

CHERRYWOOD SDZ PLANNING SCHEME - PROPOSED AMENDMENT TO DEVELOPMENT SEQUENCING & TRANSPORT CAPACITY

Report to Inform Screening for Strategic Environmental Assessment

Prepared for:

Dún Laoghaire-Rathdown County Council



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Abstract: Fehily Timoney and Company is pleased to submit this SEA Screening Report to Dún Laoghaire-Rathdown County Council for a Proposed Amendment of Development Sequencing and Transport Capacity to the Cherrywood SDZ Planning Scheme.

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1. INTRODUCTION

1.1 Background to the Cherrywood Strategic Development Zone and the Proposed Amendment

Cherrywood was designated a Strategic Development Zone (SDZ) in May 2010 by Government Order on behalf of Dún Laoghaire-Rathdown (DLR) County Council. The SDZ contains around 360 hectares (ha) of development lands located approximately 16 km south-east from Dublin City Centre. The lands are bounded to the south by the M50, to the east by the M11/N11 and to the north by the Brennanstown Road. The Cherrywood SDZ consists of eight development areas, with the following primary land-uses:

- Town and Village Centres
- Residential
- Education
- High Intensity Employment (HIE)
- Commercial Uses

A site may be designated an SDZ to facilitate development which is, in the opinion of the Government, of economic or social importance to the State. The Strategic Environmental Assessment Environmental Report (SEA ER) of the Cherrywood SDZ Planning Scheme, 2014, as amended (The Planning Scheme) notes that the proposed infrastructure within the SDZ has the potential to support a resident population of 20,800 and a working population of 17,500 in higher intensity employment.

The Planning Scheme outlines areas for development within the Cherrywood SDZ. The SDZ is divided into 8 No. Development Areas which are further grouped into 3 No. Growth Areas that are to be developed / have undergone development in the following construction phasing:

- Growth Area 1: Development Areas 2, 4, 5 and 6a.
- Growth Area 2: Development Areas 1 and 3.
- Growth Area 3: Development Areas 6b, 7 and 8.

DLR, in its role as Planning Authority, are now proposing to amend the development sequencing and transport capacity outlined for the Cherrywood SDZ, as supported by the evidence-based findings and conclusions of a review undertaken by AECOM Ireland Ltd (AECOM).¹

The proposed amendment - which will be termed Amendment No. 12 - comprises revised sustainable travel targets, stricter parking standards in accordance with Amendment No. 9 to the Planning Scheme and clarifies guidelines for planning applications to support a modal shift. The proposed amendment will facilitate the achievement of sustainable travel targets established in the Planning Scheme are achieved and will support the earliest and optimal delivery of housing and active travel infrastructure in the Cherrywood SDZ. This Proposed Amendment is being submitted to An Bord Pleanála (ABP), the competent authority, under Section 170A of the Planning and Development Act, 2000, as amended.

¹ Cherrywood SDZ: Development Sequencing and Transport Capacity Background Technical Note Dún Laoghaire-Rathdown County Council. AECOM. May 2025.



1.2 Overview of AECOM Technical Note

DLR commissioned AECOM to provide transport advice and undertake a review of the sequencing of the Cherrywood SDZ as set out in the Planning Scheme. The Technical Note, published in May 2025, recommended that an overall Non-Car target mode share of 66% be achieved by implementing stricter parking standards in accordance with the Cherrywood Residential Car Parking Amendment (Amendment No. 9), approved in November 2024. The review also recommended that 2,000 additional residential units be brought forward, 1,500 units currently allowed for under the 2,300 unit threshold which are allowed to progress without approved planning permission and an additional 500 units. This has been based on the following rationale established in the AECOM technical note:

'Since the Cherrywood SDZ Planning Scheme was approved in 2014, there has been a number of national, regional and local environment, transport land use policy changes which set the context for an accelerated shift to more sustainable modes of transport...This means that new developments such as the Cherrywood SDZ need to place an even greater focus on sustainable travel and where possible reduce the need for travel through the provision of local services and amenities'.

'Given the current housing crisis, there is significant pressure to deliver housing and an onus on local authorities to expedite the delivery of housing in their areas. An earlier assessment (Cherrywood SDZ, Development Sequencing and Phasing Amendment, Background Technical Note, AECOM, 2018) suggested that an additional 2,300 residential units in the 2nd and 3rd Growth Areas could be brought forward earlier than currently allowed for in the planning scheme'.

'Bringing forward residential development earlier than currently allowed for in the planning scheme is largely dependent on the achievement of a high public transport and active travel mode share. As per the planning scheme, Cherrywood aims to achieve a Car / Non-Car mode share of 47% / 53%. However, to maximise the quantum of residential development which can be brought forward, an increased mode share for Non-Car modes is required'.

In summary, DLR were advised that an additional 2,000 residential units be brought forward earlier than currently allowed for in the Planning Scheme subject to the implementation of measures to achieve a 66% Non-Car target mode share.



2. SEA SCREENING METHODOLOGY

2.1 Overview of the SEA Process

SEA is a process for evaluating, at the earliest appropriate stage, the environmental consequences of implementing Plan or Programme (P/P) initiatives prepared by authorities at a national, regional or local level or which have been prepared for adoption through legislative means.

The SEA Directive - Directive 2001/42/EC on the Assessment of the Effects of Certain Plans and Programmes on the Environment - requires that an environmental assessment is carried out of certain plans and programmes which are likely to have significant effects on the environment.

The Department of the Environment, Community and Local Government's (2004) Guidelines for Regional Authorities and Planning Authorities on the Implementation of SEA Directive (2001/42/EC) states that the overarching objective of the SEA Directive is *'to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plan with a view to promoting sustainable development'*. These Guidelines describe SEA as the *'formal systematic evaluation of the likely significant environmental effects of implementing a plan or programme before a decision is made to adopt the plan or programme'*.

The SEA process comprises the following steps:

- Screening – the process whereby a decision is made on whether a particular P/P, other than those for which SEA is mandatory, would be likely to have significant environmental effects, and would require SEA. This is the current stage of the SEA process to which this report relates.

If SEA is required following the Screening Determination, the following steps are necessary:

- Scoping – Scope and level of detail in the environmental assessment is decided upon, in consultation with the identified statutory bodies;
- Environmental Assessment - An assessment of the likely significant impacts on the environment as a result of the relevant P/P;
- Preparation of an Environmental Report;
- Consultation of the P/P and associated Environmental Report;
- Evaluation of the submission and observations made on the P/P and environmental report; and
- Provision of an SEA Statement, identifying how environmental considerations and consultation have been integrated into the Final P/P.

SEA is intended to provide the framework for influencing decision-making at an earlier stage when P/Ps – which give rise to individual projects – are being developed. It is noted that SEA should result in more sustainable development through the systematic appraisal of policy options.



2.2 Legislative Context

The SEA Directive was transposed into Irish legislation through:

- [S.I. No. 435 of 2004](#) (European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004, as amended by [S.I. No. 200 of 2011](#) (European Communities (Environmental Assessment of Certain Plans and Programmes) (Amendment) Regulations 2011))
- [S.I. No. 436 of 2004](#) (Planning and Development (Strategic Environmental Assessment) Regulations 2004, as amended by [S.I. No. 201 of 2011](#) (Planning and Development (Strategic Environmental Assessment) (Amendment) Regulations 2011)).

The S.I. 435 Regulations (as amended) relates to the SEA for the following plans or programmes:

- Sectoral Plans and Programmes, prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications and tourism, and which set the framework for future development consent of projects listed in Annexes I and II to the Environmental Impact Assessment Directive, or
- Plans or programmes which are not directly connected with or necessary to the management of a European Site, but either individually or in combination with other plans, are likely to have a significant effect on any such site.

The S.I. 436 Regulations (as amended) apply to a specific range of land-use plans in Ireland, including Regional Spatial and Economic Strategies, City and County Development Plans, Local Area Plans (for areas with a population or target population of 5,000 persons or more, or if the geographical extent of the plan area is greater than 50km², or if the LAP is prepared for a town and its environs area), and Planning Schemes in respect of Strategic Development Zones. These plans are subject to mandatory SEA without the requirement for Screening. Screening for SEA, however, is mandatory for the following cases:

- Local Area Plans where the population or the target population is less than 5,000 persons or the geographical extent of the plan area is less than 50km²
- Development Plans where the population or population target is less than 10,000 persons
- Variations, amendments or modifications of City and County Development Plans and Planning Schemes, in respect of Strategic Development Zones.

These Regulations apply to the Cherrywood SDZ Planning Scheme (they are hereafter referred to as 'the Regulations').

Full SEA is not mandatory for the proposed amendment to Cherrywood's Sequencing and Phasing of Development and Transport. Screening for SEA is required in this instance however.

2.3 SEA Screening Methodology

The assessment criteria for determining whether a P/P is likely to have significant effects on the environment is known as 'Schedule 2A' Criteria and is set out in Annex II of the SEA Directive and Schedule 2A of the Regulations. This process is typically undertaken following an eight-step approach, which can be viewed in Figure 2-1.



The first environmental significance criterion relates to the characteristics of the P/P, having regard to: the degree to which the P/P sets out a framework for other projects and activities; the influence of the P/P on other projects, plans or activities; the role of the plan for integrating environmental considerations to promote sustainable development; environmental issues of relevance to the P/P and the relevance of the P/P for the implementation of EU legislation on the environment.

The second environmental significance criterion refers to the characteristics of the effects and area likely to be affected, having regard to; the probability, duration, frequency and reversibility of the effects; the cumulative nature of the effects; the transboundary nature of the effects; the value and vulnerability of the area likely to be affected due to special natural characteristics or cultural heritage, exceeded environmental quality standards or limit values or intensive use; the effects on areas or landscapes which have a recognised national, European or international protection status.



Figure 2-1: SEA Screening steps as per the EPA's Good Practice Guidance on SEA Screening

2.4 Relevant SEA Guidance

This SEA Screening has been carried out in accordance with and having appropriate regard to the following guidance documents primarily:

- Good Practice Guidance on SEA Screening (EPA, 2021).
- Strategic Environmental Assessment: Guidelines for Regional Assemblies and Planning Authorities (DHLGH, 2022)
- SEA of Local Authority Land-Use Plans - EPA Recommendations and Resources (EPA, 2024)



2.5 Appropriate Assessment and Relationship to SEA Screening

The EU Habitats Directive (92/43/EEC) requires an 'Appropriate Assessment' (AA) be carried out where a plan or project is likely to have a significant impact on a Natura 2000 Site. Natura 2000 Sites in Ireland include Special Areas of Conservation (SACs) and Special Areas of Protection (SPAs).

The first step is to establish whether AA is required for the particular plan or project. This is referred to as Screening for AA and the purpose is to determine, on the basis of a preliminary assessment and objective criteria, whether a plan or project, alone and in combination with other plans or projects, could have significant effects on a Natura 2000 site in relation to the site's conservation objectives.

Article 3(c) of the SEA Directive requires that an SEA is carried out on a plan or programme wherever such a plan or programme requires an AA under the EU Habitats Directive (92/43/EEC).

The proposed amendment is accompanied by a report to inform AA Screening which should be read in conjunction with this document. This report concludes *'beyond reasonable scientific doubt, in view of best scientific knowledge, on the basis of objective information, that the proposed amendment, individually or in combination with other plans and projects, is not likely to have a significant effect on European sites.'*



3. THE PROPOSED AMENDMENT

3.1 Overview of the Proposed Amendment

An overview of the changes to The Planning Scheme associated with the proposed amendment is provided below:

- The proposed amendment will change the sustainable transport mode share targets in the Planning Scheme, in alignment with the National Sustainability Mobility Policy. There will be a reduction in the mode share targets for private cars and increase in mode share targets for public transport. A comparison between current and proposed sustainable travel targets is provided in Table 3-1.

Table 3-1: Current and Proposed Sustainable Travel Targets

Mode	Current Target	Proposed Target
Car driver	39.3% mode share overall.	27.9% mode share overall.
Car sharer	8.1% mode share overall.	5.8% mode share overall.
Luas	21.2% mode share overall	30.1.% mode share overall.
Bus	10.7% mode share overall.	15.2% mode share overall.
Cycling	12.6% mode share overall.	Target remains the same.
Walking	7.3% mode share overall.	Target remains the same.
DART	0.8% mode share overall.	1.1% mode share overall.
	Amended Non-Car Mode Share:	66%

- Various measures have been defined to support achieving these new mode share targets. Implementing stricter parking standards in accordance with the Cherrywood Residential Car Parking Amendment (Amendment No. 9), approved in November 2024, will support the achievement of these targets.
- Changes have been made to emphasize the Planning Scheme objective to reduce car dependency & promote sustainable travel.
- Changes have been made to ensure The planning Scheme references and better aligns with high-order transport plans, such as the National Sustainability Mobility Policy and the National Transport Authority's Greater Dublin Area Transport Strategy 2011 – 2030, and relevant transport development standards, such as the Design manual for Urban Roads and Streets (DMURS) and Dún Laoghaire Rathdown County Council's Standards for Cycle Parking & associated Cycling Facilities for New Developments.
- Certain sustainable travel and transport related planning criteria have been slightly adjusted to ensure better alignment with higher-order transport plans and policy and to support the achievement of the new mode share target. The need to ensure car parking does not negatively impact the public realm has been clarified. The need for the development of universally accessible cycle parking facilities in accordance with Standards for Cycle Parking & associated Cycling Facilities for New Developments has been clarified and referenced as a criterion to be considered when appraising planning applications.



- A reference to the DLR CDP policy objective to implement Bus Connects has been made. The importance of Bus Connects and the need for the provision of suitable bus services has been emphasised. Detail on proposed bus infrastructure and services in the context of Cherrywood has been provided.
- A reference to measures to preserve the strategic capacity of national roads, including the M50, defined in the TII's National Roads 2040 - Final Report has been made.
- References to public transport infrastructure projects, relevant to the Cherrywood area, supported by the Greater Dublin Strategic Drainage Study and the National Development Plan, such as the Luas Green Line Capacity Enhancement Project and Metrolink, have been made.
- Factual information relating to the Planning Scheme and development planning and progression in the area has been contemporised.
- Contemporary detail on funding the delivery of infrastructure and the latest Development Contribution Scheme in respect of development in the Cherrywood Planning Scheme Area 2023 – 2028 has been provided.
- Changes have been made to accommodate and show the delivery of 2,800 residential units in Growth Areas 2 and 3.

3.2 Amendments to the Planning Scheme

Text amendments to the Planning Scheme associated with Amendment No. 12 are presented in Table 3-2. Detail on the type of text change made to the original text and new text is provided as appropriate. Text changes to the original text are included as red text whilst removed text is indicated with a strikethrough.

Relevant section / Specific objective	Amended text
Chapter 4	
4.2.1 Sustainable Travel Targets	<p>Text within Table 4.1 has been amended to account for revised sustainable travel targets:</p> <p>45-32% of external trips 15-10.7% of internal trips 39-327.9% overall 10-7.1% of external trips 0% of internal trips 8-15.8% overall. Car sharing will be promoted through mobility management planning and use of the NTA car share portal guidelines. Minimum car share parking space requirements for all developments. Taxi facilities in Town and Village Centres.</p> <p>25-35.5% of external trips 5-7.1% of internal trips 21-230.1% overall. Development will be phased in line with capacity enhancements to Luas. High-quality inclusive and connected walking and cycling networks with direct routes to Luas stops. Luas Green Line Capacity Enhancements as determined / implemented by NTA/TII.</p> <p>12-17% of external trips 5-7.1% of internal trips 10-715.2% overall. A practical “pump priming” scheme will may be introduced to allow for the funding of the extension of bus services and the provision of new bus services as development occurs. This Such funding will would occur over a period of time and will would reduce as patronage increases. In this regard, a development contribution scheme will would include the provision of bus infrastructure. Improved bus services in the Cherrywood area through the NTA’s BusConnects programme. High-quality inclusive and connected walking networks with direct routes to Bus services. Major employers may be required to provide local bus services as part of their Travel Plans. Any new bus services should not duplicate the existing or proposed bus network in the area.</p> <p>45.1% of internal trips. A high-quality network of cycleways, greenways, covered cycle parking stands at schools, offices places of employment and Luas stops, covered short-term cycle parking at residential and non-residential developments, and shower and changing facilities at places of employment will promote cycling between different land uses at Cherrywood.</p> <p>A network of high-quality wide footpaths, greenways and pedestrian crossings will promote walking between different land uses at Cherrywood.</p> <p>1.4% of external trips 0% of internal trips 0-81.1% overall. The DART would provide connectivity not available by other modes to Northeast Dublin and Greystones and can be accessed via Bus or via Luas extension to Bray when delivered.</p>
4.2 Transportation	<p>The following text has been amended to improve conciseness:</p> <p>It is a fundamental objective of the Cherrywood Planning Scheme to ensure that the future demands for travel are met in a sustainable way. The plan envisages Cherrywood developing as a network of interconnected urban villages and employment/mixed use quarters where walking and cycling will be a convenient alternative to the private car. The strategy of the plan is to limit car usage by making alternative modes of access more attractive The first phase of development will be directed towards areas with convenient access to Luas stops in order to and to foster sustainable travel patterns from the outset.</p>

Relevant section / Specific objective	Amended text
PI 13	<p>The following text has been amended to account for revised modal shift targets:</p> <p>Development in the Planning Scheme shall constrain work related commuting so as to achieve a transport modal split of 45 34% trips by car drivers (maximum) and 55 66% trips by public transport, walking, cycling and other sustainable modes (minimum) as per Government policy (see the Department of Transport's 'Smarter Travel, A Sustainable Transport Future 2009-2020' National Sustainable Mobility Policy and NTA's Sustainability Strategy 2024 - 2030).</p>
4.2.1 Sustainable Travel Targets	<p>The following text has been added to sub-section 4.2.1:</p> <p>The National Sustainable Mobility Policy sets out a strategic framework to 2030 for active travel (walking and cycling) and public transport journeys to help Ireland meet its climate obligations. The National Sustainable Mobility Policy aims to reduce car mode share through several key strategies including Infrastructure and Service Improvements; Decarbonisation; Behavioural Change and Demand Management; People-Focused Mobility; Better Integrated Mobility; and Public Engagement and Awareness. These strategies promote measures to: expand walking and cycling options and ensure their accessibility for all users; improve and expand public transport services to enhance journey times; expand electrification of public transport fleet; implement demand management measures to reduce reliance on private car; expand behavioural change programs; develop local transport plans to support compact growth and reduce travel distances; increase public engagement and awareness around the benefits of sustainable mobility and alternative options to private car use. By implementing these measures nationally, the Policy aims to make sustainable mobility options more attractive and practical, thereby encouraging a shift to non-car modes and reducing emissions from transport. The overarching targets are aligned with the National transport target metrics in the Climate Action Plan 2023 of 500,000 additional active travel and public transport journeys per day and a 10% reduction in kilometers driven by fossil fueled cars by 2030.</p>
4.2.1 Sustainable Travel Targets	<p>The following text has been amended to highlight alignment with higher-order plans/programmes and to provide clarity:</p> <p>The Planning Scheme sets challenging but achievable targets for sustainable travel modes in Cherrywood that align with the principles and strategies of the National Sustainable Mobility Policy and identifies the measures for achieving them. Separate targets have been adopted for internal and external trips. It is an objective in Cherrywood to promote internal trips by creating a self-sustaining mixed-use development, to reduce dependency on car travel and long-distance commuting, to increase public transport modal share and to encourage walking and cycling.</p>

Relevant section / Specific objective	Amended text
4.2.1 Sustainable Travel Targets	<p>The following text has been removed from section 4.2.1:</p> <p>Census 2006 data for 7 Electoral Districts similar to the proposed Cherrywood development showed an existing average of 14% internal trips. Therefore a higher target of 19% is set for Cherrywood as it is an objective to promote internal trips by creating a self-sustaining mixed-use development, reducing the need for external travel.</p> <p>National Smarter Travel targets for sustainable travel in the year 2020 have been adopted for external trips. The main objectives of Smarter Travel are to reduce dependency on car travel and long distance commuting, increase public transport modal share and encourage walking and cycling. The policy document supports greater integration between spatial planning and transport policy and sets a target to reduce car based commuting from 65% to 45% by 2020.</p>
4.2.2 Potential for Public Transport	<p>The following text has been amended to highlight alignment with higher-order plans/programmes and to provide clarity:</p> <p>Understanding the future distribution of trips to and from the Cherrywood Planning Scheme area is fundamental to planning for public transport demand. The demand for public transport is greatest in the am peak hours with trips to work being the dominant travel purpose in this time period. Therefore For the initial preparation of the Cherrywood Planning Scheme, employment trip projections were derived from the model used for the NTA 2030 Transport Strategy for the GDA background modelling data used to support the NTA's Greater Dublin Area Transport Strategy 2011 – 2030 was used to give and gave an indication of future travel patterns in the Cherrywood Planning Scheme SDZ. This data represents ed all work trips to and from the Cherrywood Town Centre in the three hour period 7am-10am.</p>
4.2.2 Potential for Public Transport	<p>The following text has been added to sub-section 4.2.2:</p> <p>The current NTA Greater Dublin Area Transport Strategy, 2022 – 2042, continues the emphasis on a strategic shift towards more sustainable modes of transport for work trips in the GDA, with significant investments highlighted in public transport. The document provides detailed insights into the distribution of work trips in the Greater Dublin Area, which can be applied to the planning for public transport demand in Cherrywood.</p> <p>The NTA Greater Dublin Area Transport Strategy, 2022 – 2042, also details several new public transport measures and services with relevance to Cherrywood that have recently been introduced and/or are being progressed, including:</p> <ul style="list-style-type: none"> • BusConnects Dublin: introduction of Core Bus Corridors consisting of circa 230 km of bus priority routes in the GDA; • A new Dublin Area Bus Service Network with redesigned spines, orbitals, local routes, peak-only routes, and express routes; • Next Generation Ticketing: consisting of account-based ticketing systems using cashless technology; • Newly enhanced Bus Stops and Shelters with better route and fare information, and more Real Time Passenger Information (RTPI) signs;

Relevant section / Specific objective	Amended text
	<ul style="list-style-type: none"> • DART+ Coastal South: Elimination of level crossings and station modifications to enhance train service capacity; • The Metrolink line from Estuary in North Dublin to Charlemont in the south city, integrating with local, regional, and national bus and rail services; • Luas Bray: Extension of the Luas Green Line southwards from Bride's Glen in Cherrywood to serve the Bray and Environs area.
4.2.2 Potential for Public Transport	Table 4.2, Table 4.3, Figure 4.1, Figure 4.2 and accompanying text have been removed.
4.2.3 Potential for walking and cycling	<p>The following text has been amended to highlight alignment with higher-order plans/programmes and to provide clarity: In terms of distance travelled, the 2030 NTA's Greater Dublin Area Transport Strategy 2011 – 2030 model data used to inform the initial preparation of the Planning Scheme indicates d that 23% of future trips to work originating in Cherrywood will be less than 5km and a further 27% will be less than 10km. The proportion of future trips to work with a destination in the Cherrywood Town Centre will be 28% less than 5km and a further 22% less than 10km. These percentages show ed significant potential for cycling and walking to and from locations such as Bray, Sandyford and Dún Laoghaire.</p>
4.2.3 Potential for walking and cycling	<p>The following text has been added to sub-section 4.2.3:</p> <p>The current NTA Greater Dublin Area Transport Strategy, 2022 – 2042, continues the emphasis on a strategic shift towards more sustainable modes of transport for work trips in the GDA, with significant investments highlighted in walking and cycling infrastructure. The Strategy introduces several new walking and cycling measures and services that build on previous initiatives and reflect a commitment to creating a more active, accessible, and sustainable transportation environment in the Greater Dublin Area. Many of these walking and cycling measures and services can be applied in the SDZ and beyond to benefit the emerging Cherrywood population, including:</p> <ul style="list-style-type: none"> • BusConnects Dublin: Introduction of Core Bus Corridors that incorporate circa 200 km of cycle routes in the GDA; • Expanded Network of Cycle Lanes: Development of additional protected cycle lanes and bike paths to create safer routes, particularly in urban areas. • Improved Connectivity: New connections between existing cycling and walking infrastructure to facilitate easier and more direct travel routes. • Bike Share Schemes: Expansion of bike-sharing services to increase access to bicycles for short trips, especially in high-density areas. • Pedestrian Priority Zones: Implementation of more pedestrian-only areas in City and Urban Centres, including Homezones, to enhance walkability and safety.

Relevant section / Specific objective	Amended text
	<ul style="list-style-type: none"> • Enhanced Wayfinding: Introduction of clearer signage and wayfinding tools to help pedestrians and cyclists navigate routes more easily. • Traffic Calming Initiatives: Installation of measures such as speed bumps and narrower roads to reduce vehicle speeds in residential areas, making them safer for pedestrians and cyclists. • Public Engagement and Education: Launch of campaigns to raise awareness about the benefits of walking and cycling, aiming to shift public behaviour towards more sustainable transport options.
4.2.3 Potential for walking and cycling	<p>The following text has been amended to highlight alignment with higher-order plans/programmes and to provide clarity:</p> <p>Besides the distance travelled, the potential for walking and cycling will also depend on the quality and convenience of the networks. The difficult topography of the Cherrywood area and the presence of heavily trafficked roads may counter a potential mode shift to walking and cycling. It is therefore imperative that the walking and cycling infrastructure in Cherrywood at a minimum accords with the Design Manual for Urban Roads and Streets (DMURS) and the Cycle Design Manual (2023 or as updated) guidance to ensure delivery of high-quality infrastructure and connections. In this regard and with reference to DMURS Section 5.4.2, planning applications for development in Cherrywood shall be supported by a Quality Audit where such development is of a significant scale and incorporates the creation of new streets/street networks or proposes significant changes to existing roads/streets. The relative convenience of the private car and public transport will mean that a number of short trips are likely to be undertaken by these modes.</p>
4.2.4 Overall potential for sustainable travel	<p>The following text has been amended to provide clarity:</p> <p>An assessment of the achievable mode share in the initial preparation of the Planning Scheme can be was first made using data from the NTA 2011 - 2030 Transport Strategy Model. The mode share for 2030 was extracted for future work trips to and from the Cherrywood zone in the 3 hour am peak period.</p>
4.2.4 Overall potential for sustainable travel	<p>Map 4.5 Road Hierarchy (Figure 4.1) has been amended and superceded.</p>

Relevant section / Specific objective	Amended text
4.2.4 Overall potential for sustainable travel	<p>The following text has been amended to incorporate AECOM's recommendations and findings:</p> <p>The NTA 2011 - 2030 Transport Strategy Model estimates the public transport mode share at 28% to 34%, which agrees well with the overall target of 32% set out in Table 4.1. with Walking and cycling estimated at 16% to 20% is estimated slightly lower than the target of 20% and the car mode share estimated at 50% to 51% is estimated slightly higher than the target of 48% for car drivers and car sharers.</p> <p>These modal splits have been revised with updated modelling undertaken using the NTA's Eastern Regional Model (ERM) 2028. This updated model confirms that Cherrywood has exceptional potential for sustainable travel to be the dominant mode of choice and</p> <p>However the data confirms that the target mode shares as detailed in Table 4.1 can be achieved with tightened car parking standards as outlined in Section 4.2.10, by the provision of an excellent public transport service, by creating an attractive environment for walking and cycling and with supporting policy changes that disincentivise disincentives to the use of the private car. It is not anticipated that tightened car parking standards and supporting policy changes will result in changes to the active travel mode share within the SDZ. The modal shift is anticipated to occur from car to public transport, with car share reducing from 47% to 34% and public transport mode share increasing from 33% to 46%. The application of relevant updated policies for development within Cherrywood will enhance the probability of achieving the mode share targets and potentially exceeding them. These updated policies include the Department of Transport's National Sustainable Mobility Policy, NTA's Sustainability Strategy, 2024 – 2030, Project Ireland 2040 - The National Planning Framework, the National Development Plan, 2021-2030, Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region (2019-2031), NTA's Greater Dublin Area Transport Strategy, 2022-2042, and Dún Laoghaire Rathdown County Council's Climate Change Action Plan, 2024-2029.</p>
4.2.4 Overall potential for sustainable travel	<p>The following figure has been added:</p> <p>Figure 4.2: Cherrywood Mode Share (NTA 2028 ERM)</p>

Relevant section / Specific objective	Amended text
<p>4.2.5 Existing Transportation Infrastructure Roads</p>	<p>The following text was added to section 4.2.5 sub-section Roads:</p> <p>As of Q4 2024 and with reference to Map 4.5/Map 7.1, the following road infrastructure in Cherrywood has been constructed/upgraded to a taking in charge standard :</p> <ul style="list-style-type: none"> • Bishop Street (A1 – F1) • Castle Street (F1 – D) • Barrington’s Road (D-C) • Grand Parade (C- B) • Grand Parade (A2 – TC2 ramp and WLR - A3) • Gun and Drum Hill (P2 – K5) • Tullyvale Road (B – A) • Cherrywood Avenue (A - I1 – I -A3 and J – WLR) • Druids Glen Road (Q – P3) <p>Dún Laoghaire Rathdown County Council will deliver Beckett Road (E2 – F – G – H) and it is expected that construction of this road infrastructure will commence circa Q2 2025.</p>

Relevant section / Specific objective	Amended text
<p>4.2.5 Existing Transportation Infrastructure Public Transport</p>	<p>The following text has been amended to further detail the availability of public transport in the Cherrywood SDZ and its environs:</p> <p>The Cherrywood area is served by the N11 QBC and the No.7 bus route. On the N11 QBC in the am peak hour there are currently (2012) seven No. 145/45 buses operating between the City Centre and Wicklow and one No. 84 bus operating between UCD and Newcastle. The No.7 bus operates 5 services between the Cherrywood / Loughlinstown area and the City Centre via Dún Laoghaire. The Cherrywood SDZ is currently (2024) served by five different bus routes including No. 7, 45, 84, 145 and 155. The No. 45, 145 and 155 operate on the N11 Core Bus Corridor (CBC) in the AM peak hour, with frequencies between 10 to 20 minutes per service. The No. 84 operates three services in the AM peak and the No.7 operates six services between Cherrywood and the Loughlinstown area, and then onwards to Dublin City Centre via Dún Laoghaire. In the short term it is proposed to move the No.7 terminus to is presently located at a bus / Luas interchange at Bride's Glen stop, where shelters, bus stops, RTPI information signs etc. will be provided (see Map 4.6).</p> <p>The Luas Green Line traverses the Planning Scheme with stations at Carrickmines, Brennanstown (currently not in service), Lehaunstown, Cherrywood and Bride's Glen that provide a connection from the Cherrywood SDZ to Broombridge via Dublin City Centre. Dún Laoghaire Rathdown County Council will continue collaborative work with TII regarding the future commissioning of the Brennanstown Luas station. The total journey time from Stephen's Green to Bride's Glen is estimated at 40 minutes. The Luas Green Line operates at an average nine-minute frequency in the AM peak period (07:00 to 10:00) within the Cherrywood SDZ, with Currently, parts of this service operating 40 54.7m long trams at up to 18 times in the peak hour (8-9 am) providing an achievable hourly capacity of c.4,2900 between Bride's Glen and Sandyford and c.9,800 between Sandyford and Parnell.</p> <p>Demand for public transport is greatest in the am peak hour. In the 2010 TII Rail Census, the highest am peak hour inbound line flow was 3,740 between Beechwood and Ranelagh. The demand peaks at 8.27am with 294 passengers on board. The highest am peak hour outbound lineflow was 1,647 at the section between Milltown and Windy Arbour. There is more demand from passengers wishing to go to jobs in the city centre than vice versa.</p> <p>The nearest DART stations to Cherrywood are approximately 2.5km away at Killiney and Shankill. The newly constructed Woodbrook DART Station is approximately 6km from Cherrywood and will open in 2025. The DART provides a high frequency rail service to towards Howth/Malahide to the north via Dublin City Centre and towards Bray/Greystones to the south.</p>
<p>4.2.5 Existing Transportation Infrastructure Walking and Cycling</p>	<p>The following text has been amended to account for revised Council proposals:</p> <p>The Council, in conjunction with the NTA, is currently progressing two the following proposals for pedestrian / cycle routes between Cherrywood and Shankill:</p> <ul style="list-style-type: none"> • Via Brides Glen viaduct and the grounds of Loughlinstown hospital to the pedestrian bridge at Loughlinstown roundabout and then to Dublin Road, Shankill.

Relevant section / Specific objective	Amended text
	<p>• Via Loughlinstown Main Street (Old Bray Road) and a Toucan crossing of the N11 near its junction with Cherrywood Road and then along the east side of the N11 to Dublin Road, Shankill.</p>
P1 14	<p>Specific Objective PI 14 has been amended to provide clarity:</p> <p>It is an objective to implement the road infrastructure (including segregated pedestrian / cycle routes) proposed in this Planning Scheme to facilitate access to and within the area by all travel modes (see Map 4.5).</p> <p>Four detailed studies have informed the proposed road infrastructure in Cherrywood, its deliverability and implementation, namely:</p> <p>1) The Mouchel Parkman Traffic Management Plan (Jan. 2007) was commissioned to optimise and manage the capacity of the existing road network, determine the need for new transport infrastructure to facilitate predicted development growth and define the maximum scale of development that is sustainable in transportation terms.</p>
4.2.6 Future Road Strategy	<p>The following text has been amended to provide clarity and detail of studies conducted in the Cherrywood SDZ:</p> <p>A number of key proposals have emerged to address the constraints on the Plan Area, (see Map 4.5) as follows:</p> <ul style="list-style-type: none"> • A new route onto the N11 at Cabinteely will provide essential access into the northeast area of Cherrywood and promote use of the N11 to the maximum extent, while protecting the village of Cabinteely and the character of Brennanstown Road (Barrington's Road and Druid's Glen Road); It is noted that Druids Glen Road (Q –P3) is complete as of Q4 2024. • A new route over the M50 will link Cherrywood to Carrickmines and Kilternan / Glenamuck (Kilternan Link Road); • One A grade separated pedestrian and cycle crossing of the Wyattville Link Road will facilitate ease of movement between both sides of the Town Centre. and eliminate traffic crossing at grade between Lehaunstown interchange and Cherrywood roundabout; Further studies undertaken have concluded that an additional at grade pedestrian and cycle crossing of the Wyattville Link Road at Junction O can be implemented to enhance movement between both sides of the Town Centre. • Access to the M50 from the Cherrywood area will be limited to the Lehaunstown interchange, which was upgraded at the time of construction to cater for the predicted demand. <p>Additional and more recent studies address the deliverability and implementation of the Cherrywood Road Network, namely:</p> <p>1) Aecom Cherrywood Town Centre Environs (TCE): Transportation Review (December 2024) is a review study that provides an overview of the current and future required Roads infrastructure, public transport network, pedestrian and cycle facilities, and car parking in Cherrywood; and outlines initiatives needed to enhance, improve, and/or expand the capacity of existing facilities to meet future needs.</p> <p>2) Aecom Cherrywood SDZ: Development Sequencing and Transport Capacity Background Technical Note (April 2025) is a study that focuses on detailed modelling and resulting recommendations relating to the Planning Scheme's sustainable travel targets and the sequencing and phasing of residential developments, to ensure the earliest delivery of housing and optimal delivery of road and active travel infrastructure in Cherrywood.</p>

Relevant section / Specific objective	Amended text
4.2.6 Future Road Strategy	Figure 4.4 4.3 : Indicative Road & Street Sections.
4.2.6 Future Road Strategy	Map 4.6 Public Transport has been amended and superseded.
4.2.7 Internal Road Proposals	<p>The following text has been amended to provide clarity: The required network of internal roads is shown on Map 4.5 and on the accompanying Road / Street Sections. It is based around the creation of a circular route to distribute traffic within the area and onto the adjacent highway network. From the existing Tully Vale Road, Grand Parade will run northwards alongside the Luas as far as the existing underpass where it will intersects with Barrington's Road, which will in turn connect to coming from the N11 via Druid's Glen Road and to Kilternan Link Road via a leading to the new bridge over the M50. Beckett Road will run southwards from Barrington's Road, parallel to the M50, until it meets the junction with Bishop's street, runing then to the north of the Cairn/Wedge Tomb and then passing under the Wyattville Link Road to the eastern side of Cherrywood, where it will connect back to Tully Vale Road via Cherrywood Avenue. Bishop Street will run east-west on the northern side of the Wyattville Link Road, connecting Tully Vale Road with Beckett Road via a level crossing of the Luas line at Grand Parade. Castle Street will run north-south from Bishop Street passing through Tully Village and leading to Priorsland. A bus gate will be located at the junction of Castle Street and Bishop Street (Junction F1) to restrict through traffic to and from Castle Street for private motor vehicles and to ensure Bus priority at this junction. Streets will provide connectivity within and between neighbourhoods. Independent development blocks will be served from these streets and additional streets linking into the circular network. The access points indicated on the Development Area Maps may be relocated subject to traffic safety considerations. Neighbourhood roads will be designed so as to be part of the built environment, appropriate in scale to adjoining development with low speeds that facilitate pedestrian and cycle movements and also allowing for the space to be part of the public realm in respect to communal space. There may be opportunities to develop 'home zones', a concept whereby the physical layout of residential roads is designed to create safer spaces with reduced speeds as well as spaces that can be used for on-street recreation, and planning applications should explore this option.</p>

Relevant section / Specific objective	Amended text
4.2.7 Internal Road Proposals	<p>The following text has been amended to account for updated guidelines relevant to this Scheme:</p> <p>The design of roads and streets shall at a minimum accord with the detailed guidance in the current editions of: Traffic Management Guidelines - DoELG, DoT and DTO, 2003 - Department of Transport, 2023. National Cycle Design Manual – NTA, 2011. Design Manual for Roads and Bridges – TII, 2011. Relevant TII guidance and publications. Manual for Streets – DfT (UK), 2007. Design Manual for Urban Roads and Streets – DTTAS, due 2012 Department of Transport, 2023. Development Works in Residential and Industrial Areas (Guidance Document) Taking In Charge Development Standards Guidance Document – DLRCC, 2012.</p>
4.2.7 Internal Road Proposals	<p>The following text has been amended to account for revised planning application guidelines:</p> <p>In general footpaths shall be 3m wide to allow for the planting of street trees while still maintaining an unobstructed width of 2m for pedestrians. Additional width may be required in areas of high pedestrian flow, at bus/ Luas stops and at gathering places such as schools and shops. Cycletracks, designed in accordance with the National Cycle Design Manual, will be 2.25m wide. Combined bus/cycle lanes shall be 4.5m wide. Traffic lanes shall be 3 – 3.5m wide depending on traffic volume and composition. Residential car parking may be provided on Neighbourhood Roads and short stay parking on Streets. Planning Applications will be expected to demonstrate that such car parking shall not impact negatively on the public realm and detail the proposed management of same. Street trees should shall be spaced at intervals of not more than five perpendicular or two parallel car parking spaces.</p>
4.2.7 Internal Road Proposals External Road Proposals	<p>The following text has been amended to account for superseded County Development Plans:</p> <p>It is a long term objective of the County Development Plan 2010-2016 2022 – 2028 to upgrade Loughlinstown Roundabout to a grade separated junction. In the shorter term the Council will progress the option of conversion to a staggered T-junction.</p> <p>It is a six-year objective of the County Development Plan 2010-2016 2022 – 2028 to secure improvements to the ‘Cherrywood to Dún Laoghaire Strategic Route (R118 Wyattville Road to Glenageary Roundabout)’. Measures to be assessed include the provision of 2 straight through lanes at the junctions of Wyattville Park and Loughlinstown Drive and the provision of an additional left turn stacking lane on the Wyattville Intersection D-Loop.</p>

Relevant section / Specific objective	Amended text
PI 15	<p>The following text has been amended to account for updated guidelines relevant to this Scheme:</p> <p>The National Roads 2040 Final Report (TII - April 2023) similarly proposes a range of measures aimed at preserving the strategic capacity of national roads, including the M50, to ensure that national roads can efficiently accommodate longer distance travel whilst balancing the needs of local traffic and sustainability. These measures include:</p> <ul style="list-style-type: none"> • Capacity Enhancements - Upgrading existing road infrastructure to increase capacity, such as adding extra lanes or improving junctions. • Traffic Management Systems - Implementing advanced traffic management systems to optimize traffic flow and reduce congestion. • Public Transport Integration - Promoting public transport options that can alleviate pressure on national roads by providing viable alternatives for commuters. • Active Travel Promotion - Encouraging cycling and walking through dedicated infrastructure, reducing reliance on cars for shorter trips. • Policy Framework -Developing policies that support sustainable land use and transportation planning to minimize unnecessary travel. • Investment in Technology - Utilizing technology for real-time traffic monitoring and management to enhance road efficiency. • Regular Maintenance - Ensuring ongoing maintenance and upgrades of existing roadways to prevent deterioration and maintain safety standards. <p>At present the M11/N11 south of the M50 is congested in the am and pm peak hours. It was estimated in Figure 4.2 that in 2030 36% of trips to employment in Cherrywood would come from areas to the south. The pace of both employment and residential development in Cherrywood will take account of the capacity of the strategic road network to the south of Cherrywood.</p> <p>The M50 between the M11 and Sandyford has spare capacity, but this is limited for northbound trips in the am peak. Trips to work from Cherrywood will impact on the M50 northbound in the am peak so the pace of residential development at Cherrywood will take account of the capacity of the M50 northbound in the am peak hour.</p> <p>The phasing of development set out in Chapter 7 provides for an assessment of the strategic road network performance proximate to Cherrywood at set intervals in conjunction with the TII / NTA. This assessment has been and will continue to be progressed annually by Dún Laoghaire Rathdown County Council, or as otherwise agreed between the stakeholders.</p> <p>The draft NTA's Greater Dublin Area Transport Strategy, 2022-2042, Transport Strategy proposes to evaluate the feasibility and potential benefits of measures to manage travel demand on roads in the Greater Dublin Area, including the implementation of ramp metering, variable speed limits or hard shoulder running on dual-carriageways or motorways, at times and places where congestion on these strategic roads is affecting journey time reliability and disrupting traffic flows. It is noted that the GDA Transport Strategy, 2022-2042, states that the NTA will undertake a detailed assessment to establish the optimal framework of demand management measures, which is likely to include parking restraint, zonal charging, additional tolling road pricing and/or further vehicle electrification. In the longer term it may be necessary to upgrade the M50 between Sandyford and Bray South, including an upgrade of Carrickmines interchange.</p>

Relevant section / Specific objective	Amended text
<p>4.2.8 Public Transport Strategy Luas</p>	<p>The following text has been amended to ensure alignment with higher-order plans/programmes:</p> <p>The Greater Dublin Area – Draft Transport Strategy 2011-2030 (NTA) proposes significant increases in the capacity and interconnectivity of the Luas Green Line including the following:</p> <ul style="list-style-type: none"> • Broombridge Luas from St. Stephens Green to Broombridge via Grangegorman providing a direct link from the Cherrywood Planning Scheme area through the City Centre to the north of the City; • Increased passenger capacity on Green Line through extended trams; • Extension of the Luas Green Line to North Bray; • Extension of Metro North tunnel to the Luas Green Line, linking Cherrywood to the City Centre, Dublin Airport and Swords; • Upgrade of Luas Green Line to Metro. <p>The Draft Transport Strategy states: “A southbound extension of the Green Line from Brides Glen to the Bray area is proposed to improve public transport accessibility for this Designated Town. This will be subject to timing and scale of new development in this area, and appraisal, including economic assessment. A comparative analysis with a BRT alternative will be undertaken prior to final progression to Railway Order”.</p>

Relevant section / Specific objective	Amended text
	<p>Other measures which do not affect the Luas Green Line directly will also have a major impact on connectivity to and from the Planning Scheme area. These would include DART Underground and the two Luas lines from the City Centre to Tallaght and Lucan respectively, all of which will interchange with the upgraded Luas Green Line.</p> <p>It was estimated in Figure 4.1 that in 2030 41% of Cherrywood residents will travel to work to centres to the north served by Luas. This indicates that there will be sufficient demand to achieve the target 25% of external trips to work by Luas. Based on a resident population of 20,000 the demand could be serviced by longer trams at more frequent intervals.</p> <p>It was estimated in Figure 4.2 that in 2030 only 14% of trips to employment in Cherrywood will come from centres to the north served by Luas. A further 13% will come from centres to the south assuming Luas / BRT is extended to Bray. This illustrates the need to extend the catchment served by Luas in order to achieve the target mode share of 25% Luas for work trips to Cherrywood. The phasing of development set out in Chapter 7 will ensure that employment growth in Cherrywood Planning Scheme occurs in tandem with the improvement of public transport connections and services within the wider Metropolitan Area.</p> <p>The GDA Transport Strategy, 2022 – 2042, and the National Development Plan, 2021-2030, outline the importance of the Green Line Capacity Enhancement Project for promoting sustainable transport modes and facilitating the current and future demand along the Luas network. As presented in Section 5.5.5 of the County Development Plan, 2022 - 2028, the first phase of the project has been completed, including increased tram capacity (through extended length of trams) and increased service frequency. As of 2024, the second phase of the project, which involves further increasing frequency of service to one tram every two minutes in each direction, is at the project planning and design stage.</p> <p>This upgrade of the Luas Green Line to increase capacity in the peak hour will require both infrastructural improvements and acquisition of additional trams, with the timeline and budget for this phase remaining under consideration by the TII/NTA.</p> <p>The proposed extension of the Luas Green Line on its southern end, from Brides Glen to Bray will enhance connectivity to the south, see Figure 4.4 and Map 4.6. The relevant infrastructure related to Luas stops, park and ride and cycle parking facilities will also be considered throughout the process of the development of the Luas extension. The Planning Scheme includes a route reservation within the SDZ lands for the future Luas B2 line to Bray/Fassaroe.</p> <p>The GDA Transport Strategy, 2022 – 2042, further outlines the NTA’s intention to deliver Metrolink, a fully segregated and automated railway and metro mostly underground approximately 18.8km in length with 16 stations running from Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and the City Centre to Charlemont in the south of Dublin City Centre. Upon delivery of this project Cherrywood will be linked to Dublin Airport and Swords.</p>
4.2.8 Public Transport Strategy Luas	<p>The following figure has been added:</p> <p>Figure 4.4: Proposed Luas Network (Source: GDA Transport Strategy 2022 –2042)</p>

Relevant section / Specific objective	Amended text
PI 18	<p>Specific Objective PI 18 has been amended as follows:</p> <p>It is an objective to pump prime the extension of bus services and the provision of new bus services during the early stages of development in the Planning Scheme area to ensure that essential bus infrastructure is in place to serve the Planning Scheme area so that improved services can be introduced over time.</p>
4.2.8 Public Transport Strategy Bus	<p>The following text has been amended to provide clarity and detail of public transport services in the Cherrywood SDZ and its environs:</p> <p>The phasing of development set out in Chapter 7 provides for bus services to be reviewed at set intervals in conjunction with the NTA. It was estimated in Figures 4.1 and 4.2 the initial modelling for the Planning Scheme (the NTA 2011 - 2030 Transport Strategy Model) that in 2030 49% of Cherrywood residents will travel to work in external centres not served by Luas and 64% of trips to employment in Cherrywood will come from external centres not served by Luas.</p> <p>Bus services will therefore play an important role in providing public transport to the Cherrywood Planning Scheme from these areas not served by Luas, principally:</p> <ul style="list-style-type: none"> • Bray and environs (in advance of the Luas Green Line / BRT extension to Bray); • Dún Laoghaire/Blackrock; • Ballsbridge/Stillorgan/ Cornelscourt; • Kilternan (subject to development); • North Wicklow (outside of Bray); • Dublin city not served by Luas. <p>Given the wide distribution of origin and destinations both to and from the SDZ, and the limited corridor served by Luas Green Line, the bus services will perform a key role in responding to public transport demand.</p> <p>As the Cherrywood Planning Scheme area develops, the bus links from these areas to the Planning Scheme will need to improve over time. This would likely involve new routes, increased frequencies on existing services and higher capacity bus services. In order to achieve the target of 12% external trips by bus, an approximate estimate is that the capacity equivalent of 8 extra buses would be required to serve demand for trips to work from Cherrywood in the am peak and the equivalent of 13 extra buses for inward demand.</p> <p>The DLRCC County Development Plan 2022-2028 has a policy objective to facilitate the implementation of the Dublin BusConnects programme, which includes the redesign of the bus network and network of core bus corridors on the busiest routes as outlined in the GDA Transport Strategy 2022 - 2042 and shown in Figure 4.5.</p>
4.2.8 Public Transport Strategy Bus	<p>The following figure has been added: Figure 4.5: Core Bus Corridors (numbered 1 to 12) (Source: GDA Transport Strategy 2022 – 2042)</p>

Relevant section / Specific objective	Amended text
4.2.8 Public Transport Strategy Bus	<p>The following text has been added to section 4.2.8 Public Transport Strategy sub-section Bus:</p> <p>The E-Spine along the N11 is the most accessible corridor from the SDZ and is within walking distance to many of the developments in Cherrywood. The E-spine provides access to Dublin City Centre, through Stillorgan and Donnybrook in the northerly direction, and to Ballywaltrim through Shankhill and Bray in the southerly direction. The GDA strategy proposes infrastructure measures that will reduce journey delays and enhance service reliability on the N11 CBC. It is unlikely that strategic bus services along the E-spine between Bray and the City Centre will divert into Cherrywood, because of likely negative impacts to journey times for passengers on this corridor. However, the high-quality walking and cycling routes within Cherrywood will include connection to the E-spine corridor.</p> <p>The Bus Services Network Redesign includes a bus priority route from Dún Laoghaire to Cherrywood through Mounttown, Upper Glenageary Road, Sallyglen Road, Churchview Road, and Wyattville dual carriageway (the L22 service).</p> <p>It is envisaged that the L22 route will extend within Cherrywood in line with the Bus Priority route outlined on Map 4.6. The route enters from the Wyattville Link Road and turns onto Tullyvale Road to interchange with Luas at the Cherrywood stop. The route continues along Bishop Street and then along Castle Street, passing through Tully Village and Priorsland Village, before reaching the Transport Interchange at Carrickmines Luas stop. The following infrastructure will be necessary to achieve bus priority along this proposed route:</p> <ul style="list-style-type: none"> • Dedicated bus lanes on Bishop Street and on Tullyvale Road linking to the N11 and the Wyattville Road CBCs – These lanes have been constructed. • Bus gate on Castle Street at Junction F1 to restrict through car traffic -Implementation envisaged in Q4 2024. • Bus infrastructure along the route e.g., bus stops, shelters, RTPI information signs - Implementation envisaged in Q4 2024. • Bus priority measures at junctions- Constructed. • Turn back bus facility (in advance of Priorsland Transport Interchange) –Temporary turn back facility constructed in Priorsland DA 3. • A signalling strategy – to be agreed between DCC/DLRCC/TII/NTA. <p>Wide verges on the Grand Parade, Barrington’s Road and Beckett Road will allow for potential reconfigurations (if necessary) to facilitate additional future bus routes, if required.</p> <p>The GDA strategy also proposes a South Orbital CBC connecting the Dún Laoghaire/Blackrock area to Sandyford/Dundrum and the Tallaght area. To reach the Cherrywood SDZ from orbital route areas such as Tallaght, public transport trips are expected to run via the orbital bus/Luas interchange at Sandyford/Dundrum.</p> <p>It should be noted that Figure 4.3: Indicative Road & Street Sections illustrates dedicated bus lanes on the Kilternan Link Road. However, providing services between Kilternan/Glenamuck and the Cherrywood SDZ will depend on several factors including demand from the Kilternan/Glenamuck region. Therefore, the future provision of a dedicated bus lane on the Kilternan Link Road will be subject to evidence based assessment in line with progress of development in the Cherrywood SDZ and Kilternan/Glenamuck areas.</p>

Relevant section / Specific objective	Amended text
4.2.8 Public Transport Strategy Bus	<p>The following text has been removed from section 4.2.8 Public Transport Strategy:</p> <p>As the NTA licences bus routes and enters into contracts for the provision of public transport services, it is within the function of the Authority to provide for improved bus services to the Cherrywood Planning Scheme area as it develops. The Planning Scheme will ensure that essential bus infrastructure is in place to serve the Planning Scheme area so that improved services can be introduced over time. The phasing of development set out in Chapter 7 provides for bus services to be reviewed at set intervals in conjunction with the NTA. It is an objective of the Dún Laoghaire Rathdown County Development Plan 2010-2016 to implement a QBC / Bus Priority Measures from Dún Laoghaire to Cherrywood via Mounttown, Upper Glenageary Road, Sallyglen Road, Church Road and Wyattville dual carriageway, with a link to the Rock Road QBC via Rochestown Avenue, Abbey Road, Stradbroke Road and Frascati Road. It is envisaged that the bus service from Dún Laoghaire / City Centre will enter Cherrywood from Wyattville Road and turn onto Tully Vale Road to interchange with Luas at the Cherrywood stop. It will continue along Bishop Street and then along Castle Street passing through Tully Village and Priorsland to enter the proposed transport interchange at Carrickmines Luas stop. This will require the following infrastructure:</p> <ul style="list-style-type: none"> • Dedicated bus lanes on Bishop Street and on Tully Vale Road linking to the N11 and the proposed Wyattville Road QBCs; • Bus gate along Castle Street to restrict through car traffic; • Bus infrastructure along the route eg. bus stops, shelters, RTPI information signs etc; • Bus priority measures at junctions; • Turn back bus facility; • A signalling strategy. <p>Wide verges on the Grand Parade, Barrington's Road and Beckett Road will facilitate additional bus lanes if required in the future. Provision will also be made for the possible introduction of bus priority measures on the N11 Link Road whereby any widening shall maintain a planted verge area. The N11 QBC is critical to serving existing and future passenger demand to/from Bray/North Wicklow and to/from areas between Cherrywood and the City Centre not served by the Luas Green Line (e.g. Ballsbridge). The draft NTA Strategic Transport Plan for the Greater Dublin Area (2030 Vision) proposes infrastructural measures that will substantially reduce journey delays and improve service reliability on the N11 QBC. The potential for an upgrade to Bus Rapid Transit will also be explored. It is not envisaged that strategic bus services between Bray and the City Centre would divert off the N11 QBC into Cherrywood. In the early phases of development, most of the employment/residential areas will be located within walking distance of the N11. Improvements to pedestrian routes between the N11 bus stops and Cherrywood will be required at an early stage. Ultimately the extension of the Luas Green Line from Bride's Glen to the Bray area will serve the public transport demand between Bray/North Wicklow and Cherrywood. There may be demand for new services/route variances on the N11 QBC between the Cherrywood Planning Scheme area and the City Centre to serve areas that are not served by the Luas Green Line. The Planning Scheme provides for this public transport issue to be revisited as development occurs in the area.</p>

Relevant section / Specific objective	Amended text
	<p>The Greater Dublin Area – Draft Transport Strategy 2011-2030 (NTA) proposes a South Orbital QBC, linking Dún Laoghaire / Blackrock area to Sandyford / Dundrum and the Tallaght area. To access Cherrywood from areas along the orbital route such as Tallaght, it is envisaged that public transport trips would operate via orbital bus/Luas interchange at Sandyford/ Dundrum.</p> <p>Provision of services between Kilternan/ Glenamuck and the Cherrywood Planning Scheme area would depend on demand emanating from the Kilternan/ Glenamuck area. Therefore, the provision of a dedicated bus lane on the Kilternan Link Road will be subject to future review depending on the progress of development in Kilternan/Glenamuck.</p>
4.2.8 Public Transport Strategy	<p>The following text has been amended to provide clarity:</p> <p>The Planning Scheme identifies a location for a Transport Interchange near Cherrywood Luas stop. Provision will be made for</p>

Relevant section / Specific objective	Amended text
Transport Interchange / Taxis	conveniently accessible bus and taxi waiting areas, car drop off / pick up, cycle parking, public lighting and soft landscaping. Small scale retail in accordance with section 2.3.2 may be acceptable subject to the overall requirements of Table 6.2.1. Similar facilities are planned at Carrickmines stop. In the short term a temporary bus / Luas interchange will has been constructed on Cherrywood Avenue at Bride's Glen stop. Additional infrastructure including with shelters, and RTPI signs etc. will be installed at this temporary interchange in time as required.
4.2.9 Pedestrian and Cycle Movement Strategy	<p>The following text has been amended to provide clarity and detail of cycling facilities and standards:</p> <p>Pedestrians and cyclists will be facilitated internally by:</p> <ul style="list-style-type: none"> • The design of new roads and junctions will provide for the safety of pedestrians and cyclists in particular taking account of the guidance provided by the National Cycle Design Manual; • Segregated pedestrian / cycle routes will give safe and direct access to public transport, local facilities and services; • Pedestrian / cyclist links through parks and along green routes; • Signalised Toucan crossing facilities on main roads; • At Grade and Grade separated links across the Wyattville Link Road; • Direct links to the pedestrian / cycle routes from residential areas; • A high standard of surfacing and continuity of routes; • Cycle parking at transport interchanges, Luas stops, employment and retail locations, as well as long-term and short-term cycle parking facilities at residential developments designed in accordance with the requirements of Dún Laoghaire Rathdown County Council's Standards for Cycle Parking & associated Cycling Facilities for New Developments (2018 or as updated); • A 30 km/ph speed limit for internal routes to slow traffic to the benefit of pedestrians and cyclists.
4.2.9 Pedestrian and Cycle Movement Strategy	<p>The following text has been amended to provide clarity and detail of cycling facilities and standards:</p> <p>The significant investment in both walking and cycling infrastructure within the Cherrywood SDZ area will ensure that the potential for internal walking and cycling trips is maximised. The hierarchy of road types and the inclusion of a coherent network for cyclists and pedestrians will ensure that cycling and walking are promoted as the mode of choice for internal trips. In this regard, it is critical that all development in Cherrywood is designed to ensure safe access to short and long-term cycle parking locations, including both surface level and underground level locations, for users of all ages and abilities and for all types of bicycles, including cargo, electric and oversized bicycles. Ramps to underground levels shall provide segregated cycle access to cycle parking locations to avoid conflict with motor vehicles. Otherwise, designers shall provide alternate means for cyclists to access underground level cycle parking locations in accordance with Dún Laoghaire Rathdown County Council's Standards for Cycle Parking & associated Cycling Facilities for New Developments (2018 or as updated) and the Cycle Design Manual, and suitably demonstrate how cyclists will be discouraged from using the vehicular ramp.</p>

Relevant section / Specific objective	Amended text
4.2.9 Pedestrian and Cycle Movement Strategy	<p>The following text has been amended to include new criteria relevant to planning applications:</p> <p>Special emphasis will be given to the assessment of pedestrian and cycle facilities at Planning Application level. They will be assessed according to the following criteria:</p> <ol style="list-style-type: none"> 1) Is the route conveniently located? 2) Is the route safe and secure? 3) Is the route continuous and does it link with adjacent established or proposed routes? 4) Does the application adequately address the introduction of interim measures to provide continuous routes if necessary? 5) Does the route provide controlled crossing provision at roads? 6) Is sufficient width available to accommodate pedestrian flow? 7) Is the designed access to cycle parking locations safe for users of all ages and abilities and for all types of bicycles? 8) Does the Cycle design for the development accord with the requirements of Dún Laoghaire Rathdown County Council's Standards for Cycle Parking & associated Cycling Facilities for New Developments (2018 or as updated) and the Cycle Design Manual?
Chapter 7	
7.1 Concept Funding and Delivery of Infrastructure	<p>The following text has been amended to provide clarity and detail on superseded planning schemes:</p> <p>Notwithstanding, DLRC 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.</p> <p>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.</p>

Relevant section / Specific objective	Amended text
	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	The following maps have been amended and superseded: Map 7.1 Development Areas Map 7.2 Growth Areas
7.2.1 Sequencing & Implementation Growth Areas Residential	The following text has been amended to provide clarity on infrastructure projects within the Cherrywood SDZ and its environs: 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 subject to the sequencing requirements of Table 7.3 (Refer to Map 7.2 and Table 7.3). 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, including the residential component, may can be permitted immediately as supporting uses. for the initial threshold of 2,300 residential units in Growth Areas 2 & 3.
7.2.1 Sequencing & Implementation Growth Areas Open Space	Text within Table 7.2 has been amended to account for updated DLR Open Space/Green Infrastructure: Permission Granted on 13th July 2016 (DZ15A/0813/ DZ20A/0946). 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 3rd November 2016 (DZ16A/0570/ DZ19A0874). 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/DZ19A/0874). 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. To be agreed Beckett Park is complete and is being managed by DLR since 2023 and is open to the Public. 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.

Relevant section / Specific objective	Amended text
7.2.1 Sequencing & Implementation Growth Areas Infrastructure	<p>The following text has been amended to provide clarity:</p> <p>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.</p>
7.2.1 Sequencing & Implementation Growth Areas Transport Infrastructure	<p>The following text has been amended:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Note: Refer to definition of High Intensity Employment (HIE) in Section 2.2.2 in Chapter 2.</p>
7.2.1 Sequencing & Implementation Growth Areas Transport Infrastructure	<p>Text within Table 7.3 has been amended to account for updated Transportation Infrastructure:</p> <p>Prior to the occupation of 65% of Development Area D5Completed in 2024</p> <p>Prior to granting permission for residential development in GA 2 and GA 3 that exceeds 2300 units. Works commenced. Prior to the occupation of residential development in GA 2 and GA 3 that exceeds 23002,800 units.</p> <p>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 Permission granted DZ21A/1017 on 11th November 2022. 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 2,800 units. WHICHEVER IS THE SOONER.</p>

Relevant section / Specific objective	Amended text
7.2.2 Infrastructure Delivery	<p>The following text has been amended for consistency:</p> <p>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.</p> <p>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.</p> <p>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.</p>
7.3 Strategic Infrastructure and Phasing	<p>The following text has been amended for consistency:</p> <p>Notwithstanding, DLRC will proactively engage with the relevant statutory agencies and infrastructure providers to secure timely delivery of such infrastructure. DLRC will also continue active engagement with the DHPLG DHLGH and Government in the context of initiatives to expedite the delivery of housing.</p>
7.3 Strategic Infrastructure and Phasing	<p>The following text has been amended for clarity:</p> <p>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.</p>

Relevant section / Specific objective	Amended text
7.3 Strategic Infrastructure and Phasing	<p>The following note below Table 7.5 has been amended to provide clarity:</p> <p>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, circa 65,000 sqm of HIE type development has been constructed, with a further circa 39,500 sqm permitted in Cherrywood.</p>
7.3 Strategic Infrastructure and Phasing Prematurity	<p>Text within Table 7.4 has been amended to provide clarity of DLR's objectives:</p> <p>Area Wide Travel Plan for the Planning Scheme Area to be prepared by DLRCC / NTA Completed. Next Steps to be implemented by landowners / developers to support active travel and sustainable living in Cherrywood.</p> <p>Uisce Éireann DLRCC to replace a short portion of critical trunk main from Bride's Glen Rd.</p> <p>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. Uisce Éireann (UÉ), DLR and DCC DLRCC 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. 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. 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.</p> <p>To be completed. (DLRCC is actively engaging with UÉ as relevant statutory agency. Applicants to engage with UÉ to confirm that sufficient water supply is available to serve the proposed development). 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 associated projects are being delivered by the Council as Development Agency.</p> <p>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.</p>

Relevant section / Specific objective	Amended text
	Development of a protocol for the assessment and monitoring of strategic road network performance has been devised and is operational between DLRCC / NRA TII / NTA. On-going and in progress, and on an annual basis, or as agreed otherwise.
7.4 Operation of Planning Scheme	<p>The following text has been amended as follows:</p> <p>To facilitate ongoing monitoring, evaluation and implementation of the Planning Scheme, it is proposed that:</p> <ol style="list-style-type: none"> 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. The Cherrywood Steering Group will provide oversight and governance and have overall responsibility for the progress and implementation of the Planning Scheme. Regular progress reports will be presented to Council by Quarterly Management Report and Area Committees as appropriate. The Development Agency Project Team will liaise with all relevant stakeholders. <p>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.</p>



3.3 Potential Implications of the Proposed Amendment

An overview of the potential implications of the proposed amendment is provided below.

3.3.1 Development Sequencing and Transport Capacity

The revised mode share targets will support and facilitate the bringing forward of an additional 2,000 residential units in the SDZ. The analysis undertaken by AECOM in their Technical Note shows that Junction A at the Wyattville Link Road and Tullyvale Road, defined in the Planning Scheme will be able to accommodate traffic associated with the 2,000 additional units, with the revised mode share targets.

The additional 2,000 units comprises:

- 1,500 units currently allowed for under the 2,300 unit threshold for the development of residential units in Growth Areas 2 and 3 in tandem with Growth Area 1. These are units which are allowed to progress but without approved planning permission.
- An additional 500 units.

The 2,300 unit threshold has been increased to 2,800 units.

Based on this assessment, it was concluded in the AECOM review that DLR may increase the 2,300-unit threshold to 2,800 units.

It should be noted that this increase relates to the number of residential units which can be developed with existing infrastructure in place. It is not an increase in the total number of residential units permitted in the completed Cherrywood Planning Scheme.

It is not anticipated that the increase in the unit threshold will have an impact on the operation of the adjoining national road network.

3.3.2 Sustainable Travel and Transport

The changes made to the Planning Scheme under the proposed amendment will ensure better alignment with high-order and inter-related transport plans that promote sustainable travel and transport, including the National Sustainability Mobility Policy and the National Transport Authority's Greater Dublin Area Transport Strategy 2011 – 2030. The changes will better support, underpin and encourage sustainable travel and transportation in the Cherrywood area.



The slight adjustments to planning policy and criteria made under the proposed amendment translate the requirements of higher-order transport policy to the Planning Scheme area, and clarify and emphasise requirements relating to the development of high quality sustainable transport and travel infrastructure in the area (in accordance with Dún Laoghaire Rathdown County Council's Standards for Cycle Parking & associated Cycling Facilities for New Developments, for example). The following planning requirements/criteria have been defined under the proposed amendment:

- *'Planning Applications will be expected to demonstrate that [residential car parking on neighbourhood roads and short stay parking on streets] car parking shall not impact negatively on the public realm and detail the proposed management of same.'*
- *'It is critical that all development in Cherrywood is designed to ensure safe access to short and long-term cycle parking locations...designers shall provide alternate means for cyclists to access underground level cycle parking locations in accordance with Dún Laoghaire Rathdown County Council's Standards for Cycle Parking & associated Cycling Facilities for New Developments (2018 or as updated) and the Cycle Design Manual, and suitably demonstrate how cyclists will be discouraged from using the vehicular ramp.'*
- *Special emphasis will be given to the assessment of pedestrian and cycle facilities at Planning Application level. They will be assessed according to the following criteria: ... 7) Is the designed access to cycle parking locations safe for users of all ages and abilities and for all types of bicycles, 8) Does the Cycle design for the development accord with the requirements of Dún Laoghaire Rathdown County Council's Standards for Cycle Parking & associated Cycling Facilities for New Developments (2018 or as updated) and the Cycle Design Manual?'*

3.4 Relationship with other Relevant Plans and Programmes

A list of the principal plans and programmes that the proposed amendment inter-relates with is provided below:

National Level Plans/Programmes

- Project Ireland 2040 - National Planning Framework, First Revision 2025
- Project Ireland 2040 - National Sustainable Mobility Policy
- Project Ireland 2040 - National Investment Framework for Transport in Ireland (NIFTI)
- Climate Action Plan 2025

Regional and Local Level Plans/Programmes

- Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region 2019 - 2031
- Dún Laoghaire-Rathdown County Development Plan 2022-2028
- Dún Laoghaire-Rathdown County Council Climate Action Plan 2024-2029
- National Transport Authority - Greater Dublin Area Transport Strategy 2022-2042
- Dublin Metropolitan Area Strategic Plan (MASP)

The proposed amendment has been informed by and aligns with these higher-order plans and programmes. An overview of how the plan is consistent with these high-order plans is presented in Table 3-3.



Table 3-3: Proposed Amendment Consistency with Inter-related Plans and Programmes

Plan/Programme	Proposed Amendment Consistency with Plan/Programme
Project Ireland 2040 - National Planning Framework, First Revision 2025	<p>The proposed amendment will support full alignment of The Planning Scheme with the National Strategic Outcomes (NSOs) and Strategic Investment Priorities (SIPs) established in the First Revision of the National Planning Framework, specifically:</p> <ul style="list-style-type: none"> • NSO 1: Compact Growth • NSO 5: Sustainability Mobility • NSO 8: Transition to a Carbon Neutral and Climate Resilient Society • SIP 1: Housing and Sustainable Urban Development • SIP 4: Environmentally Sustainable Public Transport
Project Ireland 2040 - National Sustainable Mobility Policy	<p>The proposed amendments to sustainable travel targets will facilitate alignment with the sustainable mobility targets defined in the Department of Transport National Sustainable Mobility Policy. Goal 3 of the Policy, <i>'Expand availability of sustainable mobility in metropolitan areas'</i>, aims to expand the capacity of sustainable mobility in five cities in Ireland, including Dublin, in order to achieve the targets of the Climate Action Plan 2021.</p>
Project Ireland 2040 - National Investment Framework for Transport in Ireland (NIFTI)	<p>Facilitating a modal shift towards sustainable mobility and active travel within the Cherrywood SDZ will align the Planning Scheme with the Modal Hierarchy defined in the National Investment Framework for Transport in Ireland:</p> <ol style="list-style-type: none"> 1. Active Travel 2. Public Transport 3. Private Vehicles <p>As established in the NIFTI, public transport infrastructure developments such as BusConnects will be vital in supporting a sustained shift away from dependence on private vehicles.</p>
Climate Action Plan 2025	<p>The proposed amendment supports the climate action objectives of the Climate Action Plan 2025 by facilitating a modal shift to sustainable mobility in the Cherrywood SDZ.</p>
Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region 2019 - 2031	<p>The proposed amendments to development sequencing and transport capacity support the full alignment of the Planning Scheme with the Key Principles of the RSES 2019-2031:</p> <ul style="list-style-type: none"> • Healthy Placemaking • Climate Action • Economic Opportunity <p>Furthermore, the provision of public transport services, as proposed, will support the realization of several Regional Strategic Outcomes (RSOs) defined in the RSES 2019-2031:</p> <ul style="list-style-type: none"> • RSO 2: Compact Growth and Urban Regeneration • RSO 6: Integrated Transport and Land Use • RSO 9: Support the Transition to Low Carbon and Clean Energy



Plan/Programme	Proposed Amendment Consistency with Plan/Programme
Dún Laoghaire-Rathdown County Development Plan 2022-2028	<p>The proposed amendment will further align The Planning Scheme with vision and objectives of the Dún Laoghaire-Rathdown County Development Plan 2022-2028. This will support the achievement of the following Strategic County Outcomes (SCOs) established in the Count Development Plan:</p> <ul style="list-style-type: none"> • SCO 1: Creation of a climate resilient County • SCO 2: Creation of a compact and connected County • SCO 3: Creation of a Network of Liveable Towns and Villages • SCO 4: Creation of an inclusive and healthy County
Dún Laoghaire-Rathdown County Council Climate Action Plan 2024-2029	<p>The proposed amendment supports the strategic priorities of the Dún Laoghaire-Rathdown County Council Climate Action Plan (CAP) 2024-2029. As established in the CAP, active travel and public transport solutions are a priority to address carbon emissions, congestion and air quality issues in the Plan area.</p>
National Transport Authority - Greater Dublin Area Transport Strategy 2022-2042	<p>Proposed amendments to sustainable mobility infrastructure as detailed in Table 3-2 will support full alignment of The Planning Scheme with the Strategy Objectives and Measures of the National Transport Authority (NTA) Greater Dublin Area Transport Strategy 2022-2042, specifically:</p> <ul style="list-style-type: none"> • Measure INT13: Sustainable Transport Incentives • Measure BUS3: Orbital and Local Bus Routes <p>Proposed text to be added to The Planning Scheme reflects commitments to establish more active, accessible and sustainable transportation options in the Greater Dublin Area as outlined in the NTA Greater Dublin Area Transport Strategy 2022-2042. Such shared commitments relate to:</p> <ul style="list-style-type: none"> • BusConnects Dublin • Expanded Network of Cycle Lanes • Improved Connectivity • Bike Share Schemes • Pedestrian Priority Zones • Enhanced Wayfinding • Traffic Calming Initiatives • Public Engagement and Education
Dublin Metropolitan Area Strategic Plan	<p>The proposed amendment will align The Planning Scheme with the strategic vision and following Guiding Principle of the Dublin Metropolitan Area Strategic Plan (MASP):</p> <ul style="list-style-type: none"> • Compact sustainable growth and accelerated housing delivery - To support a steady supply of sites and to accelerate housing supply, in order to achieve higher densities in urban built up areas, supported by improved services and public transport.



4. STRATEGIC ENVIRONMENTAL ASSESSMENT SCREENING

This section of the report documents the SEA Screening undertaken for the amended development sequencing and transport capacity.

Table 4-1 presents a holistic evaluation of the potential environmental implications of the proposed amendment summarised in Section 3.1 and itemised in Table 3-2.

Table 4-2 presents an evaluation of the likely significant environmental effects of the proposed amendment relative to defined Schedule 2A criteria.

Table 4-1: Evaluation of Potential Environmental Implications of the Proposed Amendment

Potential Implications on the Receiving Environment
<p><u>Introduction</u></p> <p>The Technical Note completed by AECOM states the following in relation to revised development sequencing and transport capacity in Cherrywood SDZ:</p> <ul style="list-style-type: none"> 'Bringing forward residential development earlier than currently allowed for in the planning scheme is largely dependent on the achievement of a high public transport and active travel mode share. As per the planning scheme, Cherrywood aims to achieve a Car / Non-Car mode share of 47% / 53%. However, to maximise the quantum of residential development which can be brought forward, an increased mode share for Non-Car modes is required.' 'There are various measures which will assist in achieving the Non-Car mode share targets and support bringing forward additional residential units for development [including]: <ul style="list-style-type: none"> Implementation of parking standards as per the non-residential car parking amendment to the Planning Scheme. Implementation of quality active mode networks which provide convenient access to public transport, encourage active only trips and internal development trips as currently prescribed in the planning scheme. Planning of land-uses to encourage internal trip making within the development – filtered permeability as currently prescribed in the planning scheme.' 'An additional 2,000 residential units could be brought forward earlier than currently allowed for in the planning scheme subject to the implementation of policies/measures to achieve a 66% Non-Car target mode share.' <p>The review and emergent recommendations have been informed by the National Sustainable Mobility Policy. The technical note completed by AECOM concludes that, with the appropriate measures in place (i.e. sustainable mobility infrastructure to facilitate an increased mode share for Non-Car modes), DLR will be capable of advancing housing development earlier than currently allowed for.</p> <p>DLR have made changes to the Planning Scheme to give effect to the recommendations made in the AECOM technical note. These changes have been summarized in Section 3.2 of this report.</p> <p><u>Potential Implications on the Receiving Environment</u></p> <p>The proposed amendment supports and facilitates the bringing forward of an additional 2,000 residential units for development in 2028 under the Planning Scheme. The changes have the potential to expedite the delivery of suitable, well-serviced housing in the Planning Scheme area, generating positive effects for population and human health.</p>



Potential Implications on the Receiving Environment

The 2,300 unit threshold previously defined for Growth Areas 2 and 3 will be increased to 2,800 units under the proposed amendment. These 500 units are not additional residential units beyond what has been allowed for under the Cherrywood Planning Scheme, however. The changes only allow for the occupation of these units at an earlier stage of the Planning Scheme. The proposed amendment does not propose to increase the total number of residential units proposed for the Cherrywood SDZ beyond the maximum quantum of 10,500 units provided for under the existing Planning Scheme. The delivery of these 10,500 units has already been assessed and mitigated against under the SEA completed for the existing Planning Scheme.

The proposed amendment makes slight adjustments to planning policy and criteria to clarify and emphasize the requirement to deliver high quality, sustainable travel infrastructure in accordance with relevant guidelines and standards. The development of such infrastructure and the promotion of sustainable travel and transportation has the potential to generate a range of positive environmental effects, including effects on the following environmental components:

- Population and Human Health – by encouraging use of sustainable travel and transport modes.
- Traffic and Transportation – through the delivery of high-quality sustainable travel and transport infrastructure.
- Air Quality – through a reduction in private car use.
- Climate - through a reduction in private car use.

The proposed changes support and are in keeping with the following objectives defined under the existing Planning Scheme, however:

- PI 13: It is an objective to develop and support a culture of sustainable travel into and within the Planning Scheme.
- Strategic Environmental Objective (SEO) C1: To reduce travel related emissions to air and to encourage modal change from car to more sustainable forms of transport.

The analysis undertaken by AECOM demonstrates that, with the revised mode share targets, the bringing forward of the additional 2,000 residential units will not result in an increase in traffic at Junction A, beyond its design capacity, as provided for under the existing Planning Scheme. The changes do not therefore have the potential to generate negative effects on traffic and transport conditions.

The text amendments associated with the proposed amendment will not introduce any additional sources of environmental impact not already considered under the existing SEA or AA undertaken for the relevant higher-order Plans and Programmes.

Conclusions

The proposed amendment supports and underpins the promotion of sustainable travel and transport in The Planning Scheme area. It supports the realization of the existing SEO C1 under the Planning Scheme. It is generally in keeping with the vision, principles, themes and objectives of the existing Planning Scheme.

It does not support or provide for the carrying out of types of development or infrastructure, or any specific projects, beyond what has already been defined and quantified in the Planning Scheme and assessed under the SEA for The Planning Scheme.

It does not propose increasing the maximum quantum of residential development already defined under The Planning Scheme. It will not generate any adverse traffic and transport related effects.

It therefore does not introduce any additional sources of environmental impact, beyond what has already been considered within the environmental envelope of the SEA for the Planning Scheme.



Table 4-2: Evaluation of Potential Environmental Implications of the Proposed Amendment (Schedule 2A Criteria)

Schedule 2A: Criteria for determining whether a plan is likely to have significant effects on the environment	
The characteristics of the Plan or Programme, having regard in particular to:	
The degree to which the plan sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions, or by allocating resources.	<p>The purpose of the proposed amendment is to introduce revised sustainable travel targets in accordance with higher-order plans/programmes and to allow for the earlier development of residential units.</p> <p>The proposed amendment does not provide for a development type, or any specific development project, that has not already been considered and mitigated against at the appropriate level in the SEA for The Planning Scheme.</p> <p>The changes do not significantly alter the existing framework for development under the Planning Scheme. The proposed amendment only makes slight adjustments to planning policy and criteria to clarify and emphasize the requirement to deliver high quality, sustainable travel infrastructure in accordance with relevant guidelines and standards.</p>
The degree to which the plan or programme influences other plans, including those in a hierarchy.	Given the position of the Planning Scheme in the Planning Hierarchy, the proposed amendment has minimal potential to influence any lower-order plans. It has been informed by and aligns with these higher-order plans and programmes (presented in Section 3.4).
The relevance of the plan for the integration of environmental considerations in particular with a view to promoting sustainable development.	<p>The Cherrywood SDZ Planning Scheme, to which the proposed amendment relates has been subject to SEA.</p> <p>The SEA has integrated appropriated environmental considerations into the Planning Scheme, therefore ensuring its implementation contributes to environmental protection and management and sustainable development.</p> <p>The proposed amendment is in keeping with the vision, principles, themes and objectives of the existing Planning Scheme, and accords with existing Planning Scheme objectives pertaining to sustainable travel and transport.</p> <p>The proposed amendment does not introduce any additional sources of environmental impact, beyond what has already been considered within the environmental envelope of the SEA for the Planning Scheme. It does not necessitate the integration of any additional environmental considerations or mitigation into the Planning Scheme. It accords with the SEOs defined under the SEA for the existing Planning Scheme.</p>
Environmental problems relevant to the plan or programme.	Environmental problems may arise where there is a conflict within existing environmental conditions and legislative targets. The proposed amendment will in fact contribute to existing environmental protection objectives contained within the original Cherrywood Planning Scheme.



Schedule 2A: Criteria for determining whether a plan is likely to have significant effects on the environment

	<p>It is in keeping with the vision, principles, themes and objectives of the existing Planning Scheme, and accords with existing Planning Scheme objectives pertaining to sustainable travel and transport. It accords with the SEOs defined under the SEA for the existing Planning Scheme.</p> <p>The proposed amendment does not contribute to any environmental problems. It does not introduce additional sources of environmental impact beyond what has been assessed and mitigated against, as necessary, under the SEA of the existing Planning Scheme.</p>
The relevance of the plan for the implementation of European Union legislation on the environment (e.g. plans linked to waste management or water protection).	<p>The proposed amendment is not designed to directly support with the implementation of European Union (EU) legislation. It does indirectly support the achievement of EU legislation relating to air quality and climate through supporting a reduction in private car use. It is however in keeping with the vision, principles, themes and objectives of the existing Planning Scheme.</p>
Characteristics of the effects and of the area to be affected, having regard in particular to:	
The probability, duration, frequency and reversibility of the effects.	<p>The proposed amendment does not introduce any additional sources of environmental impact, beyond what has already been considered within the environmental envelope of the SEA for The Planning Scheme.</p> <p>The analysis undertaken by AECOM demonstrates that, with the revised mode share targets, the bringing forward of the additional 2,000 residential units will not result in an increase in traffic at Junction A, beyond its design capacity, as provided for under the existing Planning Scheme. The changes do not therefore have the potential to generate negative effects on traffic and transport conditions.</p> <p>The promotion of high quality sustainable transport and travel infrastructure and the achievement of the new mode share targets has the potential to generate a range of positive environmental effects, in keeping with the vision and SEOs for the existing Planning Scheme.</p>
The cumulative nature of the effects.	<p>The proposed amendment does not introduce any additional sources of environmental impact, beyond what has already been considered within the environmental envelope of the SEA for the Planning Scheme, that may combine with environmental impacts associated with other plans or projects, to create a significant cumulative effect.</p> <p>The technical note by AECOM states that the early development of additional residential units may contribute to short-term pressure on transport modes in the area and capacity pressure at Junction A. However, the review states that this would be resolved quickly due to the availability and quality of the bus capacity provided in the Cherrywood area. The proposed amendment is unlikely to result in a significant effect on the traffic and transport environment due to congestion.</p>



Schedule 2A: Criteria for determining whether a plan is likely to have significant effects on the environment

	It is further noted that a strong planning policy framework for ensuring future travel demand is managed sustainably and for ensuring infrastructure is in place for development taking place in the area has been defined in Chapter 4 and Chapter 7 of the existing Planning Scheme.
The trans-boundary nature of effects.	The proposed amendment is restricted to the geographic location and extent of the Cherrywood Strategic Development Zone. The proposed amendment will not give rise to any transboundary effects.
The risks to human health or the environment (e.g. due to accidents).	The proposed amendment will generate any risks to human health or the environment, beyond what has been considered in the SEA for the existing Planning Scheme.
The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected).	The proposed amendment does not introduce any additional sources of environmental impact, beyond what has already been considered within the environmental envelope of the SEA for The Planning Scheme. The proposed amendment does not propose to increase the total number of residential units proposed for the Cherrywood SDZ beyond the maximum quantum of 10,500 units provided for under the existing Planning Scheme.
<p>The value and vulnerability of the area likely to be affected due to:</p> <ul style="list-style-type: none"> a) Special natural characteristics or cultural heritage b) Exceeded environmental quality standards or limit values c) Intensive land use 	<p>The proposed amendment does not introduce any additional sources of environmental impact, beyond what has already been considered within the environmental envelope of the SEA for The Planning Scheme, that may affect sensitive environmental features.</p> <p>An AA Screening of the proposed amendment has been carried out (see accompanying AA Screening Report). This AA Screening concluded that <i>'beyond reasonable scientific doubt, in view of best scientific knowledge, on the basis of objective information, that the proposed amendment, individually or in combination with other plans and projects, is not likely to have a significant effect on European sites.'</i></p> <p>The proposed amendment will not introduce any environmental effects that will affect the sensitivity of the receiving environment or result in the exceedance of any prescribed Environmental Quality Standards.</p> <p>The proposed amendment will not introduce any intensive land use or land use changes.</p>
The effects on areas or landscapes which have a recognised national, European Union or International Protection Status.	The proposed amendment will not give rise to any significant impact on areas or landscapes which have a recognised national, EU or international protection status. The proposed amendment, in and of itself, does not support any visually-impactful developments.



5. CONCLUSION

It is concluded the proposed amendment does not have the potential to generate likely, significant environmental effects.

The principal reasons for this are as follows:

- The proposed amendment does not introduce any additional sources of environmental impacts not already considered under the SEA for the Cherrywood SDZ Planning Scheme.
- The proposed amendment does not provide for a development type, or any specific development project, that has not already been considered at the appropriate level in the SEA for the Cherrywood SDZ Planning Scheme.
- The proposed amendment only has the potential to generate positive environmental effects that are in keeping with the vision and SEOs for the existing Planning Scheme. It supports and accords with the existing policy objective PI 13 and Strategic Environmental Objective EO C1 defined under the Cherrywood SDZ Planning Scheme.
- The proposed amendment does not conflict with any objectives or policies currently defined in the Planning Scheme or defined in higher-order or inter-related plans (including Strategic Environmental Objectives).

A Strategic Environmental Assessment for the proposed amendment is not required.



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