

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~~.

7 Implementation: Sequencing and Phasing of Development

7.1 Concept

The provision of infrastructure and services in a timely manner is crucial to the achievement of the vision for Cherrywood. In this regard the infrastructure and services required have been categorised into that which will be provided within Cherrywood and external strategic infrastructure and services which typically apply at a wider strategic or regional level.

Chapter 6 has detailed the 8 Development Areas within Cherrywood and identifies the infrastructure requirements to be provided within each Development Area through the development management process.

Accordingly, applicants will be required to demonstrate that the identified infrastructure requirements for the delivery of the Planning Scheme are being provided as part of any planning application.

This Chapter 7 sets out the sequencing of the development across the Scheme and identifies the internal infrastructure and services, required to be provided to facilitate this sequencing. For the purpose of sequencing development the 8 Development Areas have been grouped into 3 Growth Areas as set out in Section 7.2 below. These Growth Areas have been devised based on the neighbourhood concept. The sequencing requirements are set out below in Section 7.2

This Chapter also sets out external strategic infrastructure and services is to be provided on a phased basis which is linked to the overall quantum of development within the Planning Scheme. These requirements are set out in Section 7.3 below.

Planning applications within the Planning Scheme Area shall accord with the sequencing and phasing requirements as set out in this Chapter, subject to all other planning requirements being satisfied.

Funding and Delivery of Infrastructure

It is acknowledged that a suite of infrastructure and services are required for the full development of the Planning Scheme. These include elements that are specifically required for the incremental (sequential) development of the area and those that are more strategic in their provision (phasing). The cost of strategic infrastructure will not be borne solely by the landowners. The responsibility for funding and provision of the strategic infrastructure and services is set out in Table 7.5.

Notwithstanding, DLRCC will work with the Department of Housing, ~~Local Government and Heritage Planning and Local Government~~ (DHPLGH), the Department of Transport, ~~Tourism and Sport~~, the National Transport Authority (NTA), Transport Infrastructure Ireland (TII), ~~Irish Water~~ ~~Uisce Éireann~~, and other relevant statutory agencies where appropriate, to bring forward key projects and funding resources in order to facilitate timely and successful implementation **of the strategic infrastructure and services** in support of the Planning Scheme.

Infrastructural facilities and services that benefit the development of the Planning Scheme, known as Cherrywood Planning Scheme projects, can be funded by way of a supplementary development contribution levy scheme under Section 49 and/or an additional Section 48 development contribution levy scheme and/or a supplementary Section 48(2)(c) development contribution levy scheme as facilitated by the Planning & Development Acts 2000-2010 as amended. A Development Contribution Scheme in respect of development in the Cherrywood Planning Scheme Area 2023 – 2028 ('the Scheme') ~~Cherrywood Section 48 Development Contribution Scheme (2017-2020)~~ has been prepared ~~adopted~~. This Scheme supersedes the Cherrywood Planning Scheme Development Contribution Scheme 2017 – 2020 and the Dún Laoghaire- Rathdown Development Contribution Scheme 2016 - 2020. This Scheme provides for the payment of Section 48 development contributions in respect to Countywide infrastructure projects as listed in Appendix II of the Scheme and for an additional contribution in respect of the Cherrywood Planning Scheme Area projects as set out in Appendix III of the Scheme. Planning permissions granted in the Cherrywood Planning Scheme are conditioned with both Countywide and Cherrywood development contributions. ~~and shall be used solely to fund infrastructure identified in the Scheme Area.~~

The Cherrywood Planning Scheme envisaged that the projects listed in Appendix III of the Scheme would be delivered by the landowners/developers. However, having regard to the overall cost of the Cherrywood Planning Scheme Area projects as set out in Appendix III of the Scheme, alternative funding has been secured by the Council for some of the projects through, Local Property Tax, Local Infrastructure Housing Activation Funding, Urban Regeneration Development Fund and National Transport Authority grants. The associated projects are being delivered by the Council as Development Agency. Alternative means of funding ~~can also~~ will continue to be examined by DLRCC and the landowners/developers. The Council will continue to monitor any potential funding shortfall through the duration of the Scheme.

7.2 Sequence of Development

Overview

The overall Plan Area is divided into 8 Development Areas (See Chapter 6). The 8 Development Areas are grouped together into 3 Growth Areas as follows:

Growth Area 1: Development Areas 2, 4,5, and 6A

Growth Area 2: Development Areas 1 and 3. (see specific objective H27)

Growth Area 3: Development Areas 6B, 7 and 8.

Refer to Maps 7.1 & 7.2

The Planning Scheme has successfully promoted and facilitated the significant front-loading of key infrastructure elements, most notably, the internal road network and sustainable transport infrastructure, along with the construction of the three significant public parks (Tully, Ticknick and Beckett). Accordingly, it is appropriate at this juncture to allow for the potential to bring forward housing delivery across the Scheme.

Notwithstanding, an element of sequential development is necessary to ensure the proper planning and sustainable development of the Planning Scheme Area. The sequencing requirements in relation to the Growth Area, Town Centre Core and Village Centres, as well as Supporting Infrastructure Delivery with reference to schools, open space, green infrastructure and transportation infrastructure are set out below in section 7.2.1.

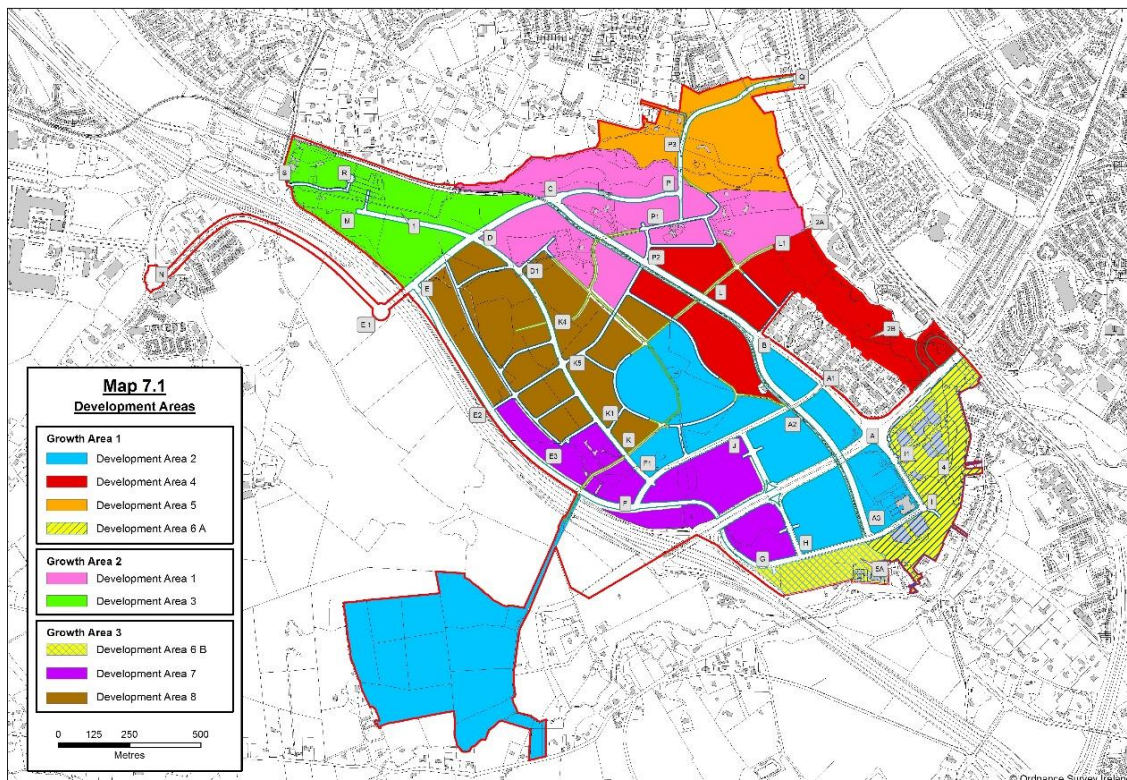
There will be an emphasis on promoting and facilitating the delivery of the Town Centre Core and Village Centres as the mixed-use component of each Growth Area, and also the Town Centre Environs to cater for employment opportunities, in order to support the emerging residential communities with a range of facilities in close proximity and to underpin the vision of a sustainable place for Cherrywood.

To allow flexibility the plan is not prescriptive with regard to the timing of the delivery of infrastructure other than that infrastructure identified in Tables 7.0 to 7.5 7.1 to 7.3. These Tables set out specific elements relating to non-residential uses; civic spaces and active travel specifically in the Town Centre; schools; open space; green infrastructure, and transportation infrastructure that require certainty on the sequence of their delivery to ensure the orderly progression of the Development Areas. In addition, there will be a need to take cognisance of the infrastructural requirements set out in Table 7.6 and 7.7 7.4 and 7.5 to ensure sustainable development within the Region.

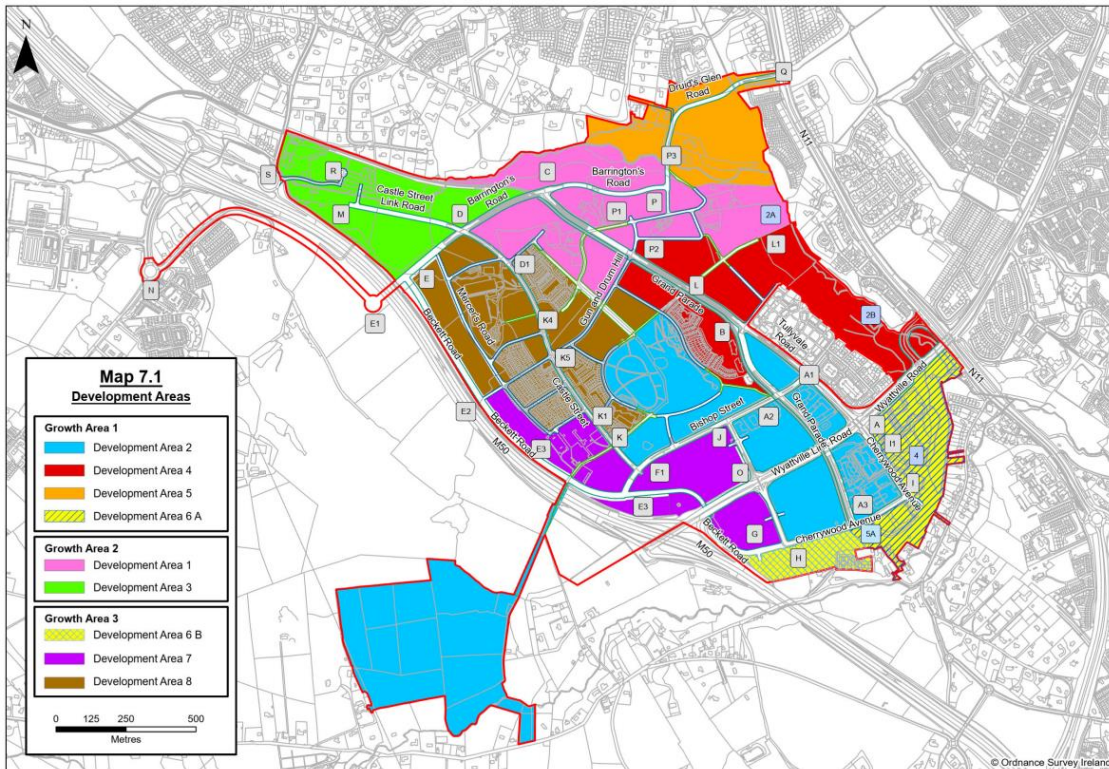
To assist with co-ordinated delivery of infrastructure and requirements for each Superblock within the Town Centre Core and Environs the following shall apply:

Prior to the submission of a planning application for development within a Superblock, a Superblock Roll-out Agreement (SBRA) shall be entered into between developers/landowners in order to secure the co-ordinated delivery of the mix of uses and supporting infrastructure necessary to deliver the objectives of the Planning Scheme within each Superblock, unless an individual planning application for the Superblock addresses these matters. In instances where there is a single developer/landowner, a masterplan and SBRA shall be submitted for the written agreement of the Planning Authority.

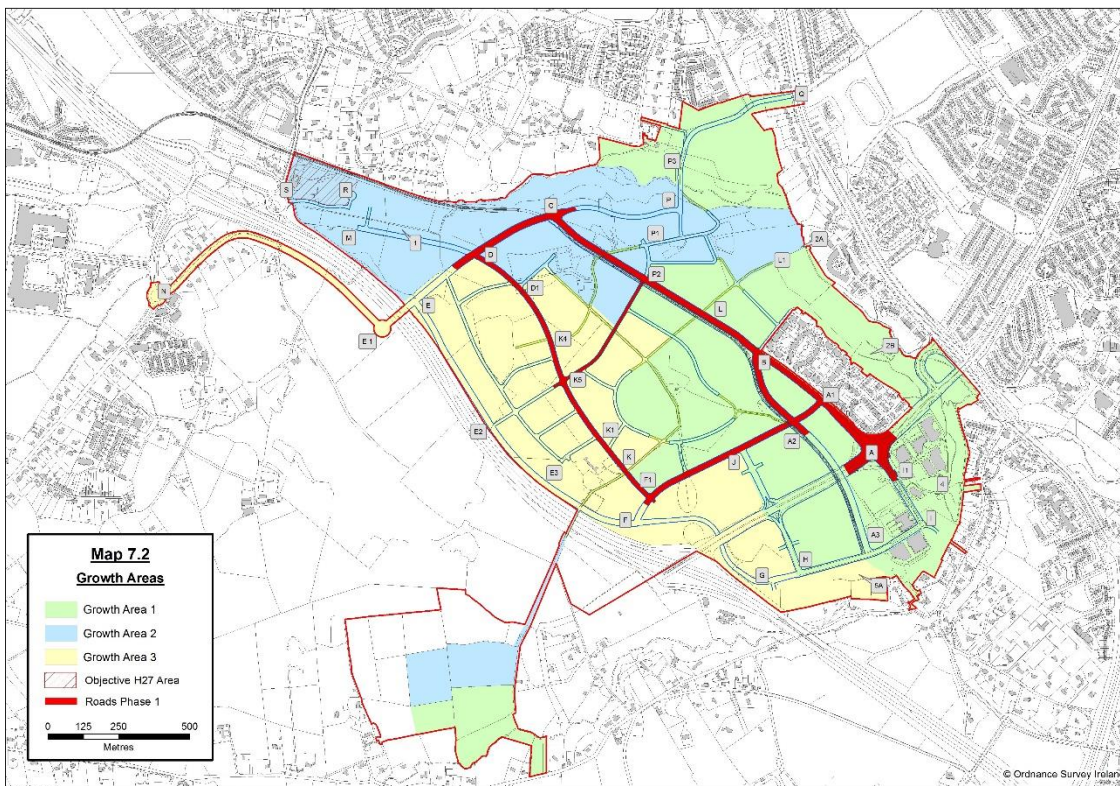
Amend Map 7.1 Development Areas



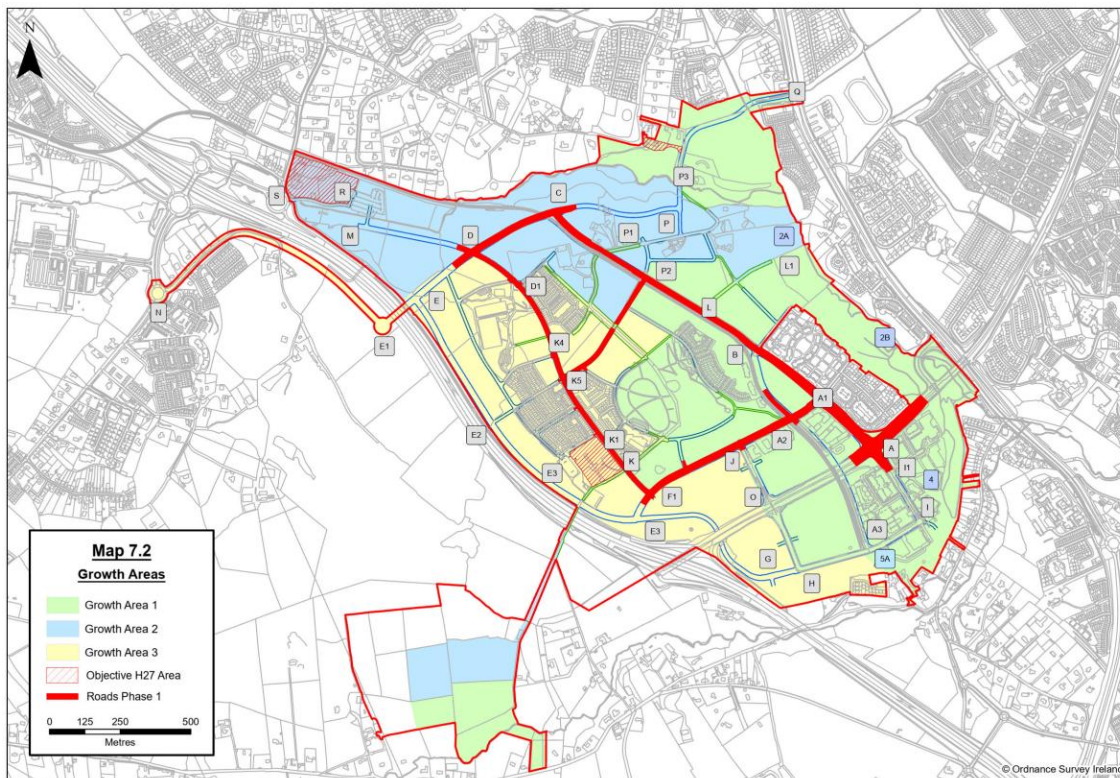
Proposed Amended Map 7.1 Development Areas



Amend Map 7.2 Growth Areas



Proposed Amended Map 7.2 Growth Areas



7.2.1 Sequencing & Implementation Growth Areas

Residential

Growth Area 1 can be permitted immediately. In addition, on the basis of the infrastructure permitted to-date and ~~under construction~~ **primarily complete** (Roads Phase 1, Tully Park, Ticknick Park and Beckett Park), it is considered appropriate that in addition to the residential development of Growth Area 1, development up to a maximum of 2,300 residential units in total, in either Growth Area 2 or 3 may be permitted in tandem with Growth Area 1 (Refer to Map 7.2).

Accordingly, the sequencing requirements allow for the delivery of residential units in Growth Areas 2 & 3 in tandem with the Growth Area 1. In addition, the Village Centres may be permitted as supporting uses for the initial threshold of 2,300 residential units in Growth Areas 2 & 3.

Village Centres

The villages along with the neighbourhood concept underpin the vision and key principles for a sustainable Cherrywood. With their range of local retail, services and easy access by walking or cycling to the adjoining residential areas, the villages lie at the heart of the community. To ensure their delivery in tandem with the new residential areas, each of the Village Centres must be permitted prior to the grant of permission for any development exceeding the minimum quantum of residential units in the associated Development Areas, i.e. Development Areas 1, 3 & 8.

Town Centre Core

The Town Centre Core (TCC1-TCC4) is located within Growth Area 1 and as such can be permitted immediately having regard to the sequencing of development. Notwithstanding, having regard to the extent to which residential development has been successfully delivered within the Town Centre Core (TCC1, TCC2 & TCC4), it will be necessary to ensure the sufficient and timely delivery of the non-residential component of the Town Centre Core.

This is necessary in the interest of successful place-making; ensuring the appropriate provision of local and accessible retail, services and social infrastructure, for the emerging residential neighbourhoods; securing delivery of supporting community facilities by way of the associated non-retail uses; and reinforcing the vibrancy and vitality of the newly emerging Town Centre for Cherrywood.

Timely provision of the non-residential elements is crucial in terms of promoting active travel, enabling sustainable living, and delivering the 10-Minute Neighbourhood Concept. Accordingly, any proposals for additional residential development within the Town Centre Core above the development extent permitted as of December 2024, must be accompanied by proposals for a significant or commensurate level of retail and/or non-residential uses, to ensure appropriate delivery of non-residential or mixed-use components in tandem.

In this regard, the phasing requirements as set out in Table 7.0 shall apply to development within the Town Centre Core Superblocks.

Table 7.0: Town Centre Core Non-Residential Uses

Town Centre Core Non-Residential Uses		
Superblock / Use *	Permission in Place	Completed (to a TIC Standard where relevant)
TCC1 50% Retail *	Prior to any further grant of permission for additional residential development within TCC1, TCC2 & TCC4 (Permission granted DZ17A/0862 on 18 May 2018, as amended)	Prior to the occupation of any additional permitted residential development within TCC1, TCC2, & TCC4.
TCC2 Parcel TCC2B-1 Non-Residential Floorspace	In tandem with or prior to any further grant of permission for additional residential development within TCC2 (Permission granted DZ17A/0862 on 18 May 2018, as amended)	Prior to the occupation of any additional permitted residential development within TCC2.
TCC3 50% Retail OR 50% Civic, Community, Cultural Use OR 50% Leisure, Recreation, Tourism	Prior to any further grant of permission for additional residential development (In excess of 420no.units & 14,000sqm HIE/Office - Permission granted DZ20A/0052, DZ21A/0785 DZ22A/0591).	Prior to the occupation of any additional permitted residential development within TCC3.
TCC4 Parcels TCC4A-1, TCC4C-1 & TCC4C-2 Non-Residential Floorspace	In tandem with, or prior to any further grant of permission for additional residential development within TCC4 (Permission granted DZ17A/0862 on 18 May 2018, as amended)	Prior to the occupation of any additional permitted residential development within the applicable Parcel within TCC4.
TCC1, TCC2 & TCC4 Community Facilities	TCC1, TCC2 & TCC4 Community Facilities In tandem with or prior to any further grant of permission for additional	TCC1, TCC2 & TCC4 Community Facilities Prior to the occupation of any additional permitted residential

<p>1 No. Community Facility in each Superblock in accordance with Section 2.3.4.</p> <p>TCC1 Social Enterprise Facility 1 No. Social enterprise facility in TCC1 in accordance with Section 2.3.4.</p> <p>TCC / TCE 3 No. Additional Community Facilities in accordance with Section 2.3.4.</p>	<p>residential development within TCC1, TCC2 or TCC4</p> <p>TCC1 Social Enterprise Facility In tandem with or prior to any further grant of permission for additional residential development within TCC1</p> <p>TCC / TCE In tandem with a relevant TCC/TCE Parcel permission and prior to permission being in place for the entire development quantum within the respective Superblock.</p>	<p>development within each applicable Superblock TCC1, TCC2, or TCC4</p> <p>TCC1 Social Enterprise Facility Prior to the occupation of any additional permitted residential development within each applicable Superblock TCC1.</p> <p>TCC / TCE Prior to occupation of the relevant TCC / TCE Parcel or as otherwise agreed with the Local Authority at application stage.</p>
---	--	---

***Minimum of Floorspace Range or Requirement**

The Town Centre (TC1-4) land uses, including the total retail quantum, may be permitted at any stage in the interest of successful place-making;

ensuring the timely provision of local and accessible retail for the emerging residential neighbourhoods; securing delivery of supporting community facilities by way of the associated non-retail uses; and reinforcing the vibrancy and vitality of the newly emerging Town Centre for Cherrywood.

Town Centre Environs (SUE or UrbComm) High Intensity Employment

In the interest of clarity, lands for which the primary land use is indicated as **Strategic Urban Employment (SUE) or UrbComm High Intensity Employment (HIE)** in Growth Areas 1, 2 & 3 (Refer to Map 2.1), may be permitted at any stage subject to meeting the sequencing and phasing requirements as set out in Table 7.0 to 7.7 7.1 to 7.5.

Commercial

In the interest of clarity, lands for which the primary land use is indicated as Commercial in Growth Areas 1, 2 & 3 (Refer to Map 2.1), may be permitted at any stage subject to meeting the sequencing and phasing requirements as set out in Table 7.0-7.7 7.1 to 7.5.

For all land uses across the Planning Scheme, the above sequencing requirements shall apply in conjunction with the requirements set out below in Tables 7.0-7.5 7.1-7.3. Applications may be considered premature unless the identified infrastructure requirements as set out in Tables 7.0 to 7.5 7.1-7.3. is either in place or permission for same is in place.

Infrastructure

The guiding principle for infrastructure delivery in Cherrywood is to ensure a holistic approach to the creation of sustainable living and working communities with an emphasis on the provision of the necessary social infrastructure in tandem with the delivery of residential units and the mixed-use components of the town and village centres. The resilience of the road network to serve the newly developing lands is also a critical enabling factor, as well as public transport accessibility and sustainable infrastructure to support the significance of walking and cycling as sustainable active travel transport modes.

The sequencing requirements reflect this emphasis and as such, **in addition to seeking the timely delivery of mixed-uses within the Town and Village Centres**, there is a focus on the sequential delivery of schools; open space and green infrastructure; and sustainable transport infrastructure where the timing of provision is critical in the context of an emerging transport network.

Accordingly, development should not proceed in the absence of **mixed-use development and** the infrastructure provision as identified in Tables **7.0 to 7.5** ~~7.1-7.3~~, save for in the circumstances as provided for under Section 7.2.2. Infrastructure provision may be brought forward or front-loaded in all instances.

Otherwise, the construction of physical infrastructure such as transportation infrastructure, water and drainage facilities necessary to serve a particular development will be provided for as part of the relevant planning application and secured through the development management process.

The sequencing requirements with regard to schools; open space and green infrastructure; and sustainable transport infrastructure are set out below. In the interest of clarity, delivery will generally be provided by the developer and will be secured through the development management process.

In the absence of the provision of such infrastructure, or the grant of permission for same, as set out in Tables **7.0 to 7.5** ~~7.1-7.3~~, applications may be refused on the basis of prematurity.

Schools

The timely delivery of schools for the existing and future residents of the Cherrywood SDZ Area is of paramount importance in terms of meeting educational needs, establishing sustainable travel patterns and fostering a sense of community.

The Planning Scheme identifies four primary school sites across the 3 Growth Areas. It also identifies two post primary schools in Growth Areas 1 and 3. Table 7.1 sets out the anticipated requirement for schools provision. In relation to site provision, applicants are advised that there will be a preference to secure the school site in closest proximity to the application site within the relevant Growth Area.

In addition to the four identified primary school sites within the residential neighbourhoods, co-located with the parks and in close proximity to the villages, there will be a need for a fifth primary school given the increase in density, height and plot ratio over the life of the Planning Scheme, and as the implementation of the Planning Scheme progresses. In this regard, a primary school with an urban typology and built form would be appropriate within the Town Centre Core with good linkages and connections to the wider area and residential neighbourhoods. This location will cater for families and school children within the Town Centre Core. The preferred location is within the Town Centre Core.

The site for this primary school shall be made available to the Department of Education prior to the granting of permission above 50% of the additional residential units within the Town Core and Environs (TCC1, TCC2, TCC3, TCC4, TCE3 and TCE5).

Table 7.1: Provision of Schools

Schools	Site and associated open space to be made available to the Dept. of Education and Skills prior to the granting of permission for:*	School buildings complete prior to the granting of permission for: *
Primary School (including adjoining open space provision for school) (24 or 32 classroom school)	1,000 residential units	1,800 residential units
Post Primary School (including adjoining open space provision for school)	2,500 residential units	3,400 residential units
Primary School (number of classrooms depending on demand including adjoining open space provision for school)	4,000 residential units	5,000 residential units
Post Primary School (including adjoining open space provision for school)	5,000 residential units	6,000 residential units
Primary School (number of classrooms depending on demand including adjoining open space provision for school)	7,000 residential units	8,000 residential units
Primary School (number of classrooms depending on demand including adjoining open space provision for school)	8,000 residential units	
Primary School Town Centre Core and Environs (number of classrooms depending on demand)	At 50% of TCC / TCE Additional Residential units permitted **	To be agreed with the Dept. of Education at the time of application

*Unless deviation agreed in writing between the Department of Education and Skills and the Local Authority.

* * Additional development as per Table 7.0

For clarity the sites identified in the Planning Scheme relate to public primary and post primary schools.

Post primary schools shall be designed to accommodate future uplift in capacity.

Open Space

The securing of planning permission and the early construction of the three major parks within the Planning Scheme represents a best-practice approach and will on completion provide future residents and workers with an essential resource for active and passive recreation.

Table 7.2: Open Space/Green Infrastructure

Open Space for Growth Area 1	Requirement	Taken in Charge by the Council
Tully Park	Construction to taking in charge	To be agreed Tully Park is complete and is being managed by DLR since 2023 and is open to the Public with the Local Authority at application stage.
Permission Granted on 13 th July 2016 (DZ15A/0813/ DZ20A/0946). Work commenced in February 2017.	standard prior to occupation of any dwellings within Development Areas 2 & 4 and to be made available to the public at a time to be agreed with the Local Authority	
Ticknick Park (circa 6 Ha)	Construction to taking in charge	To be agreed Status: Ticknick Park is complete (subject to delivery of vehicular access off Ballycorus Road) and is being managed by DLR since 2023 and is open to the Public. with the Local Authority at application stage.
Permission Granted on 3rd November 2016 (DZ16A/0570/ DZ19A0874). Work commenced in February 2017.	standard prior to occupation of any dwellings within Development Areas 2 & 4 and to be made available to the public at a time to be agreed with the Local Authority	
Green Infrastructure	To be included in Planning Applications for development in the Development Area in which they are located and to be made publicly accessible at a time to be agreed with the Local Authority.	To be agreed with the Local Authority at application stage.

Open Space for Growth Area 2 & 3		
Ticknick Park (Remainder of park area)	Construction to taking in charge	To be agreed Ticknick Park is complete (subject to delivery of vehicular access off Ballycorus Road) and is being managed by DLR since 2023 and is open to the Public.
Permission Granted on 3rd November 2016 (DZ16A/0570/DZ19A/0874). Work commenced in February 2017.	standard prior to occupation of any dwellings within each of the Development Areas in Growth Areas 2 & 3 and to be made available to the public at a time to be agreed with the Local Authority	
Beckett Park	Construction to taking in charge	To be agreed Beckett Park is complete and is being managed by DLR since 2023 and is open to the Public
Permission Granted on 13th April 2016 (DZ15A/0814). Work commenced in February 2017.	standard prior to occupation of any dwellings within Development Areas 7 & 8 and to be made available to the public at a time to be agreed with the Local Authority	
Lehaunstown Park Open Space	Construction to taking in charge standard prior to occupation or commencement of any use associated with Lehaunstown Park House.	To be agreed with the Local Authority at application stage.
Green Infrastructure	To be included in Planning Applications for development in the Development Area in which they are located and to be made publicly accessible at a time to be agreed with the Local Authority.	To be agreed with the Local Authority at application stage

Table 7.3: Town Centre Core and Environs Civic Space

Town Centre Core and Environs Civic Spaces			
Civic Space	Permission In Place	Work Commenced	Completed in accordance with the Permission
Cherrywood Square TCC1	Prior to or in tandem with permission for development in any of the following immediately adjoining Parcels in Superblock TCC1B: TCC1B-2, TCC1B-3 or TCC1B-5.	In tandem with construction of any of the immediately adjoining Parcels in Superblock TCC1B: TCC1B-2, TCC1B-3 or TCC1B-5.	Prior to occupation of any development in Parcels TCC1B-2, TCC1B-3, and TCC1B-5, Or as otherwise agreed with the Local Authority at application stage.
Cherrywood Plaza TCC1 / TCC2	Permission in place under Reg. Ref DZ17A/0862, as amended, OR prior to or in tandem with any additional development as may be permitted for TCC1A and / or TCC1B-3, in the event of amendments necessary to integrate with future development.	Partially Constructed.	Completed and integrated with Cherrywood Square to form part of the overall Cherrywood Square. In accordance with the permission DZ17A/0862, or as may be amended, AND / OR Prior to occupation of any additional development permitted in Parcels TCC1A and / or TCC1B-3.
Civic Square TCC3	Prior to or in tandem with permission for development in the any of the following immediately adjoining Parcels in Superblock TCC3: TCC3-5, TCC3-6 or TCC3-9.	In tandem with construction of any of the immediately adjoining Parcels in Superblock TCC3: TCC3-5, TCC3-6, or TCC3-9.	Prior to occupation of any development in Parcels TCC3-5, TCC3-6, or TCC3-9, or as otherwise agreed with the Local Authority at application stage.
Pocket Park TCC3	Prior to or in tandem with permission for either of the following immediately adjoining Parcels within Superblock TCC3: TCC3-4 or TCC3-5	In tandem with construction of any of the immediately adjoining Parcels in Superblock TCC3: TCC3-4 or TCC3-5.	Prior to occupation of any development in Parcels: TCC3-4, TCC3-5, OR as otherwise agreed with the Local Authority at application stage.
Pocket Park TCE4	Prior to or in tandem with permission for either of the following immediately adjoining Parcels within Superblock TCE4: TCE4-1, TCE4-2, TCE4-4 or TCE4-5.	In tandem with construction of any of the immediately adjoining Parcels in Superblock TCE4: TCE4-1, TCE4-2, TCE4-4 or TCE4-5.	Prior to occupation of any development in Parcels: TCE4-1, TCE4-2, TCE4-4 or TCE4-5. OR as otherwise agreed with the Local Authority at application stage.
Internal Streets	Prior to or in tandem with permission for the adjoining TCC or TCE Parcels. *	In tandem with construction of any of the immediately adjoining Parcels.	Prior to occupation of any of the immediately adjoining Parcels.

Note: Development Management to ensure appropriate conditions are attached to relevant permissions

Note: Additional development as per Table 7.0

*Internal Streets shall be included in planning applications for Parcels within the TCC and TCE Superblocks and shall be publicly accessible at a time to be agreed with the Local Authority.

Transportation Infrastructure

In respect of the delivery of the transport network that lies within the Planning Scheme boundary, the over-riding imperative of the sequencing requirements is to ensure that mode choice for future residents evolves in a sustainable manner.

Accordingly, there is a strong emphasis on the up-front delivery of active transport modes in tandem with high levels of public transport accessibility and managing traffic demand onto the national road network. The Green Line Luas has capacity to support an emerging town and residential community. Meanwhile, the effective use of bus infrastructure and services, internal pedestrian and cycle facilities, as well as external walking and cycle links with the wider environs, are essential to ensure a sustainable modal share in Cherrywood.

Table 7.3-Table 7.4 Transportation Infrastructure

Pedestrian and Cycle Infrastructure			
Infrastructure	Permission in Place	Work Commenced	Completed to a Standard to be taken in Charge
Provision of improved internal pedestrian and cycle facilities in Development Areas as per the objectives of the Planning scheme. Appropriate facilities to be designed in line with best practice, including the NTA Cycle Manual with respect to cycle infrastructure, or as determined by DLR in conjunction with the NTA.	Appropriate facilities as determined by DLRCC to be permitted prior to permission being granted in the respective development area.	Appropriate facilities as determined by DLRCC to be commenced prior to the commencement of any development in the respective development area.	Facilities will be completed to a Standard to be taken in Charge by DLR prior to the occupation of any development in the respective development area.

Bus and Public Transport Infrastructure			
Infrastructure	Permission in Place	Work Commenced	Completed to a Standard to be taken in Charge
Provision of internal bus (bus route Luas Station, traffic management, RTPPI signs, bus shelters, Cherrywood Luas stop interchange facility).	-	Work Commenced in February 2017	infrastructure to Cherrywood Prior to the occupation of any new residential development in either Development Areas DA2 or DA4.
Provision of an internal Bus turn-back facility (Note: The provision of temporary bus infrastructure, including a temporary bus turnabout, may satisfy this requirement subject to the agreement of DLR and NTA)	-	-	Prior to the occupation of any new development in either Growth Area 2 or 3.

Roads Infrastructure Requirements for Development in Growth Area 1			
Infrastructure	Permission in Place	Work Commenced	Completed to a Standard to be taken in Charge
Druid's Glen Road Q – P3	Prior to any permission being granted in Development Area 5	Prior to the occupation of 40% of Development Area DA5	Prior to the occupation of 65% of Development Area DA5 Completed in 2024
Roads Phase 1: Junction at A, roads I1-A-A1-B-L-P2-C-D-D1-K1-K-F1-J-A2-A1 and road B-A2	Permission Granted on 16th August 2016.	Work, Commenced in February 2017	Prior to the occupation of any new development in either Development Areas DA2 or DA4.
Wide pedestrian crossing and Street from A2 A3-Grand Parade.	Prior to any permission being granted in Development Area 2.	Prior to the occupation of 40% of the retail or 45% of the employment	Prior to the occupation of 65% of the retail or 65% of the employment

Roads Infrastructure Requirements for Development in Growth Area 2 and/or Growth Area 3			
Infrastructure	Permission in Place	Work Commenced	Completed to a Standard to be taken in Charge
Roads Phase 1: Junction at A, roads I1-A-A1-B-L-P2-C-D-D1-K1-K-F1-J-A2-A1 and road B-A2	Permission Granted on 16th August 2016.	Work Commenced in February 2017	Prior to PERMISSION of any new development in Growth Areas 2 and 3
Barrington's Road Druid's Glen Road P3-P-C	-	Prior to granting permission for residential development in GA 2 and GA 3 that exceeds 2300 units.	Prior to the occupation of residential development in GA 2 and GA 3 that exceeds 2300 units.
Castle Street D-M-T1 (Transport Interchange at Priorsland)).(Note: As an alternative the provision of a temporary bus infrastructure, including a bus turnabout, may satisfy this requirement subject to the agreement of DLR and NTA.	-	Prior to granting permission for any new development in Development Area DA3.	Prior to the occupation of any new development in Development Area DA3.
Cherrywood Avenue and Beckett Road Underpass H-G-F-F1 & Beckett Road F-E2	Prior to any permission being granted in either Development Area 6B or 7. / OR/ Prior to any permission being granted for residential development in GA 2 and GA 3 that exceeds 2300 units. WHICHEVER IS THE SOONER	-	Prior to the occupation of any new development in either Development Area 6B or 7. / OR/ Prior to the occupation of residential development in GA 2 and GA 3 that exceeds 2300 units. WHICHEVER IS THE SOONER
Barrington Road D-E and Beckett Road E – E2 -F	- Prior to or in tandem with permission being granted for the CU 1 plot, or part thereof, in Development Area 8	-	Prior to PERMISSION of the employment development within the Planning Scheme Boundary exceeding 241,000sqm or equivalent. Prior to occupation of the CU 1 plot, or part thereof, in Development Area 8.
Barrington's Road D-E	In accordance with relevant thresholds for commencement of preliminary design / Planning permission process for Kiltarnan Link Road E-E1-N (refer to note under Table 7.7) /OR/ Relevant section of Barrington's Road D-E that interfaces with Plot CU 1: prior to or in tandem with permission being granted for the interfacing element of the CU 1 plot in Development Area 8 /OR/ Relevant section of Barrington's Road D-E that interfaces with Village Centre East: prior to or in tandem with permission being granted for the Village Centre East plot in Development Area 3. WHICHEVER IS THE SOONER		Completion of Barrington's Road D-E to a standard to be taken in charge prior to, or in tandem with, completion of Kiltarnan Link Road E-E1-N to a standard to be taken in charge /OR/ Relevant section of Barrington's Road D-E that interfaces with CU 1 plot: prior to occupation of the adjoining element of the CU 1 plot in Development Area 8 /OR/ Relevant section of Barrington's Road D-E that interfaces with Village Centre East: prior to the occupation of the Village Centre East plot in Development Area 3. WHICHEVER IS THE SOONER

Note: Where the requirements expressed above vary from the requirements detailed in Chapter 6 the requirements shall be determined by the Planning Authority on a case by case basis.

~~Note: 241,000 sq.m. relates to the cumulative high intensity employment development. As of June 2018, circa 65,000 of HIE type development has been constructed, with a further circa 39,500 sq.m. permitted.~~

Note: To ensure a timely implementation of BusConnects, the provision of new roads will consider the potential requirements for bus infrastructure, including stops, layover and bus priority measures.

Note: Development on lands accessed from Glenamuck Road as referred to under Specific Objective H27 will not be accounted for in the additional 2300 residential units referred to above.

Note: Refer to definition of **Strategic Urban Employment (SUE)** ~~High Intensity Employment (HIE)~~ in Section 2.2.2 in Chapter 2.

Table 7.5: Town Centre Active Travel

Town Centre Core Active Travel Infrastructure			
Infrastructure	Permission in Place	Work Commenced	Completed to a TIC Standard
WLR Crossing Junction A	Appropriate enhancements to facilitate easier ped and cycle crossings, signal adjustments, additional crossing etc	Prior to or in tandem with the grant of permission of any additional development within the TCC.	Prior to the occupation of any additional development within the TCC.
WLR Crossing Junction O	Prior to or in tandem with the grant of permission for any additional development in the Town Centre Core and Environs (TCC1, TCC3, TCE4 and TCE5, permission shall be in place for a new at-grade crossing at Junction O to facilitate safe crossing of the WLR for pedestrians and cyclists.	Prior to or in tandem with the construction of any additional development in the Town Centre Core and Environs (TCC1, TCC3, TCE4 and TCE5, or as otherwise agreed with DLR/TII /NTA.	Prior to the occupation of any additional development within the TCC or TCE (TCC1, TCC3, TCE4 and TCE5).
Grand Parade Bridge	Permission in place under DZ17A/0862 on 18 May 2018, as amended. In the event of expiry of the permission DZ17A/0862, as amended, OR an amendment application, permission for Grand Parade Bridge shall be in place prior to, or in tandem with, any further grant of permission for amended development or any additional development within TCC1, TCC2 & TCC4.	In accordance with the grant of permission under DZ17A/0862, as amended OR following a grant of permission for any additional development within TCC1, TCC2 or TCC4, prior to or in tandem with the first phase construction of any additional development.	In accordance with the grant of permission under DZ17A/0862, as amended OR Prior to the occupation of any additional development within TCC1, TCC2 or TCC4.

<p>Main Street Bridge</p>	<p><u>The platform (or landing points) for the bridge and connecting active travel ramps from WLR</u> associated with each respective parcel immediately adjacent/abutting the bridge, shall be included in any planning application for development in the Town Centre Core Parcels: TCC1B-5 / TCC1B-6 or TCC3-2 / TCC3-3. *</p> <p><u>A central median support</u> on the WLR, and/or any other necessary bridge supporting structures within the relevant TCC Superblock, as may be necessary as part of the bridge design, shall be included in the first of the TCC Superblock development proposals for the Town Centre Core Parcels adjoining the bridge structure: - TCC1B-5 / TCC1B-6 or TCC3-2 / TCC3-3.</p> <p><u>The remainder of the bridge structure</u> shall be included in the relevant planning applications for the first of the immediately adjacent / abutting parcels in the opposing TCC Superblock: TCC1B-5 / TCC1B-6 or TCC3-2 / TCC3-3, as appropriate.</p>	<p><u>The platform (or landing points) and connective active travel ramps associated with each respective parcel:</u> Prior to or in tandem with development of the first TCC Parcel immediately adjacent / abutting the bridge on either side of the WLR (Applicable TCC Parcels TCC1B-5 / TCC1B-6 or TCC3-2 / TCC3-3).</p> <p><u>Central Median Support on WLR:</u> In tandem with construction of the first Superblock TCC Parcel adjoining the bridge structure (Applicable TCC Parcels TCC1B-5 / TCC1B-6 or TCC3-2 / TCC3-3), as applicable having regard to bridge design.</p> <p><u>The remainder of the bridge structure:</u> In tandem with the construction of the second landing point to be delivered as part of development of the first TCC Parcel in the opposing TCC Superblock immediately adjacent/abutting the bridge structure (Applicable TCC Parcels TCC1B-5 / TCC1B-6 or TCC3-2 / TCC3-3).**</p>	<p><u>The platform(or landing points) for the bridge and connecting active travel ramps associated with each respective parcel</u> immediately adjacent/abutting the bridge, shall be completed prior to occupation of any development in each respective TCC Parcel: TCC1B-5 / TCC1B-6 or TCC3-2 / TCC3-3.</p> <p><u>Central Median Support on WLR:</u> Prior to occupation of the first Superblock TCC Parcel adjoining the bridge structure (Applicable TCC Parcels TCC1B-5 / TCC1B-6 or TCC3-2 / TCC3-3), as applicable having regard to bridge design.</p> <p><u>The remainder of the bridge structure:</u> Prior to occupation of the first TCC Parcel in the opposing TCC Superblock immediately adjacent/abutting the bridge structure (Applicable TCC Parcels TCC1B-5/TCC1B-6, TCC3-2 or TCC3-3).</p>
<p>Mobility Hubs in close proximity to Brides Glen & Cherrywood Luas Stops</p>	<p>Prior to or in tandem with the grant of permission for any additional development within each of the respective Superblocks TCC1 and TCC3 (TCC1 as the Retail Core or TCC3 as the Civic Core).</p>	<p>Prior to or in tandem with the first phase construction of any additional development in TCC1 and TCC3, or as otherwise agreed with the Local Authority at application stage.</p>	<p>Prior to the occupation of any additional development in TCC1 and TCC3, or as otherwise agreed with the Local Authority at application stage.</p>

Note: Additional development as per Table 7.0

* *Concept design for the full bridge will be necessary to demonstrate feasibility of appropriate platform (landing point) design and will require collaboration between the applicants / developers of the opposing Superblocks. Collaboration between the applicants/developers/landowners of the opposing Superblocks will also be required regarding the design, construction and delivery of the platform (landing points), active travel ramps, bridge structure and any necessary supporting structures.*

** *The onus for delivery of the bridge structure shall fall upon the applicant / developer that constructs the second platform or landing point, irrespective of the sequence of relevant planning permission grants.*

7.2.2 Infrastructure Delivery

The primary aim is to secure the infrastructure as set out in the sequencing requirements above in Section 7.2 and the specific infrastructure requirements under each Development Area as set out in Chapter 6. However, it is acknowledged that there may be exceptional or unforeseen circumstances beyond the reasonable control of an individual developer or the local authority, whereby a piece of infrastructure necessary to progress the development of a Growth Area cannot be provided in the short to medium term (circa 0-3 years).

In such instances, there may be an appropriate alternative utilising other infrastructure as provided for under the Planning Scheme, as an interim measure to facilitate the early delivery of housing, and early engagement with **DLR as the** Development Agency will be an essential prerequisite.

DLR in its role as the The Development Agency, ~~Project Team~~ will work with applicants to explore viable alternatives that accord with the overall objectives of the Planning Scheme and in doing so will have regard to the following criteria: urban design and place-making objectives; the character of the village centres at the core of the residential neighbourhoods; landscape and visual amenity impact; the permeability and connectivity of walking and cycling routes; the hierarchy and function of the roads as set out in the scheme; traffic safety and an acceptable level of access to the proposed development; the resilience of the emerging road network; and consistency with the build-out or 'long-term' objectives of the Planning Scheme.

~~The~~ **DLR in its role as the** Development Agency ~~Project Team~~ will then make a recommendation to the Planning Authority. The Planning Authority makes the planning decision and may consider any such proposals as outlined above, on a case by case basis, as part of any planning application having regard to the above

assessment criteria. The onus will be on applicants to demonstrate that their proposal takes cognisance of these criteria and would not undermine the long-term objectives of the Scheme.

Construction Access

The Planning Scheme also identifies construction access points/routes for the Development Areas. Where any such construction accesses as identified in Chapter 6, cannot be achieved and where alternatives are proposed, the Planning Authority will consider such proposals on their merits having regard to the following: impact on existing residential amenity; road and traffic safety; Luas operation; Luas Interface; environmental impacts; cumulative impacts; and the proper planning and sustainable development of the area. Individual proposals must demonstrate that construction traffic will be capable of being managed appropriately and be accompanied by a Construction Management Plan to be agreed by the Planning Authority, as part of the development management process.

7.3 Strategic Infrastructure and Phasing

Cherrywood must develop having regard to its regional context, given its scale; demand for supporting external infrastructure and services, such as public transport and water supply; and relationship to the national strategic road network. Accordingly, the Planning Scheme identifies a range of strategic infrastructure and services relevant as support infrastructure to Cherrywood whilst also facilitating a regional or national function in certain instances.

Whilst there may be potential for some internal elements to be delivered under the development management process, many typically apply at a wider regional level, require

multi-agency collaboration and government funding, and as such lie outside the specific remit of the Planning Scheme and Dún Laoghaire Rathdown as a Development Agency.

Notwithstanding, DLRCC will proactively engage with the relevant statutory agencies and infrastructure providers to secure timely delivery of such infrastructure. DLRCC will also continue active engagement with the ~~DHPLG~~-DHLGH and Government in the context of initiatives to expedite the delivery of housing.

Having regard to the above, it is considered appropriate to link the phasing of strategic infrastructure to development thresholds across the entire Planning Scheme Area. Therefore, Table 7.5 sets out 3 phases for the delivery of strategic infrastructure and services. Each phase has a threshold of residential units and high intensity employment floor space.

In relation to transportation infrastructure, Table 7.5 is based on the guidance provided in the document, Cherrywood SDZ Planning Scheme – Proposed Phasing Scheme (NTA, 2011), prepared by the NTA in consultation with the NRA, and as updated by the AECOM Technical Note , December 2017, as commissioned by DLRCC and supported by TII / NTA.

In respect to Table 7.5 the following applies:

1. Strategic Infrastructure to be in place by the time stated development quantum across the whole of the Scheme Area has been permitted (unless deviation agreed in writing by the local authority in consultation with the relevant statutory body).
2. Services to be in place by the time stated development quantum across the whole of the Scheme Area have been arrived at (unless deviation agreed in writing by the local authority in consultation with the relevant statutory body).
3. In relation to the thresholds of development stated at the start of each phase in the table, it should be understood that to go above either the employment threshold or the residential threshold any development proposal has to be considered as to whether or not it is premature due to the capacity of the infrastructure listed in the table.

Note: The availability of water supply is a regional strategic issue. This may be a constraining factor on future growth that is outside the control of the Planning Scheme and the Local Authority to resolve, and will require the support of Government and ~~Irish Water~~- Uisce Éireann. In this regard, it is relevant that the Draft Water Services Guidelines for Planning Authorities, March 2018 refer to the alignment of Irish Water’s Water Services Strategic Plan (WSSP) with the National Planning Framework and the Regional Spatial and Economic Strategies, as well as Strategic Development Zones (SDZs). Lack of water supply may be a reason for any proposed development to be considered premature. **For clarity, the provision of adequate water supply and wastewater infrastructure shall be regulated by Uisce Éireann.**

Strategic Road Infrastructure

In addition to the above requirements set out in Tables 7.1-7.3 for the road network within the Planning Scheme boundary and in order to protect the strategic function of the national road network, the proposed development within Cherrywood is dependent on the careful management of the finite capacity that exists on the strategic road network and on the provision

of external strategic transport infrastructure and services as detailed in table 7.5 below. The assessment and monitoring of the performance of the strategic road network (namely

the M50, N11 and Wyattville Link Road) shall be carried out in accordance with the protocol agreed by the NTA, TII and DLRCC in September 2015.

The results of this monitoring may impact on the phasing requirements beyond the thresholds established for Phase 2 pending the delivery of the required transportation services and infrastructure. This may result in an application being considered premature on the basis of a lack of capacity in the strategic road infrastructure.

For proposals which exceed the Phase 2 thresholds as described in Table 7.5, developers will be required to assess and demonstrate the predicted impacts of any proposed development on the strategic road network prior to any further planning application being submitted. The extent of the area to be assessed and methodology applied will be agreed by the Developer with the Development Agency in consultation with the NTA and TII.

Prematurity

The over-riding focus to the phasing of development in Cherrywood is part of an holistic approach to the sustainable creation of living and working communities. To effectively manage and promote such development,

a number of critical steps have been identified in order to enable development, some of which have already been progressed by DLRCC as Development Agency, in conjunction with other statutory agencies and stakeholders. The commencement of development is predicated on these critical steps being addressed to the satisfaction of DLRCC. These critical steps and the status thereof are as follows:

Table 7.4 7.6: Critical Steps

Critical Steps	Status
Area-Wide Travel Plan for the Planning Scheme Area to be prepared by DLRCC / NTA	Completed
DLRCC to replace a short portion of critical trunk main from Bride's Glen Rd	To be completed (Design Stage)
Agreement by the landowners and Local Authority with Bord Gais on the phasing and provision of the gas network and supply from the southern side of the M50.	Completed (Permission granted for the GAS Above Ground Installation (AGI)).
DLRCC will reach agreement with DCC on measurements to re-prioritise water allocation to Rathmichael reservoir. This may also involve installation of a new strategic watermain to Shankill to reduce over-reliance on Roundwood WTW.	To be completed. (DLRCC is actively engaging with IW as relevant statutory agency. Applicants to engage with IW to confirm that sufficient water supply is available to serve the proposed development).
The establishment of a contribution scheme(s) or alternative measures by which to fund the provision of infrastructure and services – this to be done by DLRCC and landowners / developers.	On-going (Cherrywood Planning Scheme Development Contribution Scheme 2017-2020 has been approved up to 2020; thereafter a new contribution scheme must be prepared. A Common Infrastructure Agreement by DLRCC / Landowners is in progress).
Development of a protocol for the assessment and monitoring of strategic road network performance has been devised and is operational between DLRCC / NRA / NTA.	On-going and in progress.

Critical Steps	Status
Area Wide Travel Plan for the Planning Scheme Area to be prepared by DLRECC / NTA Completed	Next Steps to be implemented by landowners / developers to support active travel and sustainable living in Cherrywood.
Uisce Éireann DLRECC to replace a short portion of critical trunk main from Bride's Glen Rd	To be completed (Design Stage)
Agreement by the landowners and Local Authority with Bord Gais on the phasing and provision of the gas network and supply from the southern side of the M50	Completed (Permission granted for the GAS Above Ground Installation (AGI)).
Uisce Éireann (UÉ), DLR and DCC DLRECC will reach agreement with DCC on measurements to re-prioritise water allocation to Rathmichael reservoir, should such measures be required. This may also involve installation of a new strategic watermain to Shankill to reduce over-reliance on Roundwood WTW.	To be completed. (DLRECC is actively engaging with UÉ IW as relevant statutory agency. Applicants to engage with UÉ IW to confirm that sufficient water supply is available to serve the proposed development).
The establishment of a contribution scheme(s) or alternative measures by which to fund the provision of infrastructure and services that benefit the development of the Planning Scheme area.	A Development Contribution Scheme in respect of development in the Cherrywood Planning Scheme Area 2023 – 2028 ('the Scheme') has been adopted. This Scheme supersedes the Cherrywood Planning Scheme Development Contribution Scheme 2017 – 2020 and the Dún Laoghaire- Rathdown Development Contribution Scheme 2016 - 2020. This Scheme provides for the payment of Section 48 development contributions in respect to Countywide infrastructure projects as listed in Appendix II of the Scheme and for an additional contribution in respect of the Cherrywood Planning Scheme projects as set out in Appendix III of the Scheme. Planning permissions granted in the Cherrywood Planning Scheme are conditioned with both Countywide and Cherrywood development contributions.
The Cherrywood Planning Scheme envisaged that the projects listed in Appendix III of the Scheme would be delivered by the Landowners/developers. However, having regard to the overall cost of the Cherrywood Planning Scheme projects as set out in Appendix III of the Scheme, alternative funding has been secured by the Council for some of the projects through Local Property Tax, Local Infrastructure Housing Activation Funding, Urban Regeneration Development Fund and National Transport Authority grants.	The associated projects are being delivered by the Council as Development Agency.
Alternative means of funding will continue to be examined by DLR and the landowners/developers.	The Council will continue to monitor any potential funding shortfall through the duration of the Scheme.
Development of a protocol for the assessment and monitoring of strategic road network performance has been devised and is operational between DLRECC / NRA TII / NTA.	On-going and in progress, and on an annual basis, or as agreed otherwise.

Table 7-5 7.7: Strategic Infrastructure and Services – Phasing & Thresholds

Phase I			
Up to 165,000sqm High Intensity Employment (8,250 employees) and Up to 6,414 dwellings (or equivalent)	Lead Agency/ Agencies for Implementation	Agency/ Agencies with Primary Funding Responsibilities	Other Stakeholders
Provision of direct/ dedicated walking/cycling link between Bray and the Cherrywood SDZ area.	DLRCC	NTA/DLRCC	-
Provision of improved walking/cycling links between the N11 corridor and the Cherrywood SDZ area.	Developer/ DLRCC	Developer/ NTA/ DLRCC	-
Provision for additional traffic and demand management measures onto the M50, in conjunction with TII and in consultation with the NTA.	DLRCC/TII	TII/DLRCC	NTA

In line with the emerging Bus Connects Network being undertaken by the NTA, review and as necessary provide for new / Improvements/ extensions to bus routes, including by way of example, Orbital Bus Services from Tallaght, Cherrywood <-> Dún Laoghaire, Cherrywood <-> City Centre, Cherrywood <-> North Wicklow) in conjunction with the NTA.	NTA	NTA/Bus Operators	DLRCC
Assessment of strategic road network performance in conjunction with TII and in consultation with the NTA. (To be carried out agreed intervals in accordance with the Protocol agreed by TII/NTA/ DLRCC)	DLRCC/TII	TII/DLRCC	NTA
Incremental increase of Luas capacity between Sandyford and St. Stephen's Green	NTA/TII	NTA/TII	-
Progress in conjunction with the NTA on the provision of a direct/ dedicated walking/cycling link between Sandyford Business District and the Cherrywood SDZ area.	DLRCC	NTA/DLRCC	-
Closure of temporary park and ride at Carrickmines and incorporation of park and ride into multi-storey car park.	Developer	Developer/ NTA/ TII	DLRCC
Opening of Brennanstown Luas stop (depending on adjacent development).	NTA/TII	NTA/TII	-
The capacity of the water supply network is to be reviewed and Ballyman reservoir to be available to supply Cherrywood if so required.	Water Authority	Water Authority	-
Agreement by the landowners and Local Authority with the ESB on the phasing and provision of a second substation within Development Area 6	Developer	Developer/ESB	DLRCC

Phase 2			
Up to 241,000sqm (Over 165,000sqm) of High Intensity Employment (12,050 employees) and Up to circa 8,786 dwellings (over 6,414) (or equivalent) or as otherwise agreed with the Agencies (inc. NTA/TII)	Lead Agency/ Agencies for Implementation	Agency/ Agencies with Primary Funding Responsibilities	Other Stakeholders
Review bus services in conjunction with the NTA, in light of implementation of Bus Connects Project.	NTA	NTA/Bus Operators	DLRCC
Assessment of strategic road network performance in conjunction with TII and in consultation with the NTA. (To be carried out agreed intervals	DLRCC/TII	TII/DLRCC	NTA

in accordance with the Protocol agreed by TII/NTA/ DLRCC)			
Provision for additional traffic and demand management measures to the M50 / M11 along with any capacity enhancement measures as identified in GDA Strategy	NTA /TII	NTA /TII	DLR/FCC/ SDCC/DCC
Incremental increase of Luas capacity, between Sandyford and St. Stephen's Green as identified in GDA Strategy	NTA/TII	NTA/TII	-

Phase 3			
Over 241,000sqm High Intensity-Employment Uses (12,050 employees) or as otherwise agreed with the Agencies (inc. NTA/TII)	Lead Agency/ Agencies for Implementation	Agency/ Agencies with Primary Funding Responsibilities	Other Stakeholders
Extension of Luas to Bray unless deviation agreed in writing by the local authority in consultation with the NTA.	NTA	NTA	-
Commenced Construction for the Kilterman Link Road and Priorsland overbridge. Kilterman Link Road (KLR) E-E1-N Refer to Text below for relevant thresholds for commencement of the preliminary design and planning permission process for KLR E-E1-N	DLRCC/TII	DLRCC/TII	NTA/TII
Review bus services in conjunction with the NTA, in light of implementation of Bus Connects Project. (including for example consideration of link to Kilterman LAP depending on demand).	NTA	NTA/Bus Operators	DLRCC
Assessment of strategic road network performance in conjunction with TII and in consultation with the NTA. (To be carried out agreed intervals in accordance with the Protocol agreed by TII/NTA/ DLRCC)	DLRCC/TII	TII/DLRCC	NTA
Upgrade of Luas Green Line to Metro unless deviation agreed in writing by the local authority in consultation with the NTA.	NTA	NTA	-

Note: The above thresholds relate to the cumulative residential or employment development. The residential figure includes the existing circa 600 no. dwelling units in Tullyvale and Gleann Na Rí, which were in situ at the time the Cherrywood Planning Scheme was approved in 2014. These existing 600 no. dwelling units are, however, not subject to the phasing and sequencing of infrastructure set out in the Planning Scheme.

As of June 2018/November 2024, circa 65,000 108,962 sq.m. of HIE employment type development (Strategic Urban Employment and UrbComm) has had been constructed. , with a further circa 394,500 sq.m. permitted in Cherrywood.

Kilternan Link Road (KLR)

The following key indicators and thresholds have been identified as being appropriate for determining the requirement for the Kilternan Link Road E-E1-N:

Max Degree of Saturation at Junction A:

- Threshold of 105%
- Queue Lengths on Wyattville Link Road:
 - Threshold of 650m towards M50
 - Threshold of 240m towards N11

The above thresholds are levels at which it is determined that the KLR is required. Therefore, to ensure delivery of the KLR in advance of reaching these thresholds, the preliminary design and planning permission process for the KLR shall commence when any of these thresholds reach 80% of the level identified above.

An annual assessment of the strategic road network performance is undertaken by DLRCC in conjunction with TII and in consultation with the NTA. This assessment is undertaken using annual traffic surveys, which are typically completed in November each year. The scope of this assessment will include:

- An assessment of Junction A operational performance using LinSig or similar software.
- Analysis of recorded queue lengths towards on Wyattville Link Road (WLR).

7.4 Operation of Planning Scheme

All planning applications submitted for either works and/or development within the Cherrywood Planning Scheme area shall include a schedule detailing exactly the required works i.e. infrastructure, services, facilities and amenities and number, type and location of: dwellings permitted/ completed/ occupied to date, employment permitted/ completed/ occupied and retail permitted/ completed/ occupied to date.

The Local Authority will undertake a review of the Planning Scheme prior to Phase 3 (See Table 7.57), or earlier if required. This is to ensure that the required infrastructure and facilities detailed in the Planning Scheme have been provided, are operational, and that the overall Scheme is progressing and continues to progress in a satisfactory manner.

Any required infrastructure, service or amenities may be brought forward and completed sooner than scheduled.

At application stage the applicant will be required to provide sufficient data in a format to be agreed with the Planning Authority to enable the proposal to be represented in a G.I.S environment.

To facilitate ongoing monitoring, evaluation and implementation of the Planning Scheme, ~~it is proposed that:~~

1. ~~The Development Agency Project Team, as established to date, DLR as the Development Agency will be maintained as a multi-disciplinary team and continue to support and facilitate~~ drive the progression and implementation of the Planning Scheme. ~~The Project Team will report to the Cherrywood Steering Group and liaise with statutory agencies, landowners, stakeholders and relevant Government Departments.~~

2. The **Cherrywood** Steering Group will provide oversight and governance and have overall responsibility for the progress and implementation of the Planning Scheme.
3. Regular progress reports will be presented to Council by Quarterly Management Report and Area Committees as appropriate.
4. ~~The Development Agency Project Team will liaise with all relevant stakeholders.~~

~~The Local Authority will also undertake a plan led review of the Town Centre and Environs having regard to the overall Vision and Principles for Cherrywood and appropriate Government policy, to ensure that the Town Centre functions as a vibrant, mixed use sustainable District Centre at the heart of Cherrywood. This review will seek to ensure an appropriate mix, quantum and phasing of uses to secure a balance of employment,~~

~~commercial, retail, residential, community and social uses. It is an objective of the Council to use its best endeavours to undertake this plan lead review within twelve months from the date that the proposed Amendment No. 8 comes into effect.~~

7.5 SDZ Planning Applications

All SDZ planning applications must be assessed in the context of the approved Planning Scheme. Where proposed development is not consistent with the approved Planning Scheme, planning permission will be refused and where consistent with the approved Planning Scheme, planning permission will be granted.

In determining whether planning permission should be refused or granted, development proposals within the Cherrywood SDZ will be considered under the following principal headings:

1. According with the ordering of development.
2. According with Development Areas.
3. According with the Objectives set out in the Planning Scheme.
4. According with the Physical Infrastructure and Green Infrastructure requirements.
5. Overall Design Detail.

Acknowledgements

~~As Development Agency for the Cherrywood SDZ, Dún Laoghaire Rathdown County Council set up an interdepartmental team to prepare the original Planning Scheme. A Steering Group was established with overall responsibility for the Scheme. This Planning Scheme has been prepared by this team, under the management of the Steering Group.~~

~~The Steering Group consisted of the following: Director of Planning (Chairperson)~~

~~County Architect~~

~~Director of Environment, Culture and Community Director of Transportation~~

~~Director of Waste and Water Services~~

Environmental Appraisal for the original Planning Scheme (2014) was undertaken by:

CAAS – SEA consultants.

RPS - SEA Scoping Consultants

Scott-Cawley – AA Screening & Ecology.

~~Document layout and design by:~~

~~Cronin Designs Ltd.~~

Planning Scheme Amendments

Cherrywood Planning Scheme as approved by An Bord Pleanála in April 2014 and amended as follows:

Amendments Nos. 1-4 as approved by An Bord Pleanála on 14 June 2017. (An Bord Pleanála Ref. 06D.ZE.0002)

Amendment No. 5 (relating to the sequencing and phasing of development as set out in Chapter 7) as approved by An Bord Pleanála on 7 December 2018. (An Bord Pleanála Ref. ABP-302223-18)

Amendment No. 6 in relation to Residential Car Parking Standards (Section 4.2.10 of the Approved Planning Scheme 2018) as approved by An Bord Pleanála on 08 January 2020. (An Bord Pleanála Ref. ABP-305785-19).

Amendment No. 7 in relation to the realignment of Beckett Road and Ancillary Amendments as approved by An Bord Pleanála on 15th April 2021. (An Bord Pleanála Ref. ABP-308753-20).

Amendment 8 in relation to the Building Height and Density Review was considered at a Special Meeting of the County Council on 25th April 2023, at which it was agreed by resolution to make the proposed Amendment, as per Section 169 (4)(b)(i) of the Planning & Development Act 2000 (as amended) subject to all (nine) of the variations or modifications, to the Cherrywood SDZ Planning Scheme, 2014 (as amended). Approved Amendment No. 8 in respect of the Building Height and Density Review is now in effect as and from 6th July 2023.

Amendment No. 9 - Residential Car Parking Standards as approved by An Bord Pleanála on 22nd November 2024. (An Bord Pleanála Ref. ABP - 317574).

Amendment No. 10 - Non-Residential Car Parking Standards (Section 4.2.10 of the Approved Planning Scheme, 2014 (as amended))- submitted to ABP on 29 November 2024. (An Bord Pleanála Ref. ABP – 321401-24).

Amendment No. 11 – Cherrywood Town Centre and Environs Review – submitted to An Bord Pleanála on 20th December 2024.