

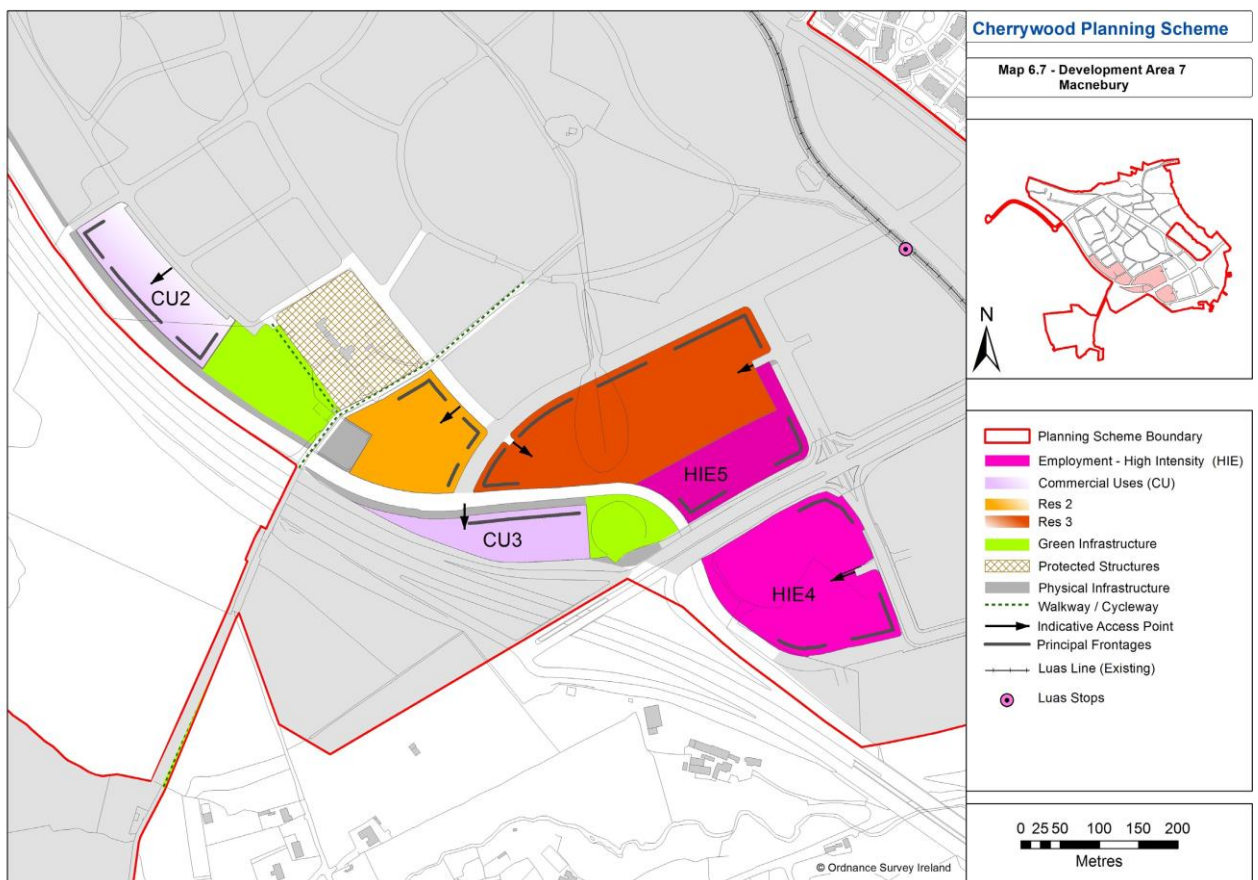
Proposed new text, including changes to Tables in the current approved Cherrywood Planning Scheme, as per this Proposed Amendment are indicated in **red text**. Text to be deleted, as part of this Proposed Amendment, from the Approved Planning Scheme document is indicated with a **strikethrough**.

## 6 Development Areas

### 6.7 Development Area 7: Macnebury

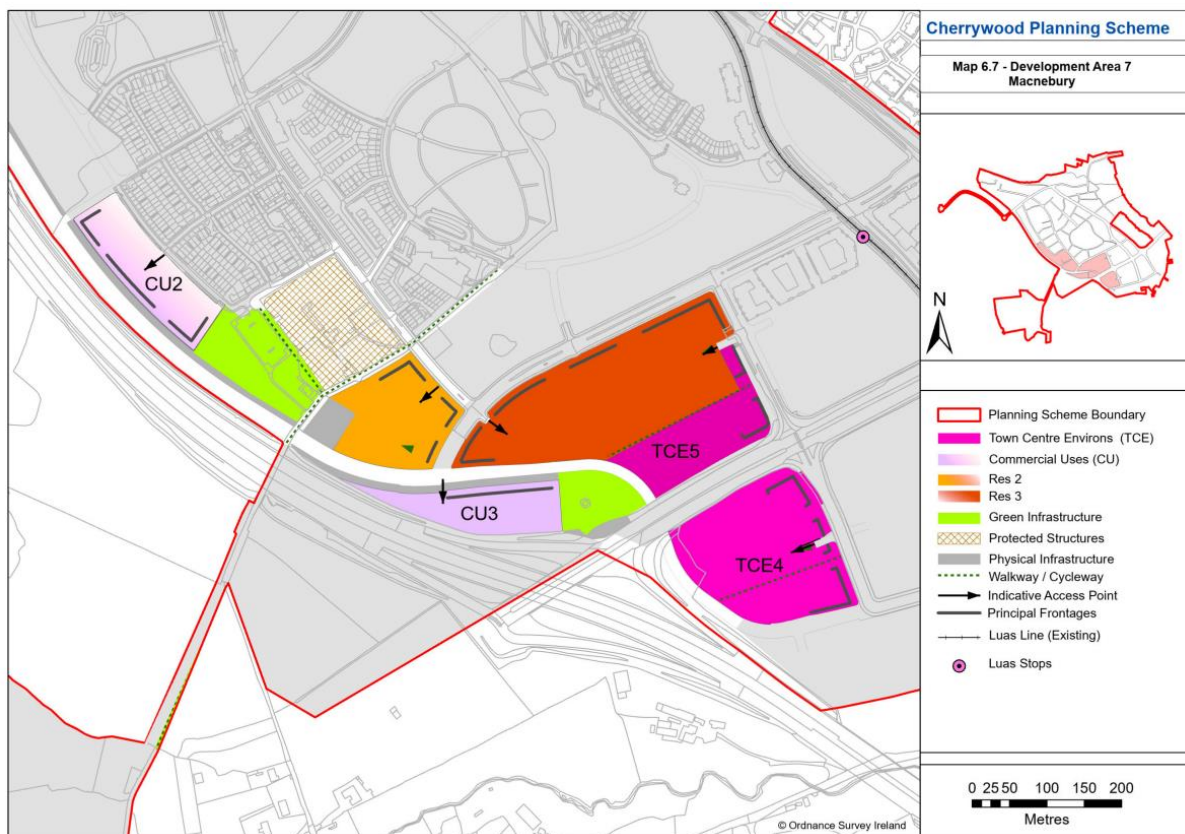
Location - See Map 6.7

#### Amend Map 6.7 – Development Area 7 Macnebury



L-20-000

## Proposed Amended Map 6.7 – Development Area 7 Macnebury



### Unique Character

Macnebury has been separated from its hinterland by the construction of the M50. While the physical connection may have been severed, the visual connection with Ballycorus, Ticknick, the Lead Mines etc. still remains.

The Lehaunstown Interchange and Wyattville Link Road's regional function creates a barrier to movement other than vehicular movement within this Development Area.

Lehaunstown Park is of archaeological importance and a significant heritage landmark within the Plan 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:

- The design and layout of frontages and landscaping addressing the M50 and the Wyattville Link Road (WLR).
- Sensitive development of Lehaunstown Park in accordance with Chapter 3 Cultural and Built Heritage.
- The noise environment adjoining the M50 and the Lehaunstown Interchange should be an informing factor in the design and positioning of structures (see Chapter 2 Section 2.13 Noise Sensitivity).

- Lehaunstown Interchange creates a challenge by physically dividing this area. This requires careful site layout and the use of the landscape to create linkages towards the Town Centre **Core and Town Centre Environs** so as to improve **sustainable active travel modes** permeability across the Planning Scheme area.
- Beckett Road underpass under the Wyattville Link Road will also serve to alleviate this divide or severance. The final design and construction of this project shall require close consultation with the TII.
- Project management of the scheme shall ensure minimal impact on the operation and safety of the national road network. Therefore, any limited closures to Junction 16 Lehaunstown must be agreed with TII in advance in accordance with standard procedures at the developer's expense and shall only occur over weekends at non-peak times of the year to ensure minimal disruption to the operation of the national road network.
- **The need to build upon and improve permeability and route structures based on DMURS principles and guidance, this in particular for the sustainable active modes. In this regard to strive for 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, and Bishop's Street).**

## **Future Form**

Macnebury straddles the entry route to Cherrywood from the M50/ Lehaunstown Interchange (Junction 16) and therefore has an important role in creating the first impression of Cherrywood.

The view from the Wyattville Link Road into the adjoining **mixed use but predominantly employment focused** land uses is framed by the landscaping of the built form. Within the parcels of land that straddle the Wyattville Link Road the layout will direct movement to gravitate towards the Town Centre **Core**. The residential street frontages provide surveillance to Bishop Street while having adequate set back to protect residential amenity.

**The Town Centre Environs Superblocks (TCE4 and TCE5) abutting the Wyattville Link Road, Beckett Road and Cherrywood Avenue shall accommodate and element of mixed use-development, but importantly with employment and enterprise related uses being the principal predominant use, across an expanded Town Centre Environs land use category which will facilitate a range of permissible uses including for flexibility and adaptability, as well as a residential component within TCE5. Thus, while allowing for the required strategic long-term employment-type uses (Strategic Urban Employment), will also accommodate UrbComm uses and small-scale supporting retail and services uses for employees and residents of Cherrywood, as well as contributing to the supply of homes. The UrbComm uses, which extend from the Town Centre Core to along Cherrywood Avenue (within the TCE Superblocks) provide for a smooth transition between the Town Centre Core and the Environs. They will also provide for an attractive streetscape frontage and a synergy with potentially larger floorplate occupiers in the Environs area.**

**For Superblock TCE4, while to predominantly comprise of the Strategic Urban Employment TCE uses, the frontage to Cherrywood Avenue and corners to Wyattville Link Road shall comprise a mixed-use frontage which would include UrbComm, with ancillary retail and service-related uses.**

**For Superblock TCE5, similarly there shall be a UrbComm along the frontage to Cherrywood Avenue, with a level of active uses at ground floor, with Strategic Urban**

Employment addressing WLR, both these frontages providing a skin or buffer to residential development within the Superblock.

For both Superblocks (TCE4 and TCE5), with regard to frontage land use, at ground floor there shall be a flexible horizontal use mix with the TCE designation, with small, medium and larger grain. There shall be primary access to streets and public realm spaces and access to other upper floors, as appropriate. Regarding the upper floors, there shall be a vertical use mix within the TCE designation, but integrated with the lower floors, as appropriate.

With regard to the urban grain (pattern of development), while TCE4 and TCE5 shall be predominantly coarse grained in nature, the parcels abutting Cherrywood Avenue and corner sites at the junction of Wyattville Link Road and Cherrywood Avenue, shall be medium grain.

The overall height range for TCE4 and TCE5 shall be four to five storeys (4-5). The taller height elements shall be located at key corner junctions.

A green open space (Cherrywood Green) shall be provided centrally within TCE4 Superblock. This space shall comprise planted landscape elements and street furniture for sitting and staying.

Given that the Wyattville Link Road creates a barrier to movement other than vehicular movement, and the imperative need to improve permeability for the sustainable active modes within this Development Area, an at grade pedestrian and cycle crossing of the Wyattville Link Road will facilitate ease of movement between both sides of the Town Centre. Study findings guide that an additional at grade pedestrian and cycle crossing of the Wyattville Link Road at Junction O can be implemented to enhance movement between both sides of the Town Centre.

### **Specific Objectives:**

DA 41 Residential buildings should overlook Bishop Street, with appropriate frontage set backs where necessary to facilitate landscaping or to provide a privacy strip between the building and the back of footpath.

DA 42 That the design and landscaping of the development land ~~straddling~~ **straddling** the Wyattville Link Road shall have regard to its context as viewed from the Wyattville Link Road.

DA 43 That the design and layout of the area has regard to the provision of clear pedestrian **and cycle** connections to the Town Centre **Core and Town Centre Environs**. ~~and will not facilitate pedestrians attempting to cross the Wyattville Link Road at grade.~~ **It is intended that an at grade pedestrian and cycle crossing of the Wyattville Link Road at Junction O be implemented to enhance and facilitate ease of movement between both sides of the Town Centre. Any development proposals at Superblocks TCE4 and TCE5 shall have regard to said future intended at grade crossing detailing.**

DA 44 Commercial land uses parallel with the M50 should be a design of sufficient height and scale, and in a manner consistent with Objective PD 33 shall include noise mitigating measures to buffer adjoining areas from noise.

With regard to the Res 2 Plot in Macnebury and in a manner consistent with Objective PD 33, the planning application and design of this Res 2 plot shall include

noise attenuation measures along the boundary of Beckett Road, by way of a landscaping berm with appropriate woodland planting mix which shall incorporate a high-quality acoustic fence/wall, demonstrating the protection of the residential amenity of this site.

DA 45 There shall be a high quality of landscaping and visual amenity at the interface with Cherrywood when viewed from the M50.

DA 46 To maintain the pedestrian access over the M50 to open space lands at Ticknick and to incorporate a universal access route as part of the design of Lehaunstown Park Public Open Space which will connect Lehaunstown Lane Greenway with Beckett Road and the pedestrian and cycle access across the M50 having regard to the level changes at this location and ensuring ease of access for all who are using the greenway infrastructure in Cherrywood.

In the event that Beckett Road is developed prior to Lehaunstown Park, any planning application for Beckett Road E-F shall ensure that a universal access is provided between Lehaunstown Lane and Ticknick Park.

DA 47 Planning permission for the Class 2 Open Space associated with the Cairn/Wedge Tomb in Macnebury shall be sought as part of the planning application which provides Beckett Road F-G. The works associated with construction of this section of Beckett Road and the Class 2 Open Space associated with the Cairn/Wedge Tomb, will be subject to the consent of the Minister for Culture, Heritage and the Gaeltacht under Section 14 of the National Monuments Act 1930 as amended by Section 5 of the National Monuments (Amendment) Act 2004.

The following shall also be provided:

- This Class Two open space, particularly the pedestrian entrance point from Beckett Road, shall be carefully designed so as to ensure a safe and inviting entrance and to avoid the Cairn/Wedge Tomb being severed from the main planning scheme area, while celebrating this national monument.
- A safe and direct pedestrian/cycle connection shall be provided from the Cairn/Wedge Tomb site, across Beckett Road, via the RES 3 site to the north of the Cairn/Wedge Tomb and onto Bishops Street at an appropriate location. This route shall seek to retain a visual connection between the Cairn/ Wedge Tomb Site and the National Monuments at Tully Park having regard also to the need to provide a safe pedestrian crossing point on Bishops Street. A safe and direct pedestrian /cycle connection shall also be provided between Lehaunstown Lane and the Junction of Beckett Road with Bishops Street through the Res 2 site, therefore enhancing connectivity between the Cairn/Wedge Tomb site, Tully Park and Church and Lehaunstown Park. This shall be included as part of any planning application relating to these Residential sites.
- Additional screening in the form of suitable planting and noise attenuation shall be provided along the Cairn/Wedge Tomb's site boundary with the M50 as required. The potential impact of any tree roots on the archaeology of the site must be carefully considered in this regard.
- Careful consideration shall also be given to the landscaping of the entrance points on either side of the Wyattville Link Road to enhance its visual amenity, enhance the setting of the Cairn/ Wedge Tomb and provide an attractive environment for cyclist and pedestrians.



DA 48 A green pocket open space (Cherrywood Green) shall be provided centrally within Superblock TCE4 in accordance with the Urban Development Code, the qualitative standards as per the Dun Loaghaire-Rathdown County Council County Development Plan, 2022-2028, (or as may be subsequently amended), and the phasing and sequencing requirements as per Chapter 7 of the Planning Scheme. This space shall comprise planted landscape elements and street furniture for sitting and staying.

**Table 6.7.1: Development Type and Quantum Development Area 7 Macnebury**

DEVELOPMENT AREA 7 MACNEBURY LAND USE AREAS	
LAND USE	AREA IN HECTARES
High Intensity Employment Town Centre Environs	4.95
Commercial Uses	2.9
Residential	6.4
Green Infrastructure HA	2.2

DEVELOPMENT AREA 7 MACNEBURY	
Gross Area HA	Net Developable HA
24.6	14.25

NON-RESIDENTIAL DEVELOPMENT	
HIGH-INTENSITY EMPLOYMENT	
High Intensity Employment Lands HA	4.95
Max Quantum Sq.m	74,000
Breakdown for Site HIE 4	
Area HA	3.4
Max Quantum Sq.m	58,000
Plot Ratio	Max
Building Height in Storeys	6
Breakdown for Site HIE 5	
Area HA	1.55
Max Quantum Sq.m	19,000
Plot Ratio	Max
Building Height in Storeys	6

**Breakdown (Gross Floor Area) for Superblock TCE4**

**Area (ha) : 3.39**

**Parcels : 6 no. (TCE4-1, TCE4-2, TCE4-3, TCE4-4, TCE4-5, TCE4-6)**

**Plot Ratio Range : 1:1.5 – 1:2.0**

**Height Range : 3 - 5 storeys**

Superblock Plot	Land Use	%	Min. (sq.m.) <b>Plot Ratio 1:1.5</b>	No. of Dwelling Units	Max. (Sq.m.) <b>Plot Raio 1:2.0</b>	No. of Dwelling Units
TCE4 Future Blocks TCE4-1 to 6	Residential					
	Mixed Use Frontage including UrbComm, Retail & Services	20	10,170		13,560	
	Strategic Urban Employment (SUE)	80	40,680		54,240	
	Civic, Culture, & Community	1	Circa 509		Circa 678	
<b>TOTAL (sq.m.)</b>			<b>50,850</b>		<b>67,800</b>	
Site Area (sq.m.)			33,900		33,900	
Height Range	3 Storeys (Min.)			5 Storeys (Max)		

## Breakdown (Gross Floor Area) for Superblock TCE5

<b>Area (ha) :</b>	<b>1.55</b>
<b>Parcels :</b>	<b>4 no. (TCE5-1, TCE5-2, TCE5-3, TCE5-4)</b>
<b>Plot Ratio Range :</b>	<b>1:1.5 – 1:2.0</b>
<b>Overall Height Range :</b>	<b>4 - 5 storeys</b>

Superblock Plot	Land Use	%	Min. (sq.m.) <b>Plot Ratio 1:1.5</b>	No. of Dwelling Units	Max. (Sq.m.) <b>Plot Ratio 1:2.0</b>	No. of Dwelling Units
TCE5 Future Blocks TCE5-1 to 4	Residential	45	10,463	123	13,950	164
	Mixed Use Frontage including UrbComm, Retail & Services	15	3,488		4,650	
	Strategic Urban Employment (SUE)	40	9,300		12,400	
	Civic, Culture, & Community					
<b>TOTAL (sq.m.)</b>			<b>23,250</b>		<b>31,000</b>	
Site Area (sq.m.)			15,500		15,500	
Height Range	4 Storeys (Min.)			5 Storeys (Max)		

**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 TCE4 and TCE5).



RESIDENTIAL DEVELOPMENT		
<b>Total Residential Lands HA</b>	<b>5.5</b>	
Land Area HA Density Range		
<b>Res 1</b>	0	35 - 55
<b>Res 2</b>	1.8	45 - 75
<b>Res 3</b>	4.6	65 - 145
<b>Res 4</b>	0	85 - 175
<b>No. of Dwellings on Residential Lands</b>	Min	Max
	380	802
<b>Overall Residential Density</b>	Min	Max
	<b>69 per ha</b>	<b>146 per ha</b>
<b>Building Height in Storeys</b>	Min	Max
	2	5
<b>TOTAL NO. OF RESIDENTIAL DWELLINGS</b>	<b>Min</b>	<b>Max</b>
	<b>380</b>	<b>802</b>

**Table 6.7.2: Infrastructure Requirements Development Area 7 Macnebury. See Maps 4.1-4.5.**

Infrastructure requirements of Development Areas 1-5 are complete.

Road Requirements
<ul style="list-style-type: none"> <li>• Reconstruct existing left-in left-out junction at WLR to form a new at grade junction O.</li> <li>• Loop road H,G,F,F1 including underpass of WLR.</li> <li>• Beckett Road E-F.</li> <li>• Construct street network F1-K1.</li> </ul>
Construction Access
<ul style="list-style-type: none"> <li>• Construction traffic banned from streets A1-J and A2-A3.</li> <li>• From existing WLR left in/out junction via loop J-F-G-H to E2 and K1, or from Junction O (existing left-in left-out junction to be reconstructed) via loop J-F-G-H to E2 and K1.</li> </ul>
Stormwater Requirements
<ul style="list-style-type: none"> <li>• Attenuation pond 5A.</li> <li>• 525mm approx. diameter SW sewer from J environ to pond 5A.</li> <li>• Detention basins and infiltration trenches as shown on Stormwater drawing.</li> <li>• 525mm diameter approx. SW sewer from F1 environs to F and from K environs to detention basin.</li> </ul>
Foul Sewer Requirements
<ul style="list-style-type: none"> <li>• 450mm approx. diameter sewer from F1 to WLR Road, along it and crossing the Luas to connect into the Carrickmines Sewer.</li> <li>• 300mm approx. diameter sewer from K to F1.</li> <li>• 450mm approx. diameter from J and H to A and on to Carrickmines Sewer.</li> </ul>
Water Supply Requirements
<ul style="list-style-type: none"> <li>• Upsizing (600mm) and re-route of existing 20" AC Main.</li> <li>• 500 to 400mm diameter from H to J' to F from above upsized main.</li> </ul>