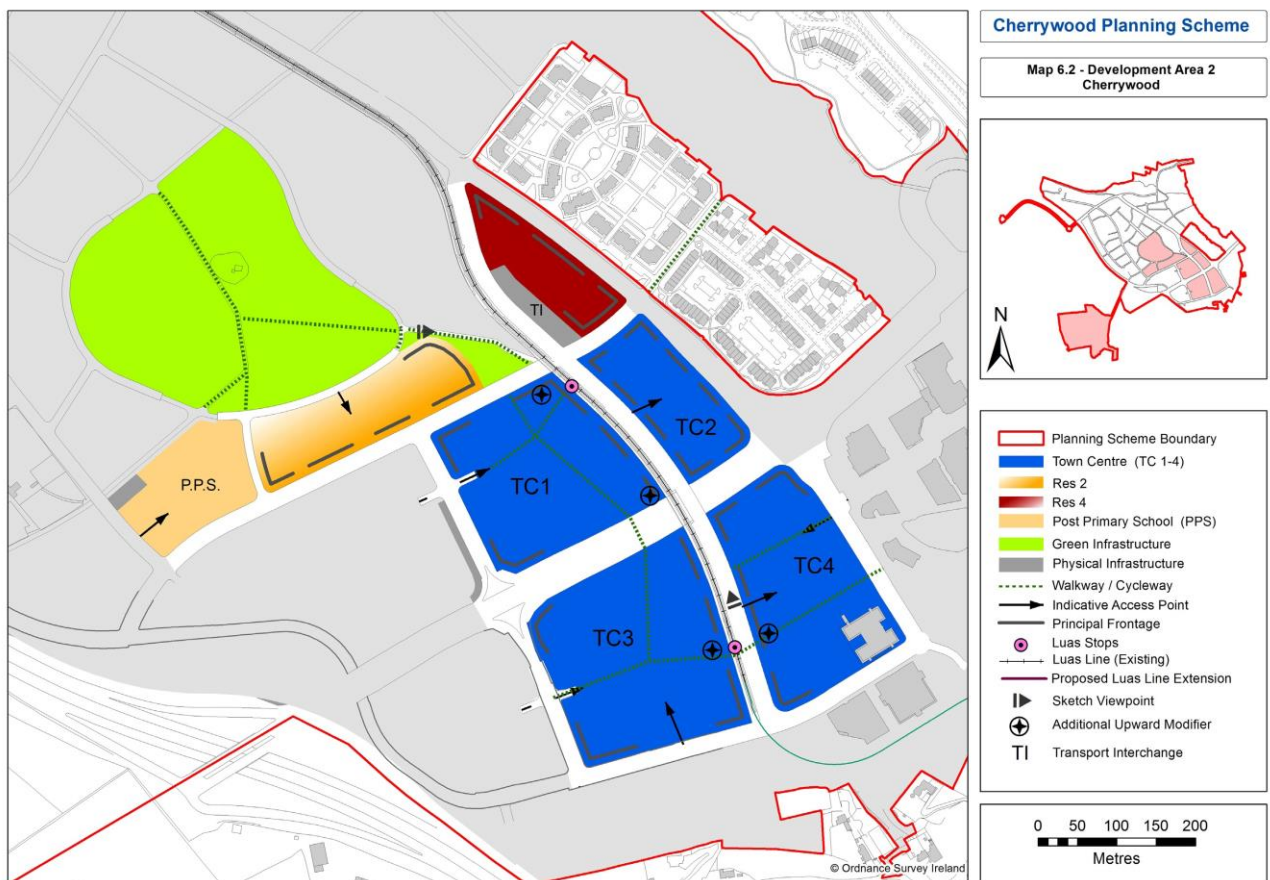


Proposed new text, including changes to Tables in the current approved Cherrywood Planning Scheme, as per this Proposed Amendment are indicated in **red text**. Text to be deleted, as part of this Proposed Amendment, from the Approved Planning Scheme document is indicated with a **strikethrough**.

6.2 Development Area 2: Cherrywood

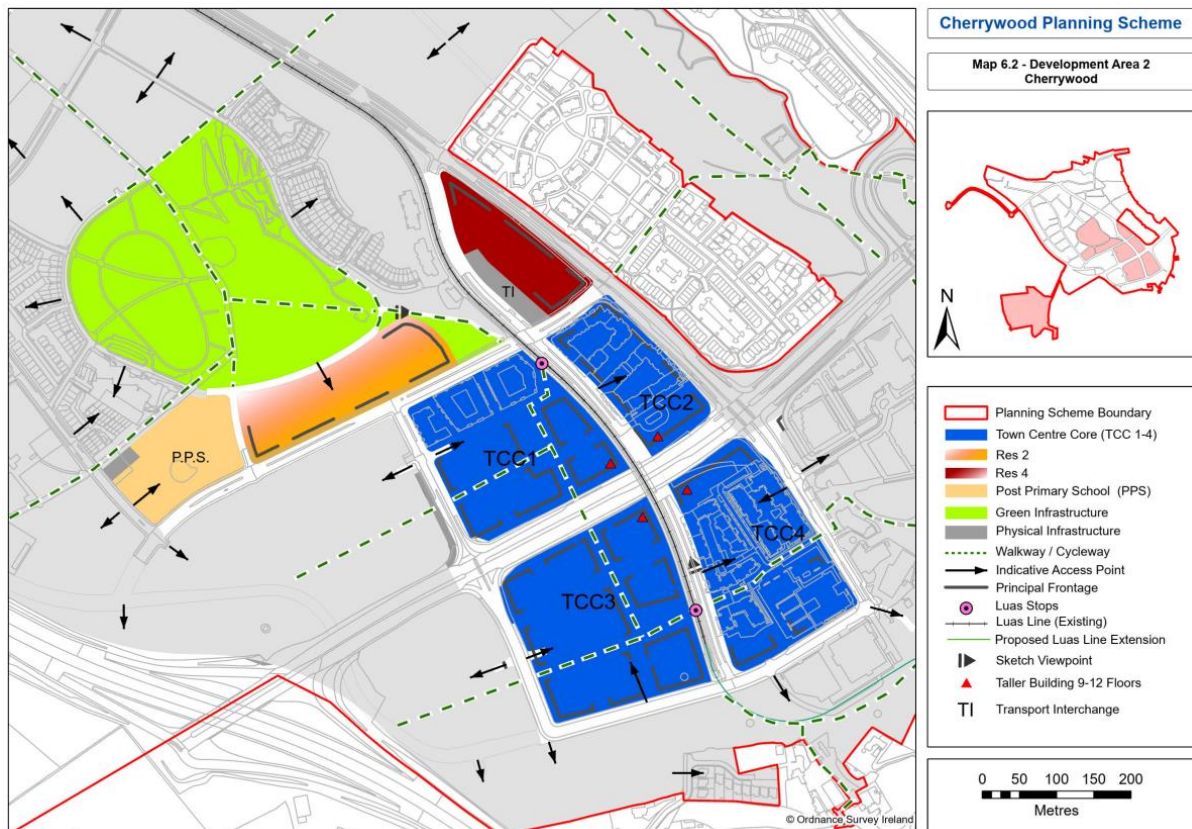
Location – see Map 6.2

Amend Map 6.2 - Development Area 2 Cherrywood



PL-20-045

Proposed Amended Map 6.2 - Development Area 2 Cherrywood



Unique Character

There are two distinct character areas within this Development Area, the Town Centre and Tully Park. While their characters are completely

different they are within the one Development Area because their roles are complementary.

Town Centre

Cherrywood Town Centre is a large manmade environment characterised by land reshaping, the Wyattville Link Road (WLR), and the elevated Luas line. It is an open landscape divided by the Wyattville Link Road, exposed to the wind from the Dublin and Wicklow Mountains and lacking a context. There is an opportunity/ need to build connections and create a sense of place within this area that benefits from sweeping views of the Dublin and Wicklow Mountains and the coast.

Tully Park

Tully Park and the high ground at Tully Church is dramatically poised as the connection between Cherrywood and the Mountains to the South and

Dún Laoghaire Killiney and the Sea to the north and north east. The historic connections to Ticknick and Ballycorus severed by the motorway and the visual connection to Lehaunstown Park are retained through views from the high ground.

The escarpment dropping down to the Luas line below Tully Church and the tree lines running to the Cherrywood Town Centre, add to the visual richness of the area.

Design Challenges

There are a number of challenges that need to be addressed in the design and layout of proposals in this Development Area, including the following:

Town Centre Core

- ~~To ensure the scale of retail development relates to the growth potential of the Plan Area.~~ To ensure an appropriate quantum of retail, retail service, civic, community and cultural uses and as well as commercial employment uses within the Town Centre Core, so that it can function as a vibrant, mixed-use sustainable District Centre Level Town, and as such cater for the needs of people locally, support active travel and implements the concept of the 10-minute neighbourhood.
- ~~Relating development to the new ground level created by the Luas line.~~ Resolving the significant topographical differences between the existing at grade ground levels, the fixed points of the Luas Line and other existing infrastructure, as well as gradient changes across the Town Centre Core, whilst also creating a safe environment for pedestrians and cyclists along the Wyattville Link Road.
- Bridging the Wyattville Link Road for pedestrians, cyclists and vehicles, reducing severance, whilst creating an attractive environment at the new Town Centre Level (s) and ensuring passive surveillance with a limited element of active frontage along the Wyattville Link Road for those who will continue to use the existing at-grade level.

The critical design and layout challenge is to provide an environment which overcomes ~~the physical severance~~ ~~the division~~ caused to the Plan Area by the Wyattville Link Road in a manner that is pedestrian and cycle friendly and which enables a high degree of connectivity between the Town Centre Core blocks so that each of the blocks can fulfil its role in terms of function and use in the overall context of an integrated mixed-use Town Centre. ~~the different activities of the Town Centre to interact.~~

This reinforces the ~~emphasis on~~ smarter travel policies in the Planning Scheme, the mixed-use nature of the ~~Town Centre Core (and Environs) Area~~, and the relationship between the Town Centre ~~Core and the Environs Area~~, as well as surrounding residential neighbourhood areas and amenity spaces. ~~Notwithstanding, that future streets and town centre activity will be at the new ground levels linking with the Luas line, it will also be necessary to allow for safe use and crossing of the Wyattville Link Road by pedestrians and cyclists at appropriate and designated crossing points.~~ ~~Area and the relationship between the Town Centre and the whole of the Plan Area.~~

Tully Park

- The requirement to work with the historic landscape in the provision of an active recreational Park.
- To retain the environmental quality of the area while providing for safe movement throughout.

Future Form

Cherrywood Town Centre will accommodate the greatest concentration of development within the Plan Area. The Town Centre **Core** is a mixed- use area, which will provide for a range of uses including: residential, ~~office~~, **UrbComm employment**, retail, **services, civic, community**, leisure, cafés and restaurants, ensuring that there is activity throughout the day and into the evening. The **rich mix of land-uses and variety of scale and diversity of architecture** ~~mix of interdependent land-uses~~ will contribute to the sense of place, identity, and vibrancy and support an evening economy.

The Town Centre Core straddles both sides of the WLR, which presents a challenge in terms of connectivity and permeability, but also an opportunity in terms of creating its own distinctive character, whilst building on the uniqueness of its wider visual setting.

Thus, the design and layout of the Town Centre Core must address the severance of the WLR as a strategic regional route, and also accommodate a range and intensity of uses to cater for the needs of the residential and employee communities, in terms of economic, social, retail and leisure activities, commensurate to District Centre Level.

The distribution of uses will also be key to encourage synergies, underpin footfall, vibrancy and develop a critical mass of uses. Routes and civic spaces of an appropriate scale and orientation will also be important to support public-life and street animation, as well as connections to the wider Plan Area.

Bridge Crossings

Thus, strategically placed bridge crossings to allow for connectivity between the Town Centre Core Superblocks and a design response that considers gradient and changing topography at the outset to ensure universal access for pedestrians, cyclists and users of all ages and abilities, will be fundamental to the success of the Town Centre.

For the bridge crossings, the following non-negotiables will apply as these crossings form the basis of the urban design and movement strategy.

- **Grand Parade Bridge:** A pedestrian, cyclist and vehicular bridge immediately adjoining the Luas Line will span the WLR between TCC Superblocks and will be designed to minimise wind and micro-climatic impacts and create a civic plaza with a generosity of space, design and quality. This crossing will be referred to as Grand Parade Bridge.
- **Active Travel Bridge (Main Street Bridge):** This bridge will comprise of a pedestrian and cyclist bridge only and provide a direct connection between the two complementary civic space in TCC1 and TCC3. It will be located circa 90-100 metres west of Grand Parade Bridge and will form a key axis or route between the two civic spaces in TCC1 as the retail core and TCC3 as the civic and cultural core. This crossing will be referred to as Main Street Bridge.

WLR Crossings (at grade or ground level)

In addition to the two bridge crossings, there will be a need to cater adequately for cyclists and pedestrians on both sides of the WLR and also to facilitate safe but limited crossing of the WLR. In particular, the junction at WLR / Cherrywood Avenue will present a strong 'desire line' and a logical efficient location for a pedestrian and cycle crossing. This will positively deter unsafe crossings elsewhere on the WLR. The junction at WLR / Tully Vale will also cater for appropriate pedestrian and cycle provision.

The Town Centre Level

The Town Centre level rising above the WLR to meet the Luas Line can be achieved in a number of ways, with flexibility of approach, once universal access can be achieved within and between each of the Town Centre Core Superblocks. The new ground level (s) needs to tie into the level of the Luas Line and existing infrastructure as important fixed points, and also respond to the significant topographical differences and gradient changes across the Town Centre Core.

There will be an emphasis on applying the principles of universal design, the use of gentle sloping surfaces rather than stepped surfaces, and the avoidance of grade breaks on streets and spaces, with the use of steps as a primary access in exceptional circumstances only. The two main civic spaces will be level or of an imperceptible gradient.

The design response may be achieved by way of the following, as possible approaches:

- Stepping the buildings up from the perimeter of the Town Centre Core Superblocks to the level of the Luas line and the WLR Bridge Crossings, so that the buildings immediately adjoining the Luas and Grand Parade Bridge are at grade or level with these fixed points, so as to allow for universal access at key connections, as well as the two civic spaces being effectively level. With the stepped buildings, this is the preferred approach in terms of reducing the need for large basement construction and having regard to sustainability and to reduce embedded carbon and emissions. This also recognises viability factors with reduced basement cost.

OR

- Building the Town Centre on a podium that rises to the level of the Luas line. The treatment of Superblock ~~plot~~-edges will require considered design solutions. This approach, where taken, will need to allow for efficient basement use, whether through suitable uses not dependant on natural daylight penetration or amenity considerations, and/or through uses to support sustainable mobility management measures and/or parking provision in accordance with the parking standards.

- In either approach, whether stepped and part podium, or whether podium across the entire extent of each Superblock or Parcel, or building (s), the key to the success of the new elevated or part-elevated level for a town centre environment, will be that it feels as a traditional town or street that has typically evolved over a longer period, with a network of streets and spaces that are attractive and sunny, as well as a built form that has a variety of scale, diversity and architectural treatment, and with buildings and layout designed to minimise the visual and noise impacts of traffic on the WLR, as well as the wind effects in terms of micro-climate.

Interface Between Town Centre Core and WLR

The interface of between the Town Centre Core Superblocks and the WLR will need to be carefully considered to ensure a coherent approach to building set-back, frontage and landscape. There will be a need for an element of ground floor activity with passive supervision so as to create a safe environment, with a preference for non-residential, low-intensity uses at ground floor, with upper floors as non-residential, and potentially residential subject to appropriate levels of residential amenity. In accordance with DMURS, increased non-residential ground floor use interaction may be suitable at busier or higher-order junctions, and as such non-residential and a low-intensity use may be suitable in proximity to Cherrywood Avenue and Tully Vale Road Junctions.

The challenge with the Town Centre and the benefit of having it straddle the Wyattville Link Road is that there is an opportunity for it to create its own character, building on its wider setting. The Town Centre will bridge the divide created by the Wyattville Link Road, will create a Centre where all the different land uses are catered for and the needs of the residents and employees are met. It is the centre of economic, social and retailing activity within the Plan Area. It's design and layout must embrace these functions by developing spaces of a quality that attracts people to them and through them to allow a sustainable level of footfall to be achieved that will enhance the viability of the area and contribute to a feeling of security.

This could be approached in a number of ways including:

- Designing the Town Centre link so that it will encourage and channel movement across the Wyattville Link Road.
- Designing the layout of the Town Centre so that ease of pedestrian movement to the Town Centre link is a primary design consideration. This could be achieved in a number of ways including:
 - > Stepping the buildings up from the perimeter of the Town Centre plots to the level of the Luas line and the pedestrian crossing of the Wyattville Link Road, so that across the Town Centre the buildings

immediately adjoining the Town Centre link and Luas line are at grade;

Or

- > Building the Town Centre on a podium that rises to the level of the Luas line. The treatment of plot edges will require considered design solutions.

For this elevated environment to be successful it will be perceived by the pedestrian as a real and natural place. As such the interface between the elevated Town Centre link and the adjoining ground should be designed to protect from the visual and auditory effects of traffic on the Wyattville Link Road.

Figure 6.1: Illustrative Sketch of Town Centre

Town Centre Core - Land-Use Mix, Development Type and Quantum

A critical mass and logical spatial distribution of uses within the Town Centre Core and Environs is essential to achieve the overall vision and principles of the Planning Scheme, and also to achieve effective place-making. There is a clear distinction between the land-use mix of the Town Centre Core and the Environs, albeit with a transition zone along Cherrywood Avenue.

For the Town Centre Core, the following general distribution of land-uses will apply:

- For retail, TCC1 will be the primary retail core with a concentration of retail and services, whilst TCC3 will be a secondary retail core with an element of retail and supporting services. This approach serves to animate the two key civic spaces and ensure footfall along the connecting Main Street. Smaller scale retail may be dispersed across TCC2 and TCC4, especially at ground floor levels.
- Civic, community and cultural uses will be clustered in TCC3 as part of a civic, cultural, leisure and recreational hub or quarter.

- Recreation, leisure and tourism use, with scope for event spaces and uses will also be focused on TCC3 and will allow for potential synergies with civic and cultural uses in this Superblock, as well as adjacencies with potential large-scale event or business tourism use as permissible within the Town Centre Environs Area.
- Residential use will form a substantial component in each of the Superblocks, although within a mixed-use context and subject to the land-use mix range and quantum to ensure an appropriate mix of uses for a District Centre.
- UrbComm relates to employment generating activities or office-based activities of varying scale from small to medium to large, including creative and knowledge intensive business services (KIBs) and applies across the Town Centre Core and the transition area with the Town Centre Environs. Whilst large-scale uses will be necessary to drive the town centre economy, medium and small-scale uses will be required to deliver vitality and viability to the Town Centre Core.

The development type and quantum for the Town Centre Core is set out below and also in the Urban Development Code (Appendix B).

Transport Interchange, Public Plaza and Tully Park

The transport interchange for Bus and Luas is adjacent to the Town Centre. Furthermore, a plaza area to focus pedestrian and cycle access to the Town Centre from the west and in the immediate vicinity of the Cherrywood Luas Stop provides the main access to the central amenity area of Tully Park, and to the Luas Stop from within the Town Centre.

In terms of green infrastructure and public amenity spaces, Tully Park fulfils a myriad of functions aside from the area being for recreational activities and being of historical significance:

- It provides pedestrian and cycle linkages between the Village Centres, the Town Centre and employment areas.
- It provides the recreational space for the primary and post primary schools adjoining the park.
- It provides views across the Plan Area and visually links the Plan Area to its hinterland.

Urban Form Development Framework

Achieving a successful urban form in the Cherrywood town centre is critical. The town centre crosses different landownerships and incorporates a variety of opportunities and constraints, including the crossing of the Wyattville Link Road. To ensure a comprehensive approach to the layout and urban form of the Cherrywood town centre, it is a pre-requisite to the approval of any planning applications for the town centre that, following consultation with the relevant landowners, an Urban Form Development Framework be prepared by the Development Agency in accordance with the Cherrywood SDZ Planning Scheme.

~~The purpose of the Urban Form Development Framework is to provide clarity and to assist the assessment of whether planning applications are consistent with the objectives of the Planning Scheme. Any development permitted in the town centre shall be in accordance with the Urban Form Development Framework.~~

~~The preparation of the Framework shall take cognisance of the design approach set out in the submissions received by An Bord Pleanála on the 27th day of February 2014 from BMA Planning and MÓLA Architecture on behalf of Cherrywood Properties, and from McCutcheon Halley Walsh and Scott Tallon Walker Architects on behalf of Dún Laoghaire Rathdown Properties Limited.~~

~~The level of detail provided by the Framework shall be at least that provided in the submission to An Bord Pleanála by Scott Tallon Walker Architects on behalf of Dún Laoghaire Rathdown Properties Limited, on the 27th day of February 2014, which related to quadrant TC3.~~

~~The Framework shall address the area identified as 'town centre' (TC 1-4) on Map 6.2 'Development Area 2 Cherrywood' and shall, at a minimum, include the following:~~

~~(a) Identification of:~~

- ~~- the principal focus and civic core of the town centre,~~
- ~~- the principal retail focus for quadrant TC1, and~~
- ~~- the relationship between quadrant TC1 and~~

~~Grand Parade, and their respective urban identities,~~

~~(b) a block layout for the town centre, illustrating urban blocks and urban grain,~~

~~(c) height, scale and massing, and building typologies,~~

~~(d) finished floor levels for buildings, including identification of entrance level(s), and finished levels for roads and footways, and in particular, the horizontal and vertical connections between Grand Parade and the surrounding streets/buildings,~~

~~(e) the location, design and treatment of squares, civic spaces, pocket parks, and the public realm generally,~~

~~(f) provision for facilities including a community facility, places of worship, a library, and a primary care unit, in accordance with Objective DA11,~~

~~(g) the treatment of the Grand Parade generally, including the proposed approach to the crossing of the Wyattville Link Road, demonstrating how an attractive and welcoming urban environment can be maintained, having regard to its important transport function as set out in the Planning Scheme,~~

~~(h) provision for a separate pedestrian/cycle bridge across the Wyattville Link Road, connecting quadrants TC1 and TC3, as shown in Map 6.2 'Development Area 2 Cherrywood', and provision for the sequencing of this development.~~

~~(i) identification of vehicular and pedestrian routes within the town centre, and associated finished levels and access points, including car park access points, including section drawings and~~

~~(j) identification of the car parking spaces to be provided, the location access to and usage of car parks, including shared use car parks, and any on-street parking.~~

~~The framework shall not materially alter the Planning Scheme.~~

~~In the event of disagreement between the parties on any matters within the Framework, the matter in question shall be referred to An Bord Pleanála for determination.~~

Town Centre Access & Movement Strategy

The access and movement strategy for Cherrywood Town Centre focuses on sustainable transport, prioritising pedestrian and cycling infrastructure to meet the Planning Scheme's modal split targets. The planned network emphasises pedestrian access and aims to balance new development with sustainable transportation. This strategy is designed to create a safe, accessible, and sustainable urban environment by integrating multi-modal transport options while minimising vehicle dominance in key pedestrian and cycling areas.

Pedestrian Movement: Having regard to pedestrian movement; the Town Centre network design is to include pedestrian links throughout the Town Centre Core Superblocks, with clear, direct routes and the provision of grade-separated crossings over Wyattville Link Road and at-grade crossings at significant junctions. The network design shall ensure connectivity and safety, particularly around transport hubs and key streets.

Cycle Movement: Having regard to cycle movement; Cherrywood Avenue and Grand Parade feature segregated cycle tracks; with Bishop Street and Tully Vale Road including combined bus and cycle lanes. Cycle parking provision and facilities in the Town Centre Core will be based on DLRCC's Standards for Cycle Parking and associated Cycling Facilities for New Developments (January 2018 or as updated), with secure, long-term parking in basements or at ground floor locations and accessible short-term parking near Luas stops and building entrances.

Public Transport: Having regard to Public Transport movement; The Town Centre Core is to feature the integration of Luas and Bus infrastructure with the Bride's Glen and Cherrywood Luas stations, a Transport Interchange, and high-quality mobility hubs connecting bus, Luas, cycling, and pedestrian facilities; enhancing accessibility across the Town Centre and beyond.

Car Parking: Car Parking in the Town Centre shall accord with the maximum standards and requirements as set out in Section 4.2.10. Car parking shall be located predominantly below ground/podium level, ensuring minimal surface-level parking and maximising potential for shared use of spaces in multi-purpose areas.

Servicing Access: Servicing access to the Town Centre shall be via designated access points, with large service vehicle access to Town Centre Core superblocks provided off main routes including Wyattville Link Road, to reduce congestion and improve sustainable transport priority. Each Town Centre Core Superblock shall have designated areas for waste management and delivery solutions.

This strategy is applicable also in the Town Centre Environs (Refer to Development Areas 6 & 7).

Town Centre Core Specific Objectives

A successful urban form is critical to the success of Cherrywood Town Centre for current and future generations. The Town Centre lands span a number of development Superblocks and landownerships, as well as significant gradient changes and a strategic regional route (WLR). To ensure a coherent approach to the layout, form and use mix of the Town Centre Core, the following specific objectives shall apply:

Specific Objectives:

~~DA 10 The design and layout of the Town Centre shall address the following issues:~~

- ~~• In relation to ground levels, the change in levels between the surrounding road network and the Town Centre Link shall be designed in a manner that is attractive to the pedestrian;~~
- ~~• In relation to building heights, where a building addresses two streets, building height will be measured from the higher street.~~
- ~~• In relation to the Grand Parade, it is proposed as a low speed 30km/h street facilitating movement across the Wyattville Link Road for pedestrians, cyclists, Luas and motorised traffic. It~~

~~will mitigate the severance caused by the Wyattville Link Road and encourage interaction between both sides of the Town Centre. In traffic terms it will provide vehicular access to development blocks TC2 and TC4 and reduce at-grade crossing movements of the Wyattville Link Road. Mitigation of the severance outlined, together with these access issues must be addressed.~~

- ~~• In relation to the relationship with the Wyattville Link Road, lands that encroach/abut/ or in any way have a relationship with the Wyattville Link Road, shall show the relationship between all building edges and the Road. The design of all elements shall be such that pedestrian movement is positively discouraged across the Link Road at-grade. This detail is necessary to support the creation of an attractive and sustainable environment in the Town Centre.~~

~~DA 11 The Town Centre Link should form an important public space of a civic character, with trees and soft landscaping elements for shelter and visual amenity. The design of the Town Centre link shall incorporate features to protect pedestrian and cycle movement. These features will provide a safe environment for all users of the Town Centre Link and the Wyattville Link Road.~~

~~DA 12 Retail Impact Assessments shall accompany retail applications within the Town Centre.~~

~~DA 13 To design civic spaces to assist movement through the Town Centre, in particular marking where pedestrian routes converge or cross.~~

~~DA 14 That Tully Park is developed in accordance with the objectives set down in Chapter 5 Green Infrastructure and Chapter 3 Cultural and Built Heritage.~~

~~DA 15 To provide a Transport Interchange (T.I), as applicable, in accordance with Chapter 4 and Map 6.2.~~

~~DA 16 To provide a Community Facility in the Town Centre in accordance with Section 2.3.4.~~

~~DA 17 To provide a Library Facility in the Town Centre in accordance with Section 2.3.4.~~

~~DA 18 To facilitate a Primary Care Unit in the Town Centre in accordance with Section 2.3.6.~~

Specific Objectives:

Challenges and Future Built Form

DA10 The design and layout of the Town Centre shall address the issues as identified under the Challenges and Future Built Form as set out above and proposals shall be consistent with the design approach as identified for the following:

- Bridge Crossings
- WLR Crossings (at grade or ground level)
- The Town Centre Level
- Interface between Town Centre Core and WLR.

Urban Design, Land Use Mix and Scale

DA11 To ensure diversity of scale, use mix, building form and adaptable buildings to support the long-term sustainability and robustness of the Town Centre to changing economic and social circumstances, and to promote diversity as a key component of urban vitality and viability.

DA12 To support the vitality and viability of the Town Centre Core with an appropriate mix and intensity of uses, as well as a spatial distribution that fosters synergies or clusters of associations and supports critical footfall.

DA13 To recognise the experiential role of town centres in contrast to a primarily retail focus, and as such to nurture and promote the importance of supporting secondary uses such as cafés, bars, restaurants and also to ensure the provision of space for the circular economy and social enterprises, as innovative uses and often community-led initiatives.

DA14 To promote civic and cultural uses of scale to cater for the wider Cherrywood community, and to carefully curate supporting uses such as cafés, restaurants, and venues in close proximity. These uses should ideally have a prominence or visibility onto a civic space, and in this instance one of the town squares (Civic Square).

DA15 To promote and seek the provision of multi-purpose hotel(s), leisure, recreational and tourism uses as a key economic and social component of town life, with potential to cater for the community, business and tourism sectors.

DA16 To require horizontal and vertical use mix across most of the Parcels within the Town Centre Core. This will support diversity of scale, uses and architecture. It can

be achieved by specific place-based solutions responsive to context and gradient changes, and as such will require the input of architectural design expertise.

DA17 To promote and cultivate the Evening-Nighttime Economy (ENTE) by an appropriate mix and scale of uses, the considerate juxtaposition of relevant uses vis á vis the civic spaces and buildings to animate throughout the day and evening, and through possible meantime or 'pop-up' cultural, social enterprises or circular economy uses, for example, or on under-utilised or yet to be developed sites to foster creative and artistic activities.

DA18 To consider the potential to accommodate temporary, occasional or 'meanwhile' uses in undeveloped spaces which may potentially lend a vibrancy, support community or local economy needs and animate a space - subject to a reasonable timeframe and proposals not undermining the long-term objectives of the Planning Scheme.

Urban Grain

DA19 To require a mixed urban grain across the Superblocks within the Town Centre Core, with appropriate subdivision to smaller plots to achieve a fine grain and active frontage at key locations where variety and diversity of use, scale and architecture are most critical. These key locations will be the two main squares and main street (Cherrywood Square, Civic Square and Main Street). (Refer to Development Code for Urban Grain Strategy).

DA 20 To require an element of subdivision of larger parcels or buildings elsewhere, at ground level, so as to achieve a mix of use at street level and a degree of greater activity.

DA 21 To ensure a range of building typologies within and across each of the Town Centre Core Superblocks and to promote an adaptable or loose-fit, long-life approach to building design, so as to allow flexibility for future changes of uses and enhance the robustness of the Town Centre.

Architectural Quality - Buildings and Streetscape

DA 22 To seek architectural diversity to support the mix of scale of uses and the fine urban grain at key locations, responding to changes in urban context as required depending on relationship to the main civic spaces, main streets, local and residential streets, or key roads including Cherrywood Avenue and arterial routes (WLR). In this regard, variety of design, roof profiles, construction, materials and colour palette will be promoted.

DA 23 To require that proposals for medium or larger scale buildings that will result in medium or coarse grain, comprise of a distinctive design with careful consideration to façade treatment to modulate or avoid monolithic elevations through the use of design details and to achieve a vertical emphasis. Design proposals for such buildings will be required to clearly express the following elements: ground floor, main façade, strong parapet and roof form; and building entrances.

- DA 24 To ensure that on sloping streets and spaces, ground floor levels closely match the gradient change so that entrances and thresholds are level with the street. Excessive level differences between the ground floor and the street will not be permitted. On these streets, the ground floor levels will need to change frequently and as such a fine urban grain will be the preferred strategy (For example, Cherrywood Main Street which includes slopes either side of the active travel bridge – Refer to Urban Development Code).
- DA 25 To require that the two key public spaces are designed to cater for civic or cultural events appropriate to their scale, including temporary uses. These spaces should be level or with an imperceptible gradient and with provision of necessary built-in services and infrastructure to host events.
- DA 26 To require public art provision as an integral element of proposals that relate to or interface with the main urban spaces (Refer to Urban Development Code).
- DA 27 The Grand Parade Bridge and Main Street Bridge should each form an important public space of a civic character, with hard and soft landscaping elements for shelter and visual amenity. The design of these bridges the Town Centre link shall incorporate features to protect pedestrian and cycle movement.
- DA 28 Retail Impact Assessments shall accompany retail applications within the Town Centre in accordance with the requirements of the Retail Planning Guidelines for Planning Authorities.
- DA 29 To require the provision of publicly accessible community facilities and a social enterprise facility in the Town Centre in accordance with Section 2.3.4. To meet this requirement, there shall be a community facility within each of the TCC Superblocks, with the remaining facilities to be located within the TCE. The facilities shall typically range from 100-500 sq.m., with a minimum floorspace requirement of 100 sq.m., subject to demonstrating usability and adaptability. For TCC1 Superblock, the minimum floorspace requirement shall be 500 sq.m. having regard to its overall function. This floorspace may also accommodate the social enterprise facility, with this element comprising a minimum floorspace of 100 sq.m. to ensure usability.
- DA 30 To provide a multi-purpose and contemporary nature Library Facility in the Town Centre Core (Superblock TCC3) which will also function as a community space / cater for community in accordance with Section 2.3.4
- DA 31 To facilitate the provision of Primary Care Centres in the Town Centre Core and/or the Town Centre Environs Area in accordance with Section 2.3.4.

Links, Connectivity & Green Infrastructure

DA 32 To ensure provision of a Transport Interchange (T.I), as applicable, in accordance with Chapter 4, Objective PI 18 and Maps 4.6 and 6.2.

DA 33 To require the provision of a mobility hubs in close proximity to the Bride’s Glen and Cherrywood Luas Stops as sustainable supporting infrastructure to enable and promote active travel in Cherrywood, or alternatively at a highly accessible location within the Town Centre Environs, subject to the agreement of the Planning Authority (Refer also to Section 4.2.8 and PI Objective 19).

DA 34 To ensure that Tully Park is developed in accordance with the objectives set down in Chapter 5 Green Infrastructure and Chapter 3 Cultural and Built Heritage. In addition, to ensure the provision of a universally accessible route into the Park from the park entrance at Cherrywood Plaza.

Table 6.2.1: Development Type and Quantum for Development Area 2 Cherrywood

DEVELOPMENT AREA 2 CHERRYWOOD LAND USE AREAS	
LAND USE	AREA IN HECTARES
Mixed Use TCC	16.1
Residential	4
Education	1.8
Transport Interchange	0.3
Green Infrastructure	21.7

DEVELOPMENT AREA 2 CHERRYWOOD	
Gross Area HA	Net Developable HA
77.9	21.9

CHERRYWOOD TOWN CENTRE		
Total Town Centre Lands HA	16.1	
RETAIL SQ.M		
	Min	Max
	Net / Gross	Net / Gross
Convenience Retail	2,000 / 3,030	4,000 / 6,060
Comparison Retail	16,160 / 24,485	17,600 / 26,667
Retail Services	4,540 / 6,879	5,400 / 8,182
	Min Net / Gross	Max Net / Gross
Total Retail Quantum	22,700 / 34,34	27,000 / 40,909
RESIDENTIAL Town Centre		
	Min	Max
Residential Dwelling Units	Circa 1,276	Circa 1,600
Gross Residential Floor Area Sq.m	120,000	150,000

NON-RESIDENTIAL USES SQ.M		
Employment	Min	Max
	82,800	109,000
Non-Retail Uses	Min	Max
	47,500	60,000
Community Facilities	Min	Max
	2,200	3,000
TOTAL NON-RESIDENTIAL FLOOR AREA	132,500	172,000
TOTAL QUANTUM FLOOR AREA Town Centre SQ.M	Min	Max
	286,894	362,909
Plot Ratio	Min	Max
	1:1.8	1:2.3
Site Coverage	Min	Max
	50%	80%
Building Height in Storeys	Min	Max
	2	5
Upward Modifier	3 Storeys	

RESIDENTIAL DEVELOPMENT		
Total Residential Use Lands HA	4	
	Land Area Density Range	
Res 1	0	35-55
Res 2	2.5	45-75
Res 3	0	65-145
Res 4	1.5	85-175
No. of Dwellings on Residential Use Lands	Min	Max
	240	450
Overall Residential Density	Min	Max
	60 per Ha	113 per Ha
Residential Units Town Centre Core	Min	Max
	Circa 1,276 3,045	Circa 1,600 3,371
Building Height in Storeys	2	6
	Min	Max
	Circa 1,516 3,285	Circa 2,050 3,821

Note: Gross residential floor area includes the floor area of the individual apartments and the communal rooms and circulation areas associated directly with the residential development. It does not include the private open space/balconies associated with individual apartments.

EDUCATION		
Educational Use Lands HA	1.8	
Quantum and Type of Schools	0 Primary	1 Post Primary
Site I Area HA	-	1.8

Note:

The fifth primary school site shall comprise of an urban typology and be located with the Town Centre Core or Environs. The preferred location is within the Town Centre Core.

In the event of the need for additional school facilities (public or private) there may be potential for location of a school facility within the mixed-use Town Centre Core or the Town Centre Environs.

TRANSPORT INTERCHANGE (T.1)	
Site Area HA	0.3

The Town Centre is further split into 4 areas to ensure a sustainable allocation of uses throughout and to allow for a critical mass of retail, non retail and community uses, a honey pot of employment to complement the existing employment in Bride's Glen and a dispersal of residential to instil life through the Town Centre.

There is an allowance of 10% transfer of uses between the 4 areas in the Town Centre to give flexibility whilst maintaining the overall figures in Tables 6.2.1 and Tables

6.2.2. The optimum split of development quantum between the 4 areas within the Town Centre is detailed in the following table. (This 10% transfer is between each area is subject to agreement between Town Centre landowners).

Table 6.2.2: Breakdown of Development Quantum for Sites TCC1, TCC2, TCC3 and TCC4 Cherrywood Town Centre Core

TC1-SITE AREA-SQM		43,000		
Use	Min Area Sq.m	Min No. Apartments Circa	Max Area Sq.m	Max No. Apartments Circa
Retail-Gross	26,750		32,000	
High-Intensity-Employment	8,000		10,000	
Residential	24,000	255	32,400	346
Non-Retail	17,000		21,000	
Community	1,100		1,500	
Total	76,850	255	96,900	346
Plot-Ratio	1.8		2.3	
TC2-SITE AREA-SQM		21,000		
Use	Min Area Sq.m	No. Units Circa	Max Area Sq.m	No. Units Circa
Retail-Gross	2,150		2,800	
High-Intensity-Employment	0		0	
Residential	28,200	300	36,000	384
Non-Retail	7,000		9,000	
Community	0		0	
Total	37,350	300	47,800	384
Plot-Ratio	1.8		2.3	
TC3-SITE AREA-SQM		53,880		
Use	Min Area Sq.m	No. Units Circa	Max Area Sq.m	No. Units Circa
Retail-Gross	3,000		3,100	
High-Intensity-Employment	54,800		74,300	
Residential	27,000	287	33,600	358
Non-Retail	8,000		10,000	
Community	1,100		1,500	
Total	93,900	287	122,500	358
Plot-Ratio	1.7		2.3	

TC4 SITE AREA SQ.M		43,000		
Use	Min Area Sq.m	No. Units Circa	Max Area Sq.m	No. Units Circa
Retail-Gross	2,494		3,009	
High-Intensity-Employment	12,753		17,453	
High-Intensity-Employment-Constructed as-of-February-2012	7,247		7,247	
Residential	40,800	434	48,000	512
Non-Retail	15,500		20,000	
Community	0		0	
Total	78,794	434	95,709	512
Plot-Ratio	1.8		2.2	
TOTAL QUANTUM Town-Centre SQ.M	Min-286,894		Max-362,909	
Total-no.-of-Apartments	Min- No.-Apartments Circa 1,276		Max- No.-Apartments Circa 1,600	
		Min		Max
Site-Coverage-Town-Centre		50-%		80%
Building-Height-in-Storeys-Town-Centre		2		5

Gross Floor Area Breakdown for Superblock TCC1

- Area (Gross ha) :** 4.33 (1.23 ha TCC1A & 3.1 ha TCC1B)
- Parcels :** 9 no. (3 parcels for TCC1A and 6 parcels for TCC1B)
- Plot Ratio Range:** 1:2.4 – 1:2.8
- Height Range :** 4 – 8 Storeys. Taller Buildings 9 – 12 Storeys

Plot	Land Use	%	Min. (sq.m.)	No. of Dwelling Units	Max. (sq.m.)	No. of Dwelling Units
TCC1A Existing + Uplift Setback Res.	Residential	97	c. 30,000	353	c. 30,000	353
	Retail	2	624		624	
	Services	1	416		416	
	Leisure/Rec/ Tourism					
	UrbComm					
	Strategic Urban Employment (SUE)					
	Civic, Culture, & Community					
SUB TOTAL 1 (sq.m.)			Circa 31,040		Circa 31,040	
Site Area 1 (Sq.m.)			12,300		12,300	

Plot	Land Use	%	Min. (sq.m.) Plot Ratio (1:2.6)	No. of Dwelling Units	Max. (Sq.m.) Plot Ratio (1:2.8)	No. of Dwelling Units
TCC1B Proposed (6 parcels - TCC1B 1 - 6)	Residential	58	Circa 48,806	574	Circa 54,868	646
	Retail & Services	23	Circa 19,224		Circa 20,783	
	Leisure/Rec/ Tourism		-		-	
	UrbComm	18	Circa 14,635		Circa 15,761	
	Strategic Urban Employment (SUE)		-			
	Civic, Culture, & Community	1	Circa 1,126		Circa 1,212	
SUB TOTAL 2 (sq.m.)			80,600		86,800	
Site Area 2 (Sq.m.)			31,000		31,000	
Plot Ratio			1:2.6		1:2.8	

GRAND TOTAL (sq.m.) (TCC1)			112,580	927 DU	121,240	999 DU
Total Site Area (sq.m.) (TCC1)			43,300		43,300	
Plot Ratio			1:2.6		1:2.8	
Height Range			4 Storeys (Min.)		8 Storeys (Max)	

Combined for Superblock TCC1

Superblock Plot	Land Use	%	Min. (sq.m.) Plot Ratio (1:2.6)	No. of Dwelling Units	Max. (sq.m.) Plot Ratio (1:2.8)	No. of Dwelling Units
TCC1A Existing + Uplift Setback AND TCC1B Proposed (6 parcels - TCC1B 1 - 6)	Residential	70	78,806	927	84,868	999
	Retail & Services	18	20,264		21,823	
	Leisure/Rec/ Tourism		-		-	
	UrbComm	13	14,635		15,761	
	Strategic Urban Employment (SUE)					
	Civic, Culture, & Community	1	1,126		1,212	
TOTAL FIXED at Plot Ratio 1:2.6 (sq.m.)			112,580	TOTAL FIXED at Plot Ratio 1:2.8 (sq.m.)	121,240	
Site Area (sq.m.)			43,300		43,300	

NOTE: In respect of TCC1A Existing, TCC2 Existing, and TCC4 Existing inclusive of minor residential uplift – the figure shown in Sub Total 1 for each is the same for the Min. sq.m. as for the Max. sq.m. noting that this is based on “as-built” information. In this regard, this creates an anomaly for the Grand Total and Combined Total Min sq.m. figure for that particular Superblock.

Gross Floor Area Breakdown for Superblock TCC2

Area (Gross ha) : 2.16 (1.62 ha Built & 0.54-ha TCC2B-1)

Parcels : 3 no. (2 parcels Built, & 1 parcel for TCC2B-1)

Plot Ratio Range : 1:2.2 – 1:2.5

Height Range : 4 – 8 Storeys. Taller Buildings 9 - 12 Storeys

Plot	Land Use	%	Min. (sq.m.)	No. of Dwelling Units	Max. (sq.m.)	No. of Dwelling Units
TCC2 Existing + Uplift Setback for Potential Res.	Residential	93	36,400	428	36,400	428
	Retail (& Services)	2	607		607	
	Leisure/Rec/ Tourism					
	Non-Retail	5	2,015		2,015	
	Strategic Urban Employment					
TOTAL (sq.m.)			39,022		39,022	
Site Area 1 (Sq.m.)			16,200		16,200	

Plot	Land Use	%	Min. (sq.m.) Plot Ratio (1:2.2)	No. of Dwelling Units	Max. (Sq.m.) Plot Ratio (1:2.5)	No. of Dwelling Units
TCC2B-1 Proposed	Residential	74	Circa 8,744	103	Circa 14,900	175
	Retail & Services	5	Circa 475		Circa 540	
	Leisure/Rec/ Tourism	20	Circa 2,376		Circa 2,700	
	UrbComm		-		-	
	Strategic Urban Employment		-		-	
	Civic, Culture, & Community		-		-	
TOTAL (sq.m.)			11,880		13,500	
Site Area 2 (Sq.m.)			5,400		5,400	

GRAND TOTAL (TCC2) (sq.m.)			47,520	531 DU	54,000	603 DU
Total Site Area (TCC2) (sq.m.)			21,600		21,600	
Height Range	4 Storeys (Min.)			8 Storeys (Max)		

Combined for Superblock TCC2

Superblock Plot	Land Use	%	Min. (sq.m.) Plot Ratio (1:2.2)	No. of Dwelling Units	Max. (sq.m.) Plot Ratio (1:2.5)	No. of Dwelling Units
TCC2 Existing + Uplift + Setback AND TCC2B-1 Proposed	Residential	95	c. 45,144		c. 51,300	
	Retail & Services	1	c. 475		c. 540	
	Leisure/Rec/ Tourism	5	c. 2,376		c. 2,700	
	UrbComm		-		-	
	Strategic Urban Employment (SUE)			-		-
	Civic, Culture, & Community			-		
TOTAL FIXED at Plot Ratio 1:2.2 (sq.m.)			47,520	TOTAL FIXED at Plot Ratio 1:2.5 (sq.m.)	54,000	
Site Area (sq.m.)			21,600		21,600	
Height Range		4 Storeys (Min.)		8 Storeys (Max)		

NOTE: In respect of TCC1A Existing, TCC2 Existing, and TCC4 Existing inclusive of minor residential uplift – the figure shown in Sub Total 1 for each is the same for the Min. sq.m. as for the Max. sq.m. noting that this is based on “as-built” information. In this regard, this creates an anomaly for the Grand Total and Combined Total Min sq.m. figure for that particular Superblock.

Gross Floor Area Breakdown for Superblock TCC3

Area (Gross ha) : 5.38

Parcels : 9 no.

Plot Ratio Range : 1:2.4 – 1:2.8

Height Range : 4 – 8 Storeys. Taller Buildings 9 – 12 Storeys

Superblock Plot	Land Use	%	Min. (sq.m.) Plot Ratio (1:2.4)	No. of Dwelling Units	Max. (Sq.m.) Plot Ratio (1:2.8)	No. of Dwelling Units
TCC3 Proposed (9 parcels - TCC3 1 – 9)	Residential	65	83,928	987	97,916	1,152
	Retail & Services	9	11,621		13,558	
	Leisure/Rec/ Tourism	13	16,786		19,583	
	UrbComm	8	10,330		12,051	
	Strategic Urban Employment (SUE)					
	Civic, Culture, & Community	5	6,456		7,532	
TOTAL (sq.m.)			129,120	987 DU	150,640	1,152 DU
Site Area (Sq.m.)			53,800		53,800	
Height Range	4 Storeys (Min.)			8 Storeys (Max)		

Gross Floor Area Breakdown for Superblock TCC4

Area (Gross ha) : 4.12 (2.71 ha Built & 1.41 ha for TCC4A-1, TCC4C-1, TCC4C-2)

Parcels : 6 no. (3 No. Parcels Built, & 3 No. Parcel for TCC4A-1, TCC4C-1 & TCC4C-2)

Plot Ratio Range : 1:2.2 – 1:2.5

Height Range : 4 – 8 Storeys. Taller Buildings 9 – 12 Storeys

Plot	Land Use	%	Min. (sq.m.)	No. of Dwelling Units	Max. (sq.m.)	No. of Dwelling Units
TCC4 Existing + Uplift + Setback	Residential	79	53,522	630	53,522	630
	Retail & Services	0.06	37.8		37.8	
	Services	0.03	25.2		25.2	
	Leisure/Rec/ Tourism					
	Non Retail	21	13,920		13,920	
	Strategic Urban Employment					
	Civic, Culture, & Community		-		-	
SUB TOTAL 1 (sq.m.)			67,505		67,505	
Site Area 1 (Sq.m.)			27,100		27,100	

Plot	Land Use	%	Min. (sq.m.) Plot Ratio 1:2.2	No. of Dwelling Units	Max. (sq.m.) Plot Ratio 1:2.5	No. of Dwelling Units
TCC4A-1 (Block E) Proposed	Residential	40	4,752	56	5,400	64
	Retail	6	712.8		810	
	Services	4	475.2		540	
	Leisure/Rec/ Tourism		-		-	
	UrbComm	50	5,940		6,750	
	Strategic Urban Employment		-		-	
	Civic, Culture, & Community	-	-		-	
SUB TOTAL 2 (sq.m.)			11,880		13,500	
Site Area 2 (Sq.m.)			5,400		5,400	

Plot	Land Use	%	Min. (sq.m.) Plot Ratio 1:2.2	No. of Dwelling Units	Max. (sq.m.) Plot Ratio 1:2.5	No. of Dwelling Units
TCC4C-2 ('Block G') Proposed	Residential	48	5,539	65	6,294	74
	Retail	3	349.8		397.8	
	Services	2	233.2		265.2	
	Leisure/Rec/ Tourism		-		-	
	UrbComm	48	5,539		6,294	
	Strategic Urban Employment		-		-	
	Civic, Culture, & Community		-		-	
SUB TOTAL 3 (sq.m.)			11,660		13,250	
Site Area 3 (Sq.m.)			5,300		5,300	

Plot	Land Use	%	Min. (sq.m.) Plot Ratio 1:2.2	No. of Dwelling Units	Max. (sq.m.) Plot Ratio 1:2.5	No. of Dwelling Units
TCC4C-1 ('Block H') Proposed	Residential	45	3,366	40	3,825	45
	Retail	3	224.4		255	
	Services	2	149.6		170	
	Leisure/Rec/ Tourism		-		-	
	UrbComm	45	3,366		3,825	
	Strategic Urban Employment (SUE)		-		-	
	Civic, Culture, & Community	5	374		425	
SUB TOTAL 4 (sq.m.)			7,480		8,500	
Site Area 4 (Sq.m.)			3,400		3,400	

Combined for TCC4

Superblock Plot	Land Use	%	Min. (sq.m.) Plot Ratio (1:2.2)	No. of Dwelling Units	Max. (Sq.m.) Plot Ratio (1:2.5)	No. of Dwelling Units
TCC4 Existing + Uplift + Setback AND	Residential	90	81,576	791	92,700	813
	Retail & Services	5	4,532		5,150	
	Leisure/Rec/ Tourism	-				
	UrbComm	5	4,532		5,150	
TCC4A-1 (Block E) Proposed AND	Strategic Urban Employment (SUE)	-				
TCC4C-2 (Block G) Proposed AND	Civic, Culture, & Community	-	-		-	
TCC4C-1 (Block H) Proposed						
GRAND TOTAL (sq.m.)			90,640	791 DU	103,000	813 DU
Total Site Area (Sq.m.)			41,200		41,200	
Height Range	4 Storeys (Min.)			8 Storeys (Max)		

NOTE: In respect of TCC1A Existing, TCC2 Existing, and TCC4 Existing inclusive of minor residential uplift – the figure shown in Sub Total 1 for each is the same for the Min. sq.m. as for the Max. sq.m. noting that this is based on “as-built” information. In this regard, this creates an anomaly for the Grand Total and Combined Total Min sq.m. figure for that particular Superblock.

NOTE: In respect of all the Development Type and Quantum Tables above, please see **Section 6.0** for criteria relating to the following:

- Quantum Floorspace
- Town Centre Site Coverage
- Residential Unit Nos.
- Target Land Use Mix – Flexibility Factor

NOTE: Refer to the Urban Development Code (Appendix B) for the essential and required urban design parameters for the Superblocks, (selected) Streets and (selected) Urban Spaces for Town Centre Environs (Superblocks TCC1, TCC2, TCC3 and TCC4).

Table 6.2.3: Infrastructure Requirements Development Area 2 Cherrywood.

See Maps 4.1-4.5.

Road Requirements
<ul style="list-style-type: none"> • Reconstruct existing roundabout at A to signalised 4 arm junction. • Complete existing Tully Vale Road (Grand Parade) A to B in accordance with cross sections. • Construct Street A1 to F1. • Construct at grade junction (left in/left out) on Wyattville Road. • Construct road J to WLR. • Reconstruct existing left-in left-out junction at WLR to form a new at grade junction O. • Set up Traffic Management Plan to facilitate construction of bridge over Wyattville Link Road. • Construct Overbridge on WLR and street A2-A3. • Construct the Active Travel (Main Street) Bridge. • Complete existing road A3 to H to WLR in accordance with cross section. • Reconstruct existing road A3 to I to A in accordance with cross section. • Construct street A2-B. • Construct streets linking to overbridges on WLR and complete the core street network. • Construct remainder of street network specified for Development Area 2 i.e. all other streets designed to suit development of buildings and the urban landscape.
Construction Access
<ul style="list-style-type: none"> • From Wyattville Link Road via junction A or existing left in/out junction or the new junction O (junction formed by the reconstructed left-in left out junction). • Traffic Management proposal to be prepared and approved to keep traffic operational in a safe manner on the Wyattville Link Road during construction of the Cherrywood Town Centre.
Stormwater Requirements
<ul style="list-style-type: none"> • Attenuation ponds at outfall 5A. • 450mm approx. diameter SW sewer from J environs to outfall 5A and 300mm diameter SW outlet to Cherrywood Road SW sewer. • Attenuation Pond at Outfall 2B. • 450mm approx diameter SW sewer from A2 environs to pond 2B.
Foul Sewer Requirements
<ul style="list-style-type: none"> • 450mm approx. diameter from K environs and under Luas connecting into the Carrickmines Sewer near pond 2B. • 450mm approx diameter sewer from the environs of J and H along the Wyattville Road upsizing to 525mm approx. and on to the Carrickmines Sewer.
Water Supply Requirements
<ul style="list-style-type: none"> • Connection to DCC Stillorgan 24" Main. • 400mm approx. diameter from 24" main to A. • Upsizing (600mm) and re-route of existing 20" AC Main. • 500 to 300mm diameter loop around Cherrywood Town Centre, from upsized 600mm diameter main.