with lower floors as appropriate.

Table 3. Objectives for frontage land use

7.1.5 Scale of land uses

The mix of use in the area should also seek to achieve diversity in the scale of land uses. Larger scale uses can play an important role in anchoring and driving land use mix across the Town Centre. They generally develop relationships with other Town Centre uses, that provide supports or services. An example might be printers, stationers and cafes, which provide support to larger creative uses, or nearby professional offices.

While large scale uses will be required as potential drivers for the Town Centre economy, a good mix of medium and small-scale uses must be included to deliver vitality and viability in the Town Centre Core. Small and medium size uses provide for small and medium size businesses. Research has shown that a rich variety of these businesses supports diversity and provides greater and longer-term, quality employment.

Small and medium size businesses also tend to be independent in nature developing strong links with other local business and make a strong contribution to the local economy. ENTE in particular, is largely driven by small and medium scale independent business.

In planning and designing for land use, the overall aim should be to provide a proportionate mix of large, medium and small scale uses. In simple terms, there should be a relatively small number of larger-scale uses, a greater number of primary or medium scale uses, and a larger number of small scale uses in the Town Centre Core.

The planning and design of urban blocks, and the approach to the urban grain will be critical in achieving a mix in the scale of land uses in the Town Centre Core (see relevant guidelines in these areas).

7.1.4 Temporary, occasional and 'meanwhile' uses

Within the range of uses in the CPS, there is potential to accommodate temporary, occasional or 'meanwhile' uses such as entertainment, events, and markets, and 'meanwhile' uses in undeveloped spaces and areas. These uses could meet community needs and encourage connectivity and activity in disconnected or underused areas. Subject to development management and ongoing management and monitoring, this could be done without compromising the medium to long term objectives of the CPS.

Figure 4: Vertical and horizontal sub division mix



7.2 Adaptability

7.2.1 Robust urban blocks

Urban blocks represent the developable element of parcels of land in the Town Centre, when all public streets and spaces are excluded. The urban design concepts and the masterplan provide for a pattern of urban perimeter blocks that responds to the principles and objectives for the sustainable development of the Town Centre.

The perimeter block typology is the basic and ubiquitous model for robust urban structure. It allows all frontages of the block to be developed, by bringing most, if not all, massing/building frontage to the street or space interface. The perimeter block has a number of benefits including the possibility of activity to all streets and spaces and a clear definition between public streets and spaces and internal areas such as private or semi-private courtyards. When properly sized and shaped, perimeter blocks provide for good access to daylight and sunlight and passive ventilation for residential and non-residential uses. It is a robust form, that allows for vertical and horizontal use mixing.

The success of the perimeter block, depends on some key criteria, including:

- Clearly defined extent of urban block;
- Carefully considered building lines and building set-backs to reflect ground floor uses and the function/role of the street or space, and to achieve adequate front to front distances between blocks;
- Massing to the perimeter of the block;
- Building frontage to all sides, including the shorter sides (secondary street frontage) of the block;
- Proper design and attention to corners, avoiding 'dead' or windowless gables;
- An appropriate scale of buildings to provide the appropriate level of enclosure of the streets and spaces;
- Adequate back-to-back distances within the block to ensure adequate light and privacy and internal open space;
- Appropriate building set-backs from the street to suit the use of ground floors; and
- Adequate arrangements for pedestrian, cycle and vehicular access around, within or below the block.

A robust urban block is sized and shaped in such a way as to be capable of delivery as a single entity or in smaller elements known as plots.

Figure 44: Urban design principles for mixed grain urban blocks

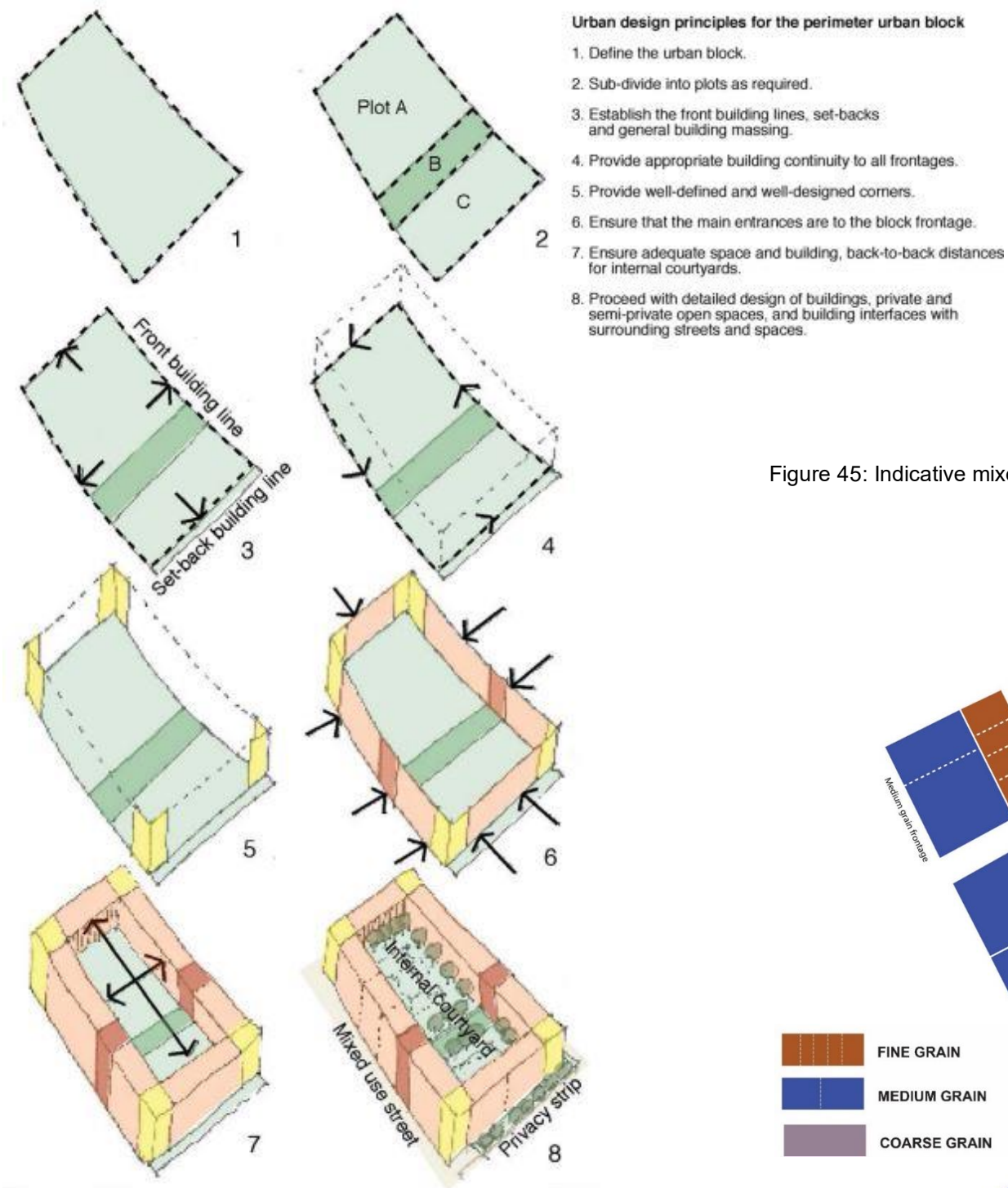
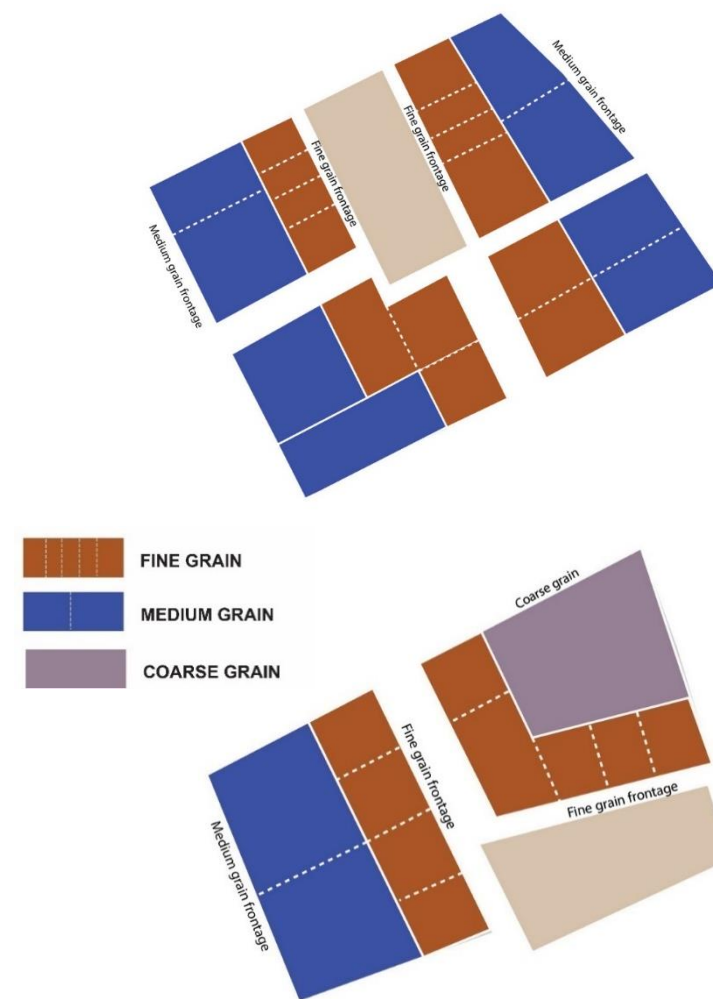


Figure 45: Indicative mixed urban grain



7.2.2 Mixed urban grain

Urban grain is a way of describing the degree of mixing of different physical elements in an urban area. Urban grain is sometimes used to describe urban block patterns or the nature of internal ground floor subdivisions, but these do not deliver longer-term fine urban grain. A better indicator of urban grain is the pattern of the subdivision of plots within urban blocks (sometimes referred to as horizontal subdivision). Plots can be described as the smallest independently developable or discrete element of the urban block, and they are the land or defined area on which individual buildings will be development and/or redeveloped. Importantly fine urban grain will be needed to manage active frontages on sloping streets in the Town Centre (see s.7.3.5).

The benefits of a mixed urban grain are significant, as:

- It results in a greater richness in use mix;
- It provides a range of development parcels for a range of potential uses;
- It is attractive to a wider range of potential developers;
- It is attractive to smaller, independent businesses;
- It results in a range of designers and range of approaches to building;
- It produces a greater diversity of building types and expression;
- It produces spatially, independent buildings with greater adaptability and flexibility for changes and modification in many cases; and
- It gives flexibility for the phasing and incremental development of blocks.

The subdivision of larger buildings at ground floor level will also be important to achieve mix of use at ground floor level. It will not, however, provide the flexibility or independence required by many small businesses, particularly, evening and nighttime economy uses.

7.3 Quality building

Many matters relating to building design are already set out in the CPS, and other standards and controls in the County Development Plan also have general application and will guide the development management process, when individual proposals for development are advanced for approval. Additionally, planning schemes are required to align (in different ways) with national planning guidelines, many of which have implications for buildings and development.

These guidelines focus on place-based building quality, elaborating where necessary on existing guidelines and controls, or applying these more closely to the context of the Town Centre.

7.3.1 Adaptable range of building typologies

A range of typologies will be needed to accommodate different land uses and to ensure a diversity and variety in the built fabric of the area. Buildings should be designed to reflect their function. Mixed-use buildings, in particular, should be designed to accommodate future changes of use. This will require a 'loose-fit, long-life' approach, where additional internal or external space or dimensions may be provided. The mixed urban grain approach of varying plot sizes in individual blocks will facilitate a variety of building typologies. Smaller mixed-use building typologies will require appropriate and bespoke design consideration and solutions. The CPS allows for increased floor to floor dimensions at ground floor level to accommodate flexibility and adaptable layout, which can accommodate, many uses, including live-work.

7.3.2 Architectural diversity

While the approach to date has been consistency of architectural design in the Town Centre, the greater diversity and intensity of use proposed in this review must be expressed in greater diversity of architecture and architectural style in the Town Centre.

This is important as the Town Centre is not a single, large development but a place with a collection of many different urban contexts (e.g. new and proposed urban spaces, arterial, link and local streets etc.). The overall approach and the architecture should respond to this context and the basic need for a mix in the scale of uses and the urban grain to support this.

The smaller plot buildings will be required to be spatially-independent of adjoining buildings, with separate entrances and private courtyard/storage spaces. Individual architectural design approaches by different design practices will be required for different buildings in individual blocks. Variety and innovation of design, construction, materials and colours will be promoted to enhance architectural diversity.

The overall maximum building height will be in accordance with the building height concept. Where coarser urban grain and larger buildings are proposed, a careful approach to the design of facades will be required. Individual buildings on the medium and large plots within

blocks should express distinctive building design. Designers will be required to clearly express the ground floor, the main façade, a strong parapet and roof form.

A vertical emphasis to the facades should be achieved, to ensure some degree of visual 'rhythm' in the mixed-use streetscape. This can be done by façade design and the use of different materials and colours. Building entrances should be designed as a key element of the facade, and may also be expressed vertically in the façade.

Balconies may be incorporated in multi-storey, residential development to improve the expression of the facade and the interface with streets and spaces.

The treatment of ground floor corners must be carefully considered in terms of design and interface. Corners provide an opportunity for architectural expression, with the inclusion of features, such as raised parapets and additional building height. Distinctive corner buildings can also aid legibility, signifying a significant route or gateway.

7.3.3 Architectural competitions

Architectural diversity requires the input of many designers. It is essential that key buildings of civic and urban design importance are of highest architectural merit. It is also important that the variety needed for fine urban grain is achieved through the insertion of innovative high-quality buildings.

In the case of all civic buildings, it is recommended that a public design competition is held by the landowner or principal developer. A quality brief should be developed and the process monitored in agreement with the Planning Authority.

In the case of the fine grain buildings, the principal developer should retain a separate design practice, following a process agreed with the Development Agency.



7.3.4 Building and street/space interface

The interface of the building and space is critical to the success of streets and spaces in the Town Centre. The purpose of the street or space and the nature of the frontage land use will determine the approach to the design of the interface.

In all instances, interfaces should be carefully designed and attractive, and provide appropriate levels of interaction and safety.

Generally, for primary retail and services and mixed-use frontage to streets and spaces there should be no building set back from the back of the street or space.

On the primary retail and services frontages, interface design should include frequent entrances to ground floor uses and upper floor uses, generous windows and display areas, varied and richly detailed and designed shopfronts, generous floor-to-floor heights (in line with CPS) and design for potential for uses to spill out onto the street or space.

For new ground floor residential frontage to streets and spaces, there should be building set-back or a small privacy strip (not greater than 1.0m deep) depending on context. Consideration should be given to non-residential use (e.g. community) on residential corners, in which case a set-back would not be provided. Less private rooms such as kitchen, living and dining rooms should be positioned to the main frontages, with direct access to ground floor units from the street or space, and carefully designed shared access to upper floors. Balconies at upper floors will assist with street and space interface and passive supervision.

7.3.5 Sloping street and spaces and ground floor interface

There are topographical and level differences and changes in the Town Centre that will result in significant gradients in the Town Centre streets and spaces. In addition, link streets, Luas and the attached podiums at TCC1A, TCC2 and TT4 are in place and represent important fixed levels. The UDFD provided an approach to managing changing levels in the Town Centre Core and this is essentially adopted in this review.

In relation to streets and spaces levels and gradients key considerations are to:

- Tie in as closely as possible with existing Luas infrastructure, podiums and completed perimeter link streets.
- Apply the principles of Access for All throughout the Town Centre network of streets and spaces.
- Gently slope rather than step surfaces, avoiding grade breaks on streets and spaces, and use steps only in exceptional circumstances.
- Meet DMURS gradient standards, with a target gradient of no less than 1:20 (exceptionally and for short distances 1:12);
- Achieve a level surface or imperceptible gradient at Cherrywood Square and Civic Square.

On sloping streets and spaces, particular attention will need to be given to closely matching ground floor levels to gradient changes. Ground floor building levels must change frequently to ensure entrances and thresholds are level with the finished street.

On these streets, fine urban grain will be preferred as a strategy to match street gradients and entrances, while also contributing to building and land use variety. Cherrywood Main Street is one such case which includes slopes either side of the Cherrywood Main Street Bridge.

Excessive level differences between the ground floor of buildings and the street will not be permitted. Building designers will be required to work closely with the designers of the streets and spaces in this respect.

7.3.6 Roofscape

Variety of roofscape (skyline/roofline/roof profile) will contribute to the architectural and visual diversity of the sector. The building height concept provides for variety in building height in each urban block and this should assist in securing a varied roofscape.

A variety of roof types will be expected to reflect building variety. Large expanses of roof should be avoided on medium and large buildings and should be broken by changes in form, ridge and/or pitch.

Natural roof finishes will normally be preferred. Alternative, durable materials will be considered where they contribute to quality building design and construction.

7.3.7 Green building

Green building is a philosophy and a code for sustainable building. It relates to all types of building and its key components are:

- A low carbon approach;
- Energy management – including energy supply, energy efficiency (See NZEB) and energy use;
- Water management – including water conservation, rainwater harvesting and grey water recycling, and surface water management;
- Waste management – including fewer and more durable materials, end of life recovery and reuse of materials and building user's reuse and recycling;
- Health and well-being – including achieving good indoor air quality, natural light, noise levels;
- Landscape - including integration of biodiversity, roof gardens, green roof, planting etc;
- Resilience and adaptability – including resilience to flooding and climate change, flexible spaces for use changes; and
- A Renewable Energy Strategy.



7.3.8 Energy-efficient buildings

The CDP and the CPS includes important provision around energy-efficiency which have general application to Town Centre development. These controls will be applied at development management stage.

As part of the Building Code all new buildings are required to meet Near Zero Energy Buildings (NZEB), which require a high building energy rating. Developers will also be required to consider the risk of overheating in dwellings.

Other measures around energy, such as potential local energy networks and EV charging will need to be considered along with energy efficient building and block design.

7.3.9 Building materials and finishes

High quality and durable materials are essential in creating successful places. The UDFD (2014) established a consistent palette of materials and finishes. There is potential to widen the range of finishes and materials in the Town Centre subject to the following considerations:

- Preference of natural and 'tried and tested' building materials, including stone, reconstructed brick, render, timber, and steel and glass.
- Environmentally-friendly materials in terms of production and composition, energy performance, with a preference for low carbon materials.
- Encouragement of the use of suitable recycled material.
- Durability and weathering, so as to avoid long-term maintenance problems. This will be important when considering, for example, in avoiding the use of render in larger buildings.

7.4 Qualities of space

In achieving quality streets and spaces, key objectives will inform detailed space design:

- All spaces should be utilised. No space, no matter how small, should be left-over and all spaces should have a clear role and function.
- All spaces should be attractive and welcoming to residents, workers and visitors alike.
- All spaces should allow for vibrant and active edges, where active ground floor uses can spill-out into the space and where people can browse, linger and socialise.
- All public spaces should allow for the opportunity for civic and cultural events appropriate to their scale and include the necessary built-in services and infrastructure.
- All spaces should be designed to be safe and should be perceived to be safe. Uncluttered spaces with good sight-lines with adequate lighting that are well maintained will complement the essential passive supervision of streets and spaces by

workers, visitors and residents. Vehicular traffic through the area will be strictly controlled within pedestrian priority areas.

- High quality design based on the essential local character or genius loci, and well-considered concepts and themes, including local culture and art.
- All spaces should be designed for comfort. In this regard, consideration should be given to micro-climate, orientation and existing and proposed, surrounding buildings. Informal and formal seating should be provided in all spaces, with shelter provided where appropriate.
- All spaces should be designed to be accessible to all in society, including those with disabilities children and older people.
- Gentle slope will be favoured in preference to abrupt and stepped level changes.
- Opportunities for playful spaces should be considered in all urban spaces and on local streets.
- Structured landscape and planting elements should be carefully planned and integrated into space and street design. This should also include opportunities for biodiversity and sustainable urban water management.

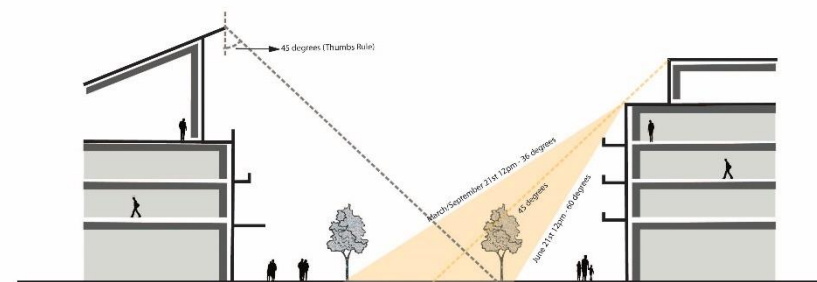
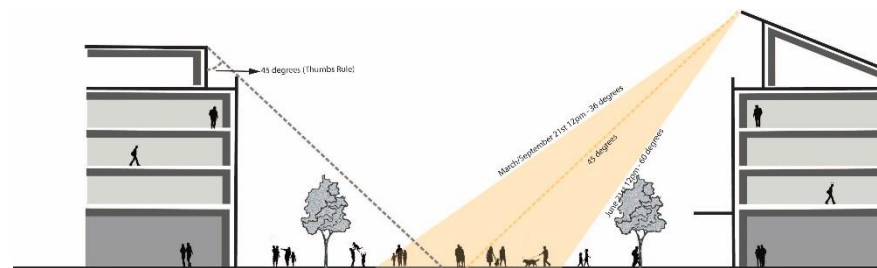
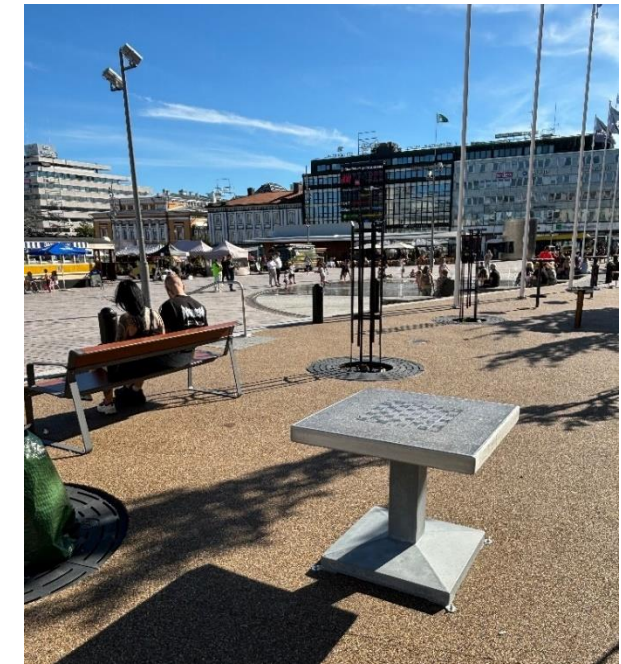


Figure 46: Key space section showing sunlight and daylight



7.6.1 Materials and finishes for spaces

The UFDF described a range and palette of materials for the public realm and provided an overall landscape plan. A portion of the landscape plan has been implemented as part of the completed Town Centre development. It is proposed to continue this approach to materials and finishes across the Town Centre. All materials should be appropriately specified to ensure that they are durable and easily maintained and replaced, if necessary.

It is recommended however, that within this overall plan and palette, that a bespoke design approach is pursued for the urban spaces of exceptional importance which are:

- Competition for Cherrywood Square
- Competition for Civic Square.

7.6.2 Street furniture

Street furniture in the area should be provided to for the comfort and safety of users. Streets and spaces should not be cluttered unnecessarily by furniture. A coherent, carefully selected and narrow range of furniture should be chosen for the area, which is compatible with the better examples of street furniture in the Town Centre. Essential street furniture includes:

- Lighting
- Formal seating (seats and benches) and informal seating (e.g. low platforms, planters etc.),
- Bins
- Public toilets
- Information kiosks/carousels/displays.
- Bicycle parking

A coherent approach to services, such as basement/sub-podium vents, should be considered and integrated into urban street and space design.

7.6.3 Planting

Planting will play an important role in defining the character of the Town Centre, contributing to its beauty, comfort and health. Tree. Planting will play an important role in providing visual structure and enclosure on the link routes in particular. Planting will generally be regular or formal in the local streets of the Town Centre to reflect the general symmetry of these spaces and their urban dominant character. Planting will take the form of carefully aligned and positioned low-level planting (e.g. borders, margins and planters) and regular tree planting/tree lines.

Landscape will be augmented on existing link streets such as Cherrywood Avenue, to provide a strong landscape character in the style of the boulevard. This landscape approach will link with the larger GI and landscape structure. Strong lines of trees will be provided on Grand

Parade to accentuate the curve, and will be punctuated by the squares and local street connections.

Block courtyards should combine low-level planting, trees and other features in a more informal manner to reflect the needs of the residents, occupants and users.

Throughout the Town Centre species selection will be for the most part be native, within a larger planting concept. Adequate growing conditions must be provided, and consideration must had for the protection of underground or overground structure or services.

7.6.3 Public art

An approach for public art in the area should be devised as part of the implementation the planning scheme. Ideally, local artists should be involved in the design of the remaining streets and spaces in the area. Just as important will be an artistic input into the design of the floorplane and the boundaries of the streets and spaces. Public art should be included in the brief for the competitions for the main urban spaces.



8 Development capacity

8.1 Introduction

The development capacity for the Town Centre is established by understanding and factoring;

- Essential urban structure of routes and spaces;
- Essential structure of superblocks and urban blocks;
- The parcelisation of superblocks;
- Parameters for land use mix and distribution;
- Parameters for plot ratio and site coverage;
- Requirement for critical social and physical infrastructure; and
- Parameters controlling urban scale and building height.

8.2 Development parcels - design for independent development of blocks.

The Town Centre and Environs is reclassified as the Town Centre. The Town Centre comprises:

- The Town Centre Core – including the former TC quadrants and the opposite frontages of Cherrywood Avenue; and
- The Town Centre Environs – comprising the remainder of the land in the review that were designated as HIE.

8.2.1 Gross area of TCE

The gross area of the Town Centre is 42.7 hectares.

The Town Centre area comprises Superblocks (gross developable area) and strategic uses and infrastructure (See table X below).

Element	Detail	Area (ha.)
Strategic uses and infrastructure	All existing arterial and link streets and designated infrastructural areas.	11.5
Superblocks (gross developable area)	The remainder of the Town Centre area comprising superblocks. Includes all local streets and spaces and urban blocks.	31.2
Total		42.7

Table 3. Principal Town Centre areas.

8.2.2 Superblocks

The net developable areas are divided into superblocks (or quadrants). These are larger entities typically surrounded, or delineated, by larger routes or other strategic infrastructure. The superblock is the larger masterplanning unit, as it typically contains a finer network of streets and spaces and urban blocks. The superblocks include lands that are currently substantially developed, lands that are substantially undeveloped, or lands that are a combination of both conditions. There are nine superblocks in the Town Centre.

Superblock	Detail	Gross Developable Area (ha.)
TCC1	Comprising 9 parcels of which 6 remain undeveloped. Mixed use with retail and services hub. Previously designated TC1A and TC1B.	4.33
TCC2	Substantially developed primarily for residential use. One parcel 'Block D' remains undeveloped. Element of mixed use to Grand Parade. Previously designated TC2.	2.16
TCC3	Comprising 9 undeveloped parcels. Mixed use with civic and community hub. Previously designated TC3.	5.38
TCC4	Substantially developed primarily for residential use. Three parcels, Blocks E, H and G, remain undeveloped. Element of mixed use to Grand Parade. Previously designated TC4.	4.12
TCE1	Established development. HIE. Previously designated HIE1.	5.29
TCE2	Established development with one remaining parcel undeveloped. HIE. Previously designated HIE2.	1.72
TCE3	Three parcels. Undeveloped. Primarily HIE use. Mixed. Use frontage to Cherrywood Avenue. Previously designated HIE3.	1.94
TCE4	Six parcels. Undeveloped. Primarily HIE use. Mixed use frontage to Cherrywood Avenue. Previously designated HIE4.	3.39
TCE5	Three parcels. Primarily HIE use. Mixed use frontage to Cherrywood Avenue. Previously designated HIE4. Excluding designate physical infrastructure area (0.28ha.).	1.55

Table 4: Superblock

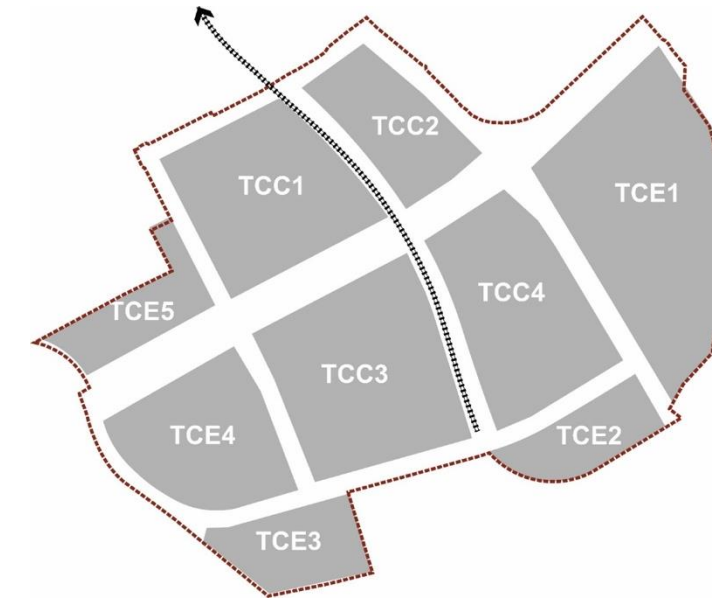


Figure 47: Town centre superblocks

8.2.3 Parcels

All superblocks are divided into parcels (See figure x below). The parcels reflect the urban structure and represent the developable packages which typically have potential for independent or combined delivery. Parcels range in area and dimensions to reflect the larger function and purpose of the block and surrounding streets and spaces. Parcels include the urban block and a portion of surrounding streets and spaces. The area of streets and spaces within the superblock are allocated to adjoining urban blocks. The parcel normally extends to the centre line of the street or space within the superblock.

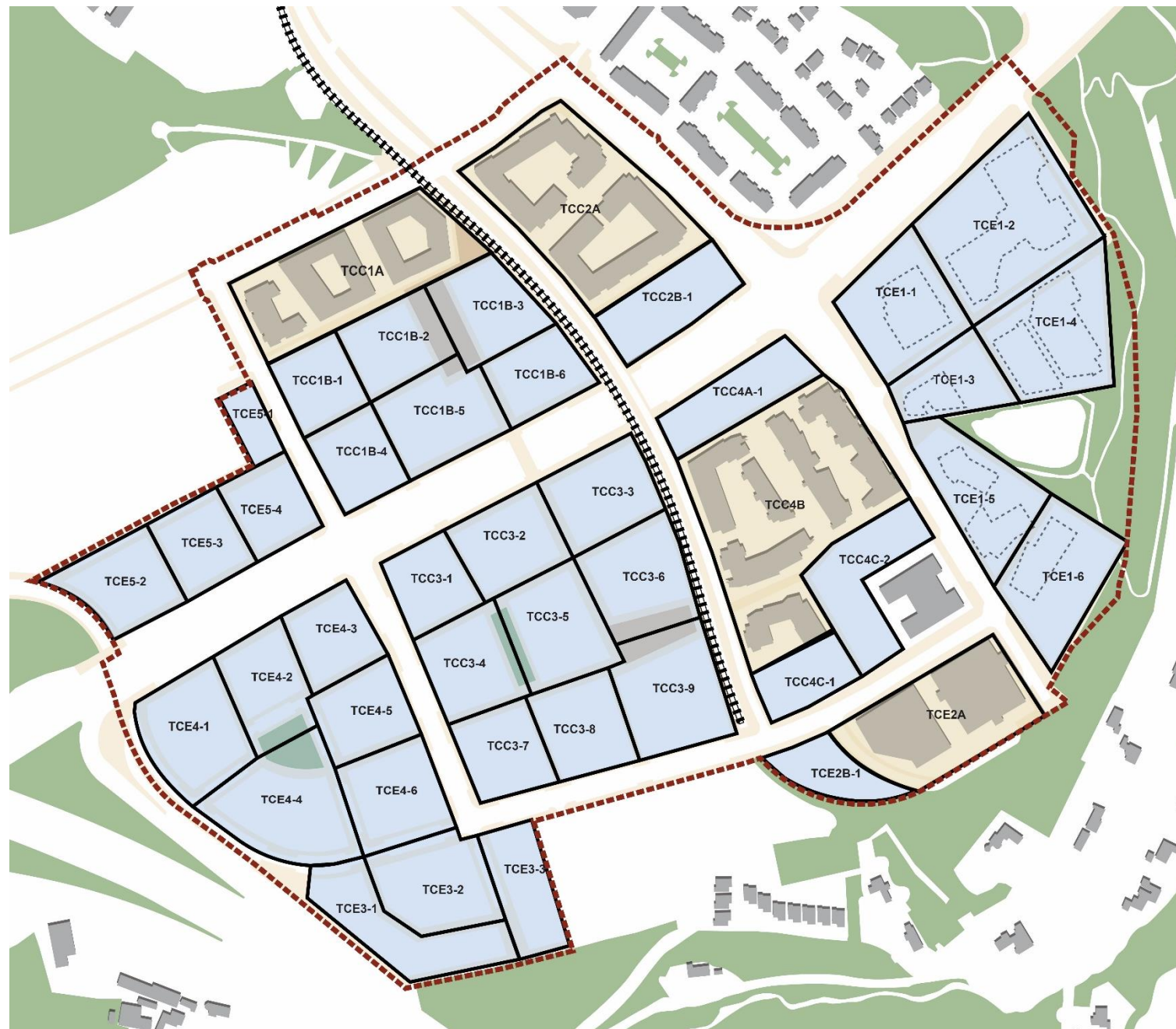


Figure 48: Town centre parcels

Table 5. Parcel areas

Superblock	Parcel	Parcel (Ha)	Total (Ha)	
TCC1	TCC1A	Built area	1.23	
	TCC1B	TCC1B-1	0.44	
		TCC1B-2	0.50	
		TCC1B-3	0.60	
		TCC1B-4	0.44	
		TCC1B-5	0.59	
		TCC1B-6	0.53	4.33
TCC2	TCC2A	Built area	1.62	
	TCC2B	TCC2B-1	0.54	2.16
TCC3	TCC3	TCC3-1	0.42	
		TCC3-2	0.51	
		TCC3-3	0.60	
		TCC3-4	0.61	
		TCC3-5	0.65	
		TCC3-6	0.67	
		TCC3-7	0.58	
		TCC3-8	0.59	
		TCC3-9	0.75	5.38
TCC4	TCC4A	TCC4A-1	0.54	
	TCC4B	Built Area	2.71	
		TCC4C	TCC4C-1	0.34
			TCC4C-2	0.53
TCE1	Long term	TCE1-1	0.82	
		TCE1-2	1.40	
		TCE1-3	0.52	
		TCE1-4	0.94	
		TCE1-5	0.77	
		TCE1-6	0.84	5.29
			Strategic open space	(1.31)
TCE2	TCE2A	Built Area	1.35	
	TCE2B	TCE2B-1	0.37	1.72
TCE3	TCE3	TCE3-1	0.76	
		TCE3-2	0.64	
		TCE3-3	0.54	1.94
TCE4	TCE4	TCE4-1	0.62	
		TCE4-2	0.56	
		TCE4-3	0.45	
		TCE4-4	0.74	
		TCE4-5	0.49	
		TCE4-6	0.53	3.39
TCE5	TCE5	TCE5-1	0.25	
		TCE5-2	0.50	
		TCE5-3	0.40	
		TCE5-4	0.40	1.55
Overall				

8.3 Extant permissions

Extant permissions were reviewed and considered in the urban design process. Recent permissions in the Town Centre and surrounding lands where mapped where appropriate. Permissions were set aside for urban design purposes, where landowners or developers expressed a desire during the review process (through the 'Have your Say' process and various submissions to DLR) to have the function and/or form objectives and controls of the CPS relating to their lands reconsidered. The masterplan includes the layout of the existing permissions that are expected to be implemented.

8.4 Preliminary development capacity

The development capacity is determined by:

- Consideration of the appropriate form and scale and character of the development for the Town Centre generally and its role as a district centre in the settlement structure of the County and the metropolitan area;
- The particular location, accessibility nature of the role and function of the smaller elements of the Town Centre – notably relationship to the hierarchy and function of urban streets and spaces, proximity to sustainable transport and mobility, urban design and legibility, the need to create intensity of use and activity;
- Assumptions around overall range and general distribution of land uses as informed by review studies (relating to High Intensity Employment uses, community and civic uses, services and retail, market and viability)
- Consideration of the existing development capacity for the Town Centre; and
- Consideration of other comparable, quality places.

8.5 Land use

The broad classes of use are designated for the Town Centre (Further detail on the range and nature permitted uses is provided by DAPT).

- Residential;
- UrbComm - Town Centre Core employment, including professional services;
- Strategic Employment Uses (SEU) – Town Centre Environs employment;
- Retail and services _ (retail and public-facing services);
- Community and civic;
- Leisure, recreation and tourism; and
- Reserved (special purpose such as physical infrastructure for SuDS)

8.6 Land use mix

A degree of flexibility is helpful in achieving mixed use and facilitating development and phasing solutions. The land use mix is expressed as a target or median percentage of the overall gross floor space of each superblock.

Further detail on the nature and distribution of land use within the superblock is provided by the urban design concepts, code and guidelines.

8.7 Density

Sustainable density supports social, economic and environmental objectives for Cherrywood. Density has been derived on the fundamental precept of achieving a quality, diverse, compact and accessible town centre. Urban structure, block and building typologies have been considered together in a three-dimensional process of iterative planning and design to achieve the urban design principles and objectives. Plot ratio (Gross development floorspace to gross parcel or superblock area, expressed as a ratio) is adopted as the appropriate measure for controlling the range of development potential (gross developable floorspace).

To allow a degree of flexibility in approach to urban blocks and buildings, plot ratio is set out for each superblock. It is accepted that plot ration figures can range substantially within superblocks to reflect urban context, and the concepts, code and guidelines.

Table 7. Plot ratio by superblock

Superblock	Comment	Overall plot ratio
TCC1	Plot ratio applies to superblock. Retail use in basement will not be included in the calculation for density, subject to a maximum of 8,000sqm GFA in the superblock.	2.4 – 2.7:1
TCC2	Plot ratio applies to superblock.	2.2 - 2.5:1
TCC3	Plot ratio applies to superblock. Retail use in basement will not be included in the calculation for density, subject to a maximum of 4,000sqm GFA in the superblock. Basement use for leisure, recreation or tourism use will not be included in the calculation for density, subject to a maximum of 4,000sqm GFA in the superblock.	2.3 - 2.7:1
TCC4	Plot ratio applies to superblock.	2.5-2.8:1
TCE1	Plot ratio applies to infill and redevelopment.	1.5-2.0:1
TCE2	Plot ratio applies to infill and redevelopment.	1.5-2.0:1
TCE3	Plot ratio applies to infill and redevelopment.	1.5-2.0:1
TCE4	Plot ratio applies to superblock.	1.5-2.0:1
TCE5	Plot ratio applies to superblock. Excludes designated physical infrastructure area (0.28ha.).	1.5-2.0:1

8.7 Summary of development potential

Table 8 summarises development potential.

Superblock	Parcel	Parcel (Ha)	Total (Ha)	GFA and Plot ratio			
					low	high	
TCC1	TCC1A	Built area	1.23				
	TCC1B	TCC1B-1	0.44				
		TCC1B-2	0.5				
		TCC1B-3	0.6				
		TCC1B-4	0.44				
		TCC1B-5	0.59				
		TCC1B-6	0.53				
		4.33		PR	2.4	2.8	
				GFA	103920	121240	
TCC2	TCC2A	Built area	1.62				
	TCC2B	TCC2B-1	0.54				
		2.16		PR	2.2	2.5	
				GFA	47520	54000	
TCC3	TCC3	TCC3-1	0.42				
		TCC3-2	0.51				
		TCC3-3	0.6				
		TCC3-4	0.61				
		TCC3-5	0.65				
		TCC3-6	0.67				
		TCC3-7	0.58				
		TCC3-8	0.59				
		TCC3-9	0.75				
			5.38		PR	2.3	2.7
				GFA	123740	145260	
TCC4	TCC4A	TCC4A-1	0.54				
	TCC4B	Built Area	2.71				
	TCC4C	TCC4C-1	0.34				
		TCC4C-2	0.53				
		4.12		PR	2.2	2.5	
				GFA	90640	103000	
TCE1	Long term	TCE1-1	0.82				
		TCE1-2	1.4				
		TCE1-3	0.52				
		TCE1-4	0.94				
		TCE1-5	0.77				
		TCE1-6	0.84	5.29		PR	1.5
		Strategic open space	1.31		GFA	12600	16800
		6.6					
TCE2	TCE2A	Built Area	1.35				
	TCE2B	TCE2B-1	0.37				
		1.72		PR	1.5	2	
				GFA	25800	34400	
TCE3	TCE3	TCE3-1	0.76				
		TCE3-2	0.64				
		TCE3-3	0.54				
		1.94		PR	1.5	2	
				GFA	29100	38800	
TCE4	TCE4	TCE4-1	0.62				
		TCE4-2	0.56				
		TCE4-3	0.45				
		TCE4-4	0.74				
		TCE4-5	0.49				
		TCE4-6	0.53				
		3.39		PR	1.5	2	
				GFA	50850	67800	
TCE5	TCE5	TCE5-1	0.25				
		TCE5-2	0.5				
		TCE5-3	0.4				
		TCE5-4	0.4				
		1.55		PR	1.5	2	
				GFA	23250	31000	
Overall			31.19	Overall GFA	507420	612300	

9 Delivery and phasing

9.1 Introduction

Delivery and phasing for Cherrywood is set out in some detail in the CPS. The UDF contains limited additional detail on this or related matters and defers to the CPS.

A more detailed approach to phasing will be important in setting out the specific expectations around delivery and ensuring that social and physical and movement infrastructure development (residential and other floorspace to the market) are closely matched. The urban design framework clarifies the key elements of social and physical infrastructure and divides the Town Centre into robust and adaptable superblocs and parcels to facilitate this.

Phasing should also allow for an incremental approach to the delivery of the Town Centre, to reflect ever-changing development and markets contexts. And it should be cognisant of any current deficits in social or physical infrastructure or other mismatches in delivery.

9.2 Phasing

The urban design framework does not specify or particular timelines for delivery. Rather, and order of delivery is preferred around the short, medium and longer terms. This may be reviewed and refined by DLR.

The order of the delivery of the urban design framework for the Town Centre is:

- Short term – near term phase completion of any deficits, matching of development and infrastructure, preparation for medium term phase, monitoring;
- Medium term – medium term phase completion, preparation for longer term phase, monitoring;
- Longer term – longer term phase completion, monitoring and review, improvement and redevelopment/regeneration.

9.3 Packages

Matching phasing can be achieved through the creation of distinct packages within the phases that matching development with social and physical infrastructure to support working, visiting and resident community. These packages can be described separately for the Town Centre Core and the Town Centre Environs. An initial recommendation for packaging to delivery the urban design framework is included below

Town Centre Core		
Package	Details	Phase
1	Prior to further development in TCC - GP Bridge (now)	Short (immediate)
2	Cherrywood Square and social enterprise, CMS Bridge (with CSq.) with TCC1B-2,3,5,6; TCC3 –2 and 3 for bridge landing.	Short and medium
3	TCC1 and 4 with Cherrywood Avenue (0-junction resolved) TCC3- 5,6;	Medium
4	TCC3 - 2, 8,9 (and civic square)	Medium
5	TCC3 –1,4,7	Medium

Table 9. TCC Packages

Town Centre Environs		
Package	Details	Phase
1	TCE1 and 2 redevelopment and infill TCE3 (with Beckett improved Cherrywood Avenue, Beckett Road TCE4 Frontage to CA and TCE4 green TCE5 Frontage to CA and SuDS	All
2	TCE1 and 2 redevelopment and infill continues TCE3 –completion TCE4 - completion TCE5 - completion CA frontage and TCE4 green Remainder	TBC

Table 10. TCE Packages