

# **Chapter 7:** Sequencing and Phasing of Development

# 7 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 are essential to the development of Cherrywood.

Chapter 6 has detailed the 8 Development Areas within Cherrywood and identified the critical internal infrastructure and services, which must be provided within each Development Area.

This Chapter sets out the sequencing of the development of the 8 Development Areas and identifies the internal infrastructure and services, which is 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 provision of external strategic infrastructure and services is to be provided on a phased basis which is linked to the overall quantum of development within Cherrywood. Details of this phasing are set out in Section 7.3 below. All planning applications within the Planning Scheme Area shall accord with these requirements.

### Funding

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 the provision of the infrastructure and services listed in Table 7.10 is highlighted in three additional columns to provide greater clarity.

Infrastructural facilities and services that benefit the development of the Planning Scheme can be funded by way of a supplementary levy scheme under Section 49 and/or an additional Section 48 levy scheme and/or a supplementary Section 48(2)(c) levy scheme as facilitated by the Planning & Development Acts 2000-2010 as amended. Alternative means of funding such infrastructure can also be examined by DLRC and the landowners/developers.

## 7.2 Sequence of Development

The overall Plan Area is divided into 8 Development Areas (See Chapter 6). The sequence of development is ordered so that development will be confined to identified Development Areas at all times. The 8 Development Areas are grouped together into 3 Growth Areas.

The sequencing of Growth Areas within Cherrywood is as follows:

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

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

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

To commence development in the Second or Third Growth Area the infrastructure requirements of the previous Growth Area will have been completed and/or the service provided. The infrastructure requirements for each Development Area are set out in Chapter 6. In the sequence of development each Development Area within the previous Growth Area will have to be constructed up to the minimum level of development stated in the Development Type and Quantum Tables in Chapter 6. Applications may be considered premature unless the identified infrastructure as set out for each Growth Area in tables 7.1-7.9 is either in place or permission for same is in place.

The one exception to this is Development Area 2 – Cherrywood Town Centre, which is included in both the First Growth Area and the Second Growth Area due to the scale of development and the mix of uses within this Development Area. The retail provision in the Town Centre shall be split 50/50 over the First Growth Area and Second Growth Area to ensure that the retail provision is in line with the residential and employment catchment. The minimum number of residential units in the first Growth Area shall be permitted prior to the second 50% of retail floor space provision being permitted.

There is 30,000 sq.m. of employment use permitted, but not constructed, in the Business Park (see Table 6.6.1). This floorspace allocation can be used to implement these planning permissions or alternatively, for new planning applications in Development Area 6 ahead of the sequencing for this Development Area in the Third Growth Area. This can be achieved by using permissions on existing sites or when those permissions lapse, progressing development at alternative locations in Development Area 6.

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 7.1 to 7.6 in each Development Area. This delivery will generally be left to the developer in discussion with the Planning Authority. However, for each Growth Area there are specific pieces of road infrastructure, schools and open space that require certainty on the timing of their delivery to ensure the orderly progression of the Development Areas. These are set out below.

### 7.2.1 First Growth Area: Development Areas 2, 4, 5 & 6A.

**Table 7.1:** Roads Infrastructure for First Growth Area

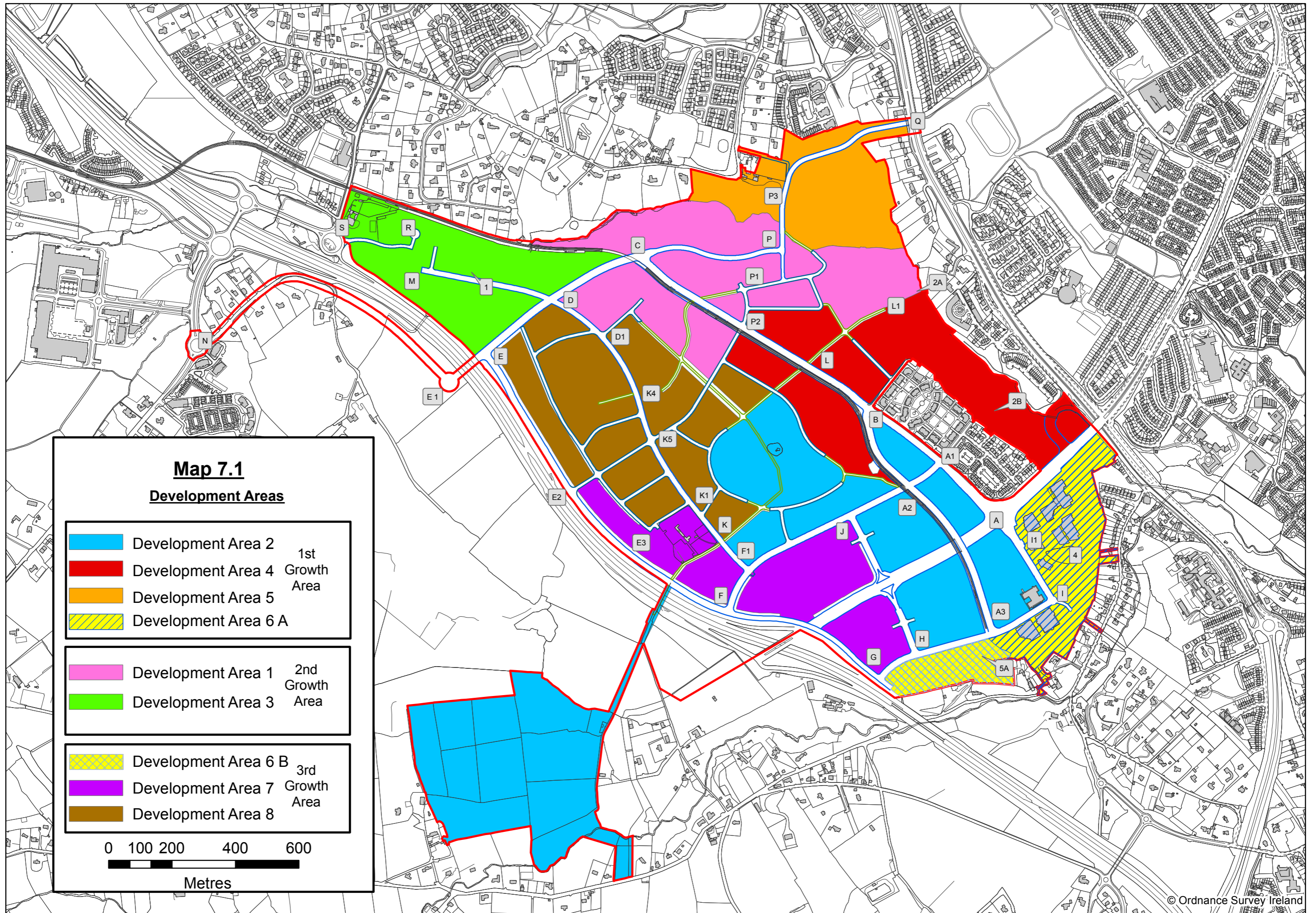
Infrastructure	Permission in Place	Work Commenced	Completed to a Standard to be taken in Charge
<b>Druid's Glen Road Q-P3</b>	Prior to any permission being granted in Development Area 5	Prior to the occupation of 40% of Development Area 5	Prior to the occupation of 65% of Development Area 5
<b>Reconstruct Roundabout A to 4 arm signalised junction and complete existing Tully Vale Road A to A1 in accordance with cross section.</b>	Prior to any permission being granted in Development Area 2	Prior to the occupation of any new development in Development Area 2 with the exception of permissions granted to developments for high intensity employment use up to 25,000sq.m and retail use up to 1,000sq.m (excluding floor area already permitted)	-
<b>Complete existing Tully Vale Road A1 to B in accordance with cross section</b>	Prior to any permission being granted in Development Area 4	-	Prior to the occupation of any new development in Development Area 4
<b>Wide pedestrian crossing and Street from A2 – A3 Grand Parade</b>	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 (note DA 2 develops over GA 1 and GA 2)

*Note where phasing is around a percentage of residential units or floor area developed, this shall be understood as the minimum quanta outlined in Chapter 6 unless agreement (in writing) is reached with the local authority on an alternative percentage.*

**Table 7.2:** Schools for First Growth Area

Schools	Site 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: *
<b>First Primary School (including open space provision for school) (24 or 32 classroom school)</b>	1,000 residential units	1,800 residential units
<b>First Post Primary School (including open space provision for school)</b>	2,500 residential units	3,400 residential units



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






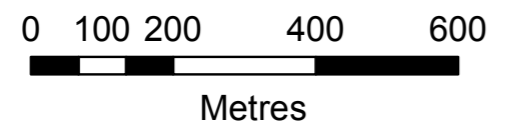
**Map 7.1**

**Development Areas**

	Development Area 2	1st Growth Area
	Development Area 4	
	Development Area 5	2nd Growth Area
	Development Area 6 A	

	Development Area 1	2nd Growth Area
	Development Area 3	

	Development Area 6 B	3rd Growth Area
	Development Area 7	
	Development Area 8	



**Table 7.3:** Open Space for First Growth Area

Open Space	Permission in Place	Taken in Charge by the Council
<b>Tully Park</b>	Prior to any development being granted in Development Area 2 with the exception of permissions granted to developments for high intensity employment use up to 55,000sq.m and retail use up to 5,000sq.m	To be agreed with the Local Authority at application stage.
<b>Ticknick Park</b>	Prior to any permissions being granted for development in Growth Area 1 (circa 6 ha) with the exception of permissions granted to developments for high intensity employment use up to 55,000sq.m and retail use up to 5,000sq.m	To be agreed with the Local Authority at application stage.
<b>Green Infrastructure</b>	To be included in Planning Applications for development in the Development Area in which they are located	To be agreed with the Local Authority at application stage.

**7.2.2** Second Growth Area: Development Areas 1, 2, and 3.

**Table 7.4:** Roads Infrastructure for Second Growth Area

Infrastructure	Permission in Place	Work Commenced	Completed to a Standard to be taken in Charge
<b>Druid's Glen Road P3-P</b>	Prior to any permission being granted in Development Area 1 or 3	Prior to the occupation of 40% of Development Area 1	Prior to the occupation of 50% of Development Area 1
<b>Road D-C-P-P3 Barrington's Road Druid's Glen Road</b>	Prior to any permissions being granted in Development Area 3	Prior to commencement of Development Area 3 – other than lands accessed from Glenamuck Road.	Prior to any occupation of Development Area 3 – other than lands accessed from Glenamuck Road.

Note where phasing is around a percentage of residential units or floor area of development, this shall be understood as the minimum quanta outlined in Chapter 6 unless agreement (in writing) is reached with the local authority on an alternative percentage.

**Table 7.5:** Schools for Second Growth Area

Schools	Site 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: *
<b>First Primary School (including open space provision for school)</b>	4,000 residential units	5,000 residential units

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

**Table 7.6:** Open Space for Second Growth Area

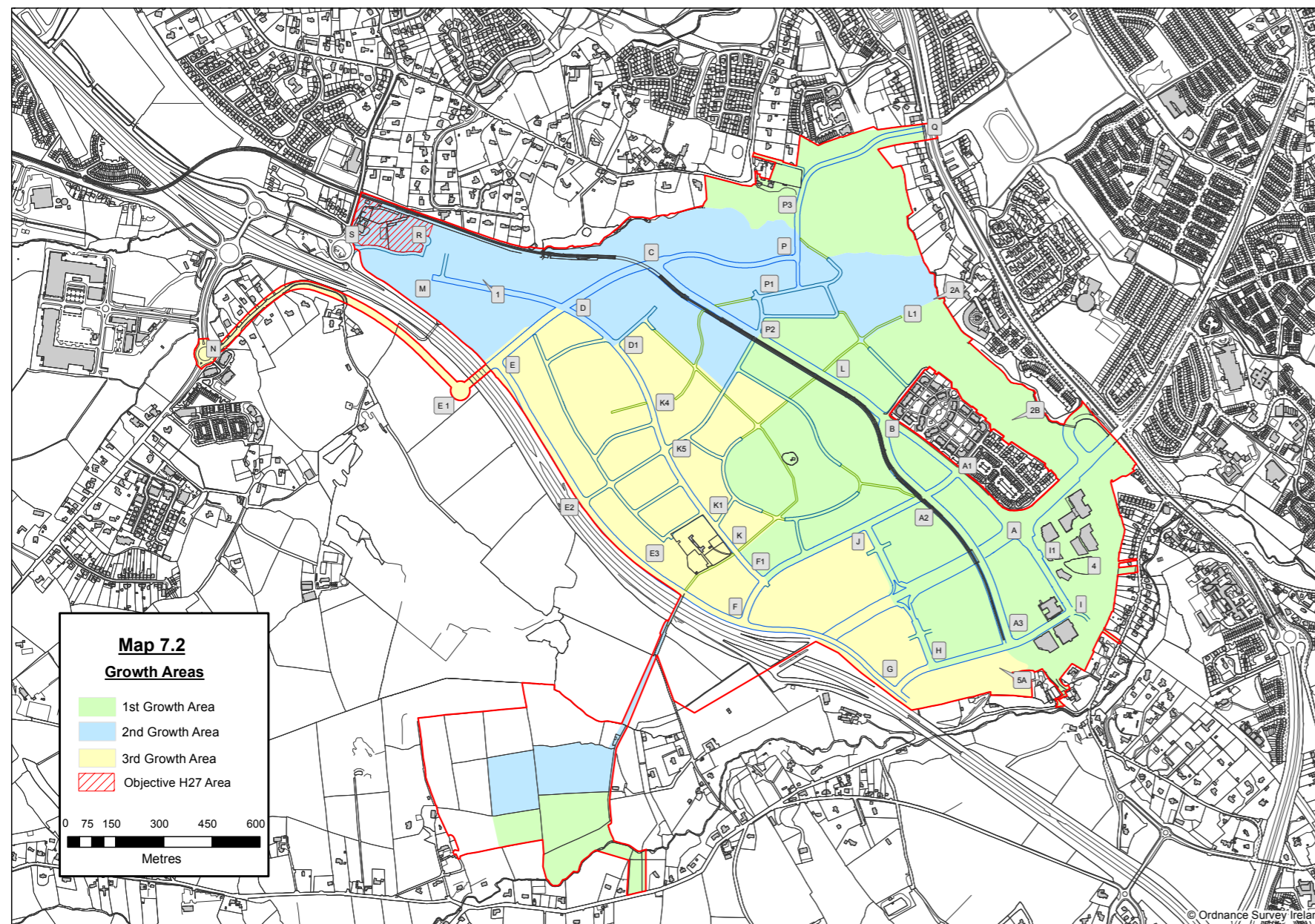
Open Space	Permission in Place	Taken in Charge by the Council
<b>Green Infrastructure</b>	To be included in Planning Applications for development in the Development Area in which they are located	To be agreed with the Local Authority at application stage.
<b>Ticknick Park (Remainder of park area)</b>	Prior to any permissions being granted for development in Growth Area 2	To be agreed with the Local Authority at application stage.

**7.2.3** Third Growth Area: Development Areas 6B, 7 and 8

**Table 7.7:** Roads Infrastructure for Third Growth Area

Infrastructure	Completed to a Standard to be taken in Charge
<b>H,G,F,F1 Cherrywood Avenue and Beckett Road</b>	Prior to any permanent permission being granted in Growth Area 3
<b>Barrington Road D-E</b>	Prior to employment development permitted with the Planning Scheme Boundary exceeding 150,000sqm
<b>Beckett Road E-F</b>	Prior to employment development permitted with the Planning Scheme Boundary exceeding 150,000sqm

Note where phasing is around a percentage of residential units or floor area developed, this shall be understood as the minimum quanta outlined in Chapter 6 unless agreement (in writing) is reached with the local authority on an alternative percentage.



**Table 7.8:** Schools for Third Growth Area

Schools	Site 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: *
First Primary School (including open space provision for school)	7,000 residential units	8,000 residential units
Second Primary School (including open space provision for school)	8,000 residential units	-
First Post Primary School (including open space provision for school)	5,000 residential units	6,000 residential units

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

**Table 7.9:** Open Space for Third Growth Area

Open Space	Permission in Place	Taken in Charge by the Council
Beckett Park	Prior to any permissions being granted for development in Development Area 8	To be agreed with the Local Authority at application stage.
Synthetic Pitches	Prior to any permissions being granted for development in Development Area 7	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	To be agreed with the Local Authority at application stage.

## 7.3 Phasing of Development

Cherrywood cannot develop without regard to the rest of the region. In addition to the phasing of infrastructure and services within the Planning Scheme Area, the development of Cherrywood is also dependent on the provision of external infrastructure and services of a strategic nature. For example:

- Measures to improve the functioning of the M50/M-N11 road corridor.
- Water Infrastructure.
- Supply of water.
- Upgrades to the public transport network in the region.
- Pedestrian and Cycle Networks.
- R118 Road upgrade and QBC (Cherrywood to Glenageary).
- Gas network and supply.

It is not considered appropriate to link phasing of development of Strategic Infrastructure or services to individual development areas. It is more appropriate to relate this to thresholds of development across the Plan Area. Therefore Table 7.10 shows the Planning Scheme quanta are divided into 8 phases for the delivery of infrastructure and services. Each of these phases has a threshold of residential units and high intensity employment floorspace.

In relation to transport, Table 7.10 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.

In respect to Table 7.10 the following applies:

1. Strategic Infrastructure to be in place by the time stated development quantum across the whole of the Plan 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 Plan 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:** Prior to dealing with the infrastructure required for each phase it should be noted that the availability of a supply of water is a regional strategic issue. This may be a constraining factor on future growth that is outside the ability of the Cherrywood area to resolve and will require continual review by the Local Authority.

### 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, there are a number of critical steps to be taken, without which any development in the area may have to be considered premature. The commencement of development is predicated on these critical steps being addressed to the satisfaction of DLRCC. These critical steps are:

- Area Wide Travel Plan for the Planning Scheme area to be prepared by DLRCC/NTA;
- DLRCC to replace a short portion of critical trunk main from Bride’s Glen Rd;
- 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.
- 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.
- The establishment of 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.
- Development of a protocol for the assessment and monitoring of strategic road network performance between DLRCC/NRA/NTA.



**Table 7.10:** Strategic Infrastructure and Services – Phasing Thresholds

Phase 1			
Up to 90,000sqm High Intensity Employment (4,500 employees) and Up to 2,000 dwellings	Lead Agency/ Agencies for Implementation	Agency/ Agencies with Primary Funding Responsibilities	Other Involvement/ Stakeholders
Provision of internal bus infrastructure (bus route to Cherrywood Luas Station, traffic management, RTP1 signs, bus shelters, Cherrywood Luas stop interchange facility).	Developer/ DLRCC	Developer/ NTA/DLRCC	RPA, Bus operators
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 of improved internal pedestrian and cycle facilities in Growth Areas as per objectives of Planning Scheme.	Developer	Developer	DLRCC/NTA
Provision of temporary park and ride to serve the Bride's Glen or Cherrywood Luas stop.	NTA/RPA	NTA/RPA	DLRCC/ Developer
Provision for additional traffic and demand management measures onto the M50, in conjunction with NRA and in consultation with the NTA.	DLRCC/NRA	NRA/DLRCC	NTA
Phase 2			
Over 90,000sqm High Intensity Employment (4,500 employees) and Over 2,000 dwellings	Lead Agency/ Agencies for Implementation	Agency/ Agencies with Primary Funding Responsibilities	Other Involvement/ Stakeholders
Provision of internal bus route and turn back facility.	Developer	Developer	NTA,DLRCC, Bus Operators
Improvements/ extension to bus routes (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 NRA and in consultation with the NTA.	DLRCC/NRA	NRA/DLRCC	NTA

Phase 3			
Over 115,000sqm High Intensity Employment (5,750 employees) and Over 4,400dwellings	Lead Agency/ Agencies for Implementation	Agency/ Agencies with Primary Funding Responsibilities	Other Involvement/ Stakeholders
Incremental increase of Luas maximum theoretical capacity, from the current 5,580 to 6,200.	NTA/RPA	NTA/RPA	-
Provision of orbital bus route from Tallaght to Sandyford.	DLRCC/NTA	NTA/Bus Operators	-
Provision of direct/ dedicated walking/cycling link between Sandyford Business District and the Cherrywood SDZ area.	DLRCC	NTA/DLRCC	-
Review bus services (consideration of link to Kiltarnan LAP depending on demand).	NTA	NTA/Bus Operators	DLRCC
Provision of improved internal pedestrian and cycle facilities in Growth Areas as per objectives of Planning Scheme.	Developer	Developer	DLRCC/NTA
Possible closure of temporary park and ride and incorporation of park and ride into multi-storey car park in the medium to long term.	Developer	Developer/ NTA/RPA	DLRCC
Opening of Brennanstown Luas stop (depending on adjacent development).	NTA/RPA	NTA/RPA	-
Capacity enhancements to M50/N11/M11, in conjunction with NRA and in consultation with the NTA.	DLRCC/NRA	NRA/DLRCC	NTA
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 sub station within Development Area 6	Developer	Developer/ ESB	DLRCC
Phase 4			
Over 6,700 dwellings	Lead Agency/ Agencies for Implementation	Agency/ Agencies with Primary Funding Responsibilities	Other Involvement/ Stakeholders

Review bus services, in conjunction with the NTA.	NTA	NTA/Bus Operators	DLRCC
DLRCC/NRA assessment of road network performance in conjunction with the NTA.	DLRCC/NRA	NRA/DLRCC	NTA
Phase 5			
Over 140,000sqm High Intensity Employment (7,000 employees) and Over 9,000 dwellings	Lead Agency/ Agencies for Implementation	Agency/ Agencies with Primary Funding Responsibilities	Other Involvement/ Stakeholders
Incremental increase of Luas maximum theoretical capacity, from 6,200 to 7,800.	NTA/RPA	NTA/RPA	-
Review bus services in conjunction with the NTA.	NTA	NTA/Bus Operators	DLRCC
DLRCC/NRA assessment of road network performance in conjunction with the NTA	DLRCC/NRA	NRA/DLRCC	NTA
Phase 6			
Over 165,000sqm High Intensity Employment (8,200 employees)	Lead Agency/ Agencies for Implementation	Agency/ Agencies with Primary Funding Responsibilities	Other Involvement/ Stakeholders
Extension of Luas to Bray unless deviation agreed in writing by the local authority in consultation with the NTA.	NTA/RPA	NTA/RPA	-
DLRCC/NRA assessment of road network performance in conjunction with the NTA.	DLRCC/NRA	NRA/DLRCC	NTA
Construction of Kiltarnan Link Road and Priorsland overbridge.	DLRCC/NRA	DLRCC/NRA	NTA
Review bus services in conjunction with the NTA.	NTA	NTA/Bus Operators	DLRCC
Phase 7			
Over 265,000sqm High Intensity Employment (13,250 employees)	Lead Agency/ Agencies for Implementation	Agency/ Agencies with Primary Funding Responsibilities	Other Involvement/ Stakeholders
Potential Upgrade of Luas Green Line to Metro unless deviation agreed in writing by the local authority in consultation with the NTA.	NTA/RPA	NTA/RPA	-
Review bus services in conjunction with the NTA.	NTA	NTA/Bus Operators	DLRCC
DLRCC/NRA assessment of road network performance in conjunction with the NTA.	DLRCC/NRA	NRA/DLRCC	NTA

**Note:** (i) Employment numbers in this table are indicative and do not provide for periods of vacancy;  
(ii) All references to high intensity employment floorspace are gross floorspace figures;  
(iii) Employment development and residential development can be considered independently at each phase.

**Note:** To date circa 90,000sqm of employment type development has been permitted in Cherrywood, with approximately 65% constructed. The total permitted development is included in the overall employment figures.

A number of these planning applications are still live and have not been completed or have not been commenced (see Table 7.11). Existing permissions shall be considered to accord with the Planning Scheme, and applications for extensions of duration for these permissions shall not be refused due to the phasing or sequencing in the Scheme; no additional levies shall be imposed on such extensions of duration of permission.

Table 7.11 sets out the quantum of high intensity employment floor space either constructed, commenced or permitted but not completed within the Planning Scheme Area as of February 2012.

**Table 7.11:** High Intensity Employment Permitted to Date

Status	Floor Area sqm	Permission Ref	Date Permission Granted
<b>Completed</b>	Circa 65,000		
<b>Construction Commenced</b>	Circa 16,000	D08A/0035	20th Feb 2009
		D07A/0604	20th Feb 2009
<b>Permitted work not commence</b>	Circa 14,000	D07A/0779	17th Feb 2009
		D08A/0687	6th April 2009

If the floor area of permitted but not yet commenced development is not constructed then this remaining figure can be added to the development quantum of Development Area 6.

## 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.

Prior to any phase of development commencing, or new Growth Area, a schedule detailing compliance with the requirements of the previous phase or phases of development and/or new Growth Area as appropriate shall be submitted to the Planning Authority. This will be accompanied by a report assessing the implications of the cumulative impacts of the proposed phase or phases of development as appropriate, with particular reference to traffic and transportation, drainage (including flooding), and water supply.

The Local Authority will undertake a review of the Planning Scheme prior to development being permitted in the Third Growth Area. 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 Steering Group with overall responsibility for the scheme will manage its progress including, liaison with representatives of relevant agencies and Government Departments.
2. Regular progress reports will be presented to the Area Committees.
3. The Development Agency will liaise with all relevant stakeholders.

## 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 this 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 was undertaken by:

CAAS – SEA consultants.

RPS - SEA Scoping Consultants

Scott-Cawley – AA Screening & Ecology.

### Document layout and design by:

Cronin Designs Ltd.

