

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

### **7.1 Concept**

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

Chapter 6 has detailed the 8 Development Areas within Cherrywood and identifies the infrastructure requirements to be provided within each Development Area through the development management process. Accordingly, applicants will be required to demonstrate that the identified infrastructure requirements for the delivery of the Planning Scheme are being provided as part of any planning application.

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

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

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

#### **Funding**

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

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

Infrastructural facilities and services that benefit the development of the Planning Scheme can be funded by way of a supplementary contribution scheme under Section 49 and/or an additional Section 48 Contribution Scheme as facilitated by the Planning & Development Acts 2000, as amended. A Cherrywood Section 48 Development Contribution Scheme (2017-2020) has been prepared and shall be used solely to fund infrastructure identified in the Scheme Area. Alternative means of funding such infrastructure can also be examined by DLRCC and the landowners/developers

### **7.2 Sequence of Development**

#### **Overview**

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

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

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

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

Refer to Maps 7.1 & 7.2

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

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

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

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

## **7.2.1 Sequencing & Implementation**

### **Growth Areas**

#### **Residential**

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

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

#### **Village Centres**

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

#### **Town Centre**

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

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

### **High Intensity Employment**

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

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

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

### **Infrastructure**

The guiding principle for infrastructure delivery in Cherrywood is to ensure a holistic approach to the creation of sustainable living and working communities with an emphasis on the provision of the necessary social infrastructure in tandem with the delivery of residential units. 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 the significance of walking and cycling as sustainable transport modes.

The sequencing requirements reflect this emphasis and as such there is a focus on the sequential delivery of schools; open space and green infrastructure; and sustainable transport infrastructure where the timing of provision is critical in the context of an emerging transport network. Accordingly, development should not proceed in the absence of the infrastructure provision as identified in Tables 7.1-7.3, save for in the circumstances as provided for under Section 7.2.2. Infrastructure provision may be brought forward or front-loaded in all instances.

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

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

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

### **Schools**

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

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

**Table 7.1: Provision of Schools**

<b>Schools</b>	<b>Site and associated open space to be made available to the Dept of Education and Skills prior to the granting of permission for:*</b>	<b>School buildings complete prior to the granting of permission for: *</b>
<b>Primary School</b> (including adjoining open space provision for school) (24 or 32 classroom school)	1,000 residential units	1,800 residential units
<b>Post Primary School</b> (including adjoining open space provision for school)	2,500 residential units	3,400 residential units
<b>Primary School</b> (number of classrooms depending on demand including adjoining open space provision for school)	4,000 residential units	5,000 residential units
<b>Post Primary School</b> (including adjoining open space provision for school)	5,000 residential units	6,000 residential units
<b>Primary School</b> (number of classrooms depending on demand including adjoining open space provision for school)	7,000 residential units	8,000 residential units
<b>Primary School</b> (number of classrooms depending on demand including adjoining open space provision for school)	8,000 residential units	

*\*Unless deviation agreed in writing between the Department of Education and Skills and the Local Authority. For clarity the sites identified in the Planning Scheme relate to public primary and post primary schools.*

## **Open Space**

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

**Table 7.2: Open Space/Green Infrastructure**

<b>Open Space for Growth Area 1</b>	<b>Requirement</b>	<b>Taken in Charge by the Council</b>
Tully Park Permission Granted on 13 <sup>th</sup> July 2016 (DZ15A/0813). Work commenced in February 2017.	Construction to taking in charge standard prior to occupation of any dwellings within Development Areas 2 & 4 and to be made available to the public at a time to be agreed with the Local Authority	To be agreed with the Local Authority at application stage.
Ticknick Park (circa 6 Ha) Permission Granted on 3 <sup>rd</sup> November 2016 (DZ16A/0570). Work commenced in February 2017.	Construction to taking in charge standard prior to occupation of any dwellings within Development Areas 2 & 4 and to be made	To be agreed with the Local Authority at application stage.

	available to the public at a time to be agreed with the Local Authority	
Green Infrastructure	To be included in Planning Applications for development in the Development Area in which they are located and to be made publicly accessible at a time to be agreed with the Local Authority.	To be agreed with the Local Authority at application stage.
<b>Open Space for Growth Area 2 &amp; 3</b>		
Ticknick Park (Remainder of park area) Permission Granted on 3 <sup>rd</sup> November 2016 (DZ16A/0570). Work commenced in February 2017.	Construction to taking in charge standard prior to occupation of any dwellings within each of the Development Areas in Growth Areas 2 & 3 and to be made available to the public at a time to be agreed with the Local Authority	To be agreed with the Local Authority at application stage.
Beckett Park Permission Granted on 13 <sup>th</sup> April 2016 (DZ15A/0814). Work commenced in February 2017.	Construction to taking in charge standard prior to occupation of any dwellings within Development Areas 7 & 8 and to be made available to the public at a time to be agreed with the Local Authority	To be agreed with the Local Authority at application stage.
Lehaunstown Park Open Space	Construction to taking in charge standard prior to occupation or commencement of any use associated with Lehaunstown Park House. .	To be agreed with the Local Authority at application stage.
Green Infrastructure	To be included in Planning Applications for development in the Development Area in which they are located and to be made publicly accessible at a time to be agreed with the Local Authority.	To be agreed with the Local Authority at application stage.

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

### Transportation Infrastructure

In respect of the delivery of the transport network that lies within the Planning Scheme boundary, the overriding imperative of the sequencing requirements is to ensure that mode choice for future residents evolves in a sustainable manner. Accordingly, there is a strong emphasis on the up-front delivery of active transport modes in tandem with high levels of public transport accessibility and managing traffic demand onto the national road network. The Green Line Luas has capacity to support an emerging town and residential community. Meanwhile, the effective use of bus infrastructure and services, internal pedestrian and cycle facilities, as well as external walking and cycle links with the wider environs, are essential to ensure a sustainable modal share in Cherrywood.

**Table 7.3: Transportation Infrastructure**

<b>Pedestrian and Cycle Infrastructure</b>			
<b>Infrastructure</b>	<b>Permission in Place</b>	<b>Work Commenced</b>	<b>Completed to a Standard to be taken in Charge</b>
Provision of improved internal pedestrian and cycle facilities in Development Areas as per the objectives of the Planning scheme. Appropriate facilities to be designed in line with best practice, including the NTA Cycle Manual with respect to cycle infrastructure, or as determined by DLR in conjunction with the NTA.	Appropriate facilities as determined by DLRCC to be permitted prior to permission being granted in the respective development area.	Appropriate facilities as determined by DLRCC to be commenced prior to the commencement of any development in the respective development area.	Facilities will be completed to a Standard to be taken in Charge by DLR prior to the occupation of any development in the respective development area.
<b>Bus and Public Transport Infrastructure</b>			
<b>Infrastructure</b>	<b>Permission in Place</b>	<b>Work Commenced</b>	<b>Completed to a Standard to be taken in Charge</b>
Provision of internal bus infrastructure (bus route to Cherrywood Luas Station, traffic management, RTP1 signs, bus shelters, Cherrywood Luas stop interchange facility).	-	Work Commenced in February 2017	Prior to the occupation of any new residential development in either Development Areas DA2 or DA4.
Provision of an internal Bus turn-back facility. (Note: The provision of temporary bus infrastructure, including a temporary bus turnabout, may satisfy this requirement subject to the agreement of DLR and NTA.	-	-	Prior to the occupation of any new development in either Growth Area 2 or 3.
<b>Roads Infrastructure Requirements for Development in Growth Area 1</b>			
<b>Infrastructure</b>	<b>Permission in Place</b>	<b>Work Commenced</b>	<b>Completed to a Standard to be taken in Charge</b>
Druid's Glen Road Q-P3	Prior to any permission being granted in Development Area 5.	Prior to the occupation of 40% of Development Area DA5	Prior to the occupation of 65% of Development Area DA5
Roads Phase 1: Junction at A, roads I1-A-A1-B-L-P2-C-D-D1-K1-K-F1-J-A2-A1 and road B-A2	Permission Granted on 16 <sup>th</sup> August 2016.	Work Commenced in February 2017	Prior to the occupation of any new development in either Development Areas DA2 or DA4.
Wide pedestrian crossing and Street from A2-A3	Prior to any permission being granted in	Prior to the occupation of 40% of the retail or 45%	Prior to the occupation of 65% of the retail or 65%

Grand Parade.	Development Area 2.	of the employment	of the employment
<b>Roads Infrastructure Requirements for Development in Growth Area 2 and/or Growth Area 3</b>			
<b>Infrastructure</b>	<b>Permission in Place</b>	<b>Work Commenced</b>	<b>Completed to a Standard to be taken in Charge</b>
Roads Phase 1: Junction at A, roads I1-A-A1-B-L-P2-C-D-D1-K1-K-F1-J-A2-A1 and road B-A2	Permission Granted on 16 <sup>th</sup> August 2016.	Work Commenced in February 2017	Prior to PERMISSION of any new development in Growth Areas 2 and 3
Barrington's Road Druid's Glen Road P3-P-C	-	Prior to granting permission for residential development in GA 2 and GA 3 that exceeds 2300 units.	Prior to the occupation of residential development in GA 2 and GA 3 that exceeds 2300 units.
Castle Street D-M-TI (Transport Interchange at Priorsland)).(Note: As an alternative the provision of a temporary bus infrastructure, including a bus turnabout, may satisfy this requirement subject to the agreement of DLR and NTA.	-	Prior to granting permission for any new development in Development Area DA3.	Prior to the occupation of any new development in Development Area DA3.
Cherrywood Avenue and Beckett Road Underpass H-G-F-F1	Prior to any permission being granted in either Development Area 6B or 7. /OR/ Prior to any permission being granted for residential development in GA 2 and GA 3 that exceeds 2300 units. WHICHEVER IS THE SOONER	-	Prior to the occupation of any new development in either Development Area 6B or 7. /OR/ Prior to the occupation of residential development in GA 2 and GA 3 that exceeds 2300 units. WHICHEVER IS THE SOONER
Barrington Road D-E and Beckett Road E-F	-	-	Prior to PERMISSION of HIE employment development within the Planning Scheme Boundary exceeding 241,000sqm or equivalent.

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

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

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

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

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

### **7.2.2 Infrastructure Delivery**

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

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

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

The Development Agency Project Team will then make a recommendation to the Planning Authority. The Planning Authority makes the planning decision and may consider any such proposals as outlined above, on a case by case basis, as part of any planning application having regard to the above assessment criteria. The onus will be on applicants to demonstrate that their proposal takes cognisance of these criteria and would not undermine the long-term objectives of the Scheme.

### **Construction Access**

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

## **7.3 Strategic Infrastructure and Phasing**

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

Whilst there may be potential for some internal elements to be delivered under the development management process, many typically apply at a wider regional level, require multi-agency collaboration and government funding, and as such lie outside the specific remit of the Planning Scheme and Dún Laoghaire Rathdown as a Development Agency.

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



Having regard to the above, it is considered appropriate to link the phasing of strategic infrastructure to development thresholds across the entire Planning Scheme Area. Therefore, Table 7.4 sets out 3 phases for the delivery of strategic infrastructure and services. Each phase has a threshold of residential units and high intensity employment floor space.

In relation to transportation infrastructure, Table 7.4 is based on the guidance provided in the document, Cherrywood SDZ Planning Scheme – Proposed Phasing Scheme (NTA, 2011), prepared by the NTA in consultation with the NRA, and as updated by the AECOM Technical Note, December 2017, as commissioned by DLRCC and supported by TII / NTA.

**In respect to Table 7.4 the following applies:**

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

**Note:** The availability of water supply is a regional strategic issue. This may be a constraining factor on future growth that is outside the control of the Planning Scheme and the Local Authority to resolve, and will require the support of Government and Irish Water. 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.

### **Strategic Road Infrastructure**

In addition to the above requirements set out in tables 7.1-7.3 for the road network within the Planning Scheme boundary and in order to protect the strategic function of the national road network, the proposed development within Cherrywood is dependent on the careful management of the finite capacity that exists on the strategic road network and on the provision of external strategic transport infrastructure and services as detailed in table 7.4 below. The assessment and monitoring of the performance of the strategic road network (namely the M50, N11 and Wyattville Link Road) shall be carried out in accordance with the protocol agreed by the NTA, TII and DLRCC in September 2015.

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

For proposals which exceed the Phase 2 thresholds as described in table 7.4, developers will be required to assess and demonstrate the predicted impacts of any proposed development on the strategic road network prior to any further planning application being submitted. The extent of the area to be assessed and methodology applied will be agreed by the Developer with the Development Agency in consultation with the NTA and TII.

## Prematurity

The over-riding focus to the phasing of development in Cherrywood is part of a holistic approach to the sustainable creation of living and working communities. To effectively manage and promote such development, a number of critical steps have been identified in order to enable development, some of which have already been progressed by DLRCC as Development Agency, in conjunction with other statutory agencies and stakeholders. The commencement of development is predicated on these critical steps being addressed to the satisfaction of DLRCC. These critical steps and the status thereof, are as follows:

**Table 7.4: Critical Steps**

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

**Table 7.5 Strategic Infrastructure and Services – Phasing Thresholds**

<b>Phase 1</b>			
<b>Up to 165,000sqm High Intensity Employment ( 8,250 employees) and Up to 6,414 dwellings (or equivalent)</b>	<b>Lead Agency/ Agencies for Implementation</b>	<b>Agency/ Agencies with Primary Funding Responsibilities</b>	<b>Other Stakeholders</b>
Provision of direct/ dedicated walking/cycling link between Bray and the Cherrywood SDZ area.	DLRCC	NTA/DLRCC	-
Provision of improved walking/cycling links between the N11 corridor and the Cherrywood SDZ area.	Developer/ DLRCC	Developer/ NTA/DLRCC	-
Provision for additional traffic and demand management measures onto the M50, in conjunction with TII and in consultation with the NTA.	DLRCC/TII	TII/DLRCC	NTA
In line with the emerging Bus Connects Network being undertaken by the NTA, review and as necessary provide for new /improvements/ extensions to bus routes, including by way of example, Orbital Bus Services from Tallaght, Cherrywood <-> Dún Laoghaire, Cherrywood <-> City Centre, Cherrywood <-> North Wicklow) in conjunction with the NTA..	NTA	NTA/Bus Operators	DLRCC
Assessment of strategic road network performance in conjunction with TII and in consultation with the NTA. (To be carried out agreed intervals in accordance with the Protocol agreed by TII/NTA/DLRCC)	DLRCC/TII	TII/DLRCC	NTA
Incremental increase of Luas capacity between Sandyford and St. Stephen's Green	NTA/TII	NTA/TII	-

Progress in conjunction with the NTA on the provision of a direct/ dedicated walking/cycling link between Sandyford Business District and the Cherrywood SDZ area.	DLRCC	NTA/DLRCC	-
Closure of temporary park and ride at Carrickmines and incorporation of park and ride into multi-storey car park.	Developer	Developer/ NTA/TII	DLRCC
Opening of Brennanstown Luas stop (depending on adjacent development).	NTA/TII	NTA/TII	-
The capacity of the water supply network is to be reviewed and Ballyman reservoir to be available to supply Cherrywood if so required.	Water Authority	Water Authority	-
Agreement by the landowners and Local Authority with the ESB on the phasing and provision of a second substation within Development Area 6	Developer	Developer/ ESB	DLRCC

<b>Phase 2</b>			
<b>Up to 241,000sqm (Over 165,000sqm) of High Intensity Employment ( 12,050 employees) and Up to circa 8,786 dwellings (over 6,414) (or equivalent)</b>	<b>Lead Agency/ Agencies for Implementation</b>	<b>Agency/ Agencies with Primary Funding Responsibilities</b>	<b>Other Stakeholders</b>
Review bus services in conjunction with the NTA, in light of implementation of Bus Connects Project.	NTA	NTA/Bus Operators	DLRCC
Assessment of strategic road network performance in conjunction with TII and in consultation with the NTA. (To be carried out agreed intervals in accordance with the Protocol agreed by TII/NTA/DLRCC)	DLRCC/TII	TII/DLRCC	NTA
Provision for additional traffic and demand management measures to the M50 / M11 along with any capacity enhancement measures as identified in GDA	NTA /TII	NTA /TII	DLR/FCC/SDCC/DCC

Strategy			
Incremental increase of Luas capacity, between Sandyford and St. Stephen's Green as identified in GDA Strategy	NTA/TII	NTA/TII	-

<b>Phase 3</b>			
<b>Over 241,000sqm High Intensity Employment ( 12,050 employees)</b>	<b>Lead Agency/ Agencies for Implementation</b>	<b>Agency/ Agencies with Primary Funding Responsibilities</b>	<b>Other Stakeholders</b>
Extension of Luas to Bray unless deviation agreed in writing by the local authority in consultation with the NTA.	NTA	NTA	-
Commenced Construction for the Kiltarnan Link Road and Priorsland overbridge.	DLRCC/TII	DLRCC/TII	NTA/TII
Review bus services in conjunction with the NTA, in light of implementation of Bus Connects Project.(including for example consideration of link to Kiltarnan LAP depending on demand).	NTA	NTA/Bus Operators	DLRCC
Assessment of strategic road network performance in conjunction with TII and in consultation with the NTA. (To be carried out agreed intervals in accordance with the Protocol agreed by TII/NTA/DLRCC)	DLRCC/TII	TII/DLRCC	NTA
Upgrade of Luas Green Line to Metro unless deviation agreed in writing by the local authority in consultation with the NTA.	NTA	NTA	-

**Note:** The above thresholds relate to the cumulative residential or employment development. The residential figure includes the existing circa 600 dwelling units in Tullyvale and Gleann Na Rí. 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.

## **7.4 Operation of Planning Scheme**

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

The Local Authority will undertake a review of the Planning Scheme prior to Phase 3 (See Table 7.5), or earlier if required. This is to ensure that the required infrastructure and facilities detailed in the Planning Scheme have been provided, are operational, and that the overall Scheme is progressing and continues to progress in a satisfactory manner.

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

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

To facilitate on-going monitoring, evaluation and implementation of the Planning Scheme, it is proposed that:

1. The Development Agency Project Team, as established to date, will be maintained as a multi-disciplinary team and continue to drive the progression and implementation of the Planning Scheme. The Project Team will report to the Cherrywood Steering Group and liaise with statutory agencies, landowners, stakeholders and relevant Government Departments.
2. The Steering Group will provide oversight and governance and have overall responsibility for the progress and implementation of the Planning Scheme.
3. Regular progress reports will be presented to Council by Quarterly Management Report and Area Committees as appropriate.
4. The Development Agency Project Team will liaise with all relevant stakeholders.

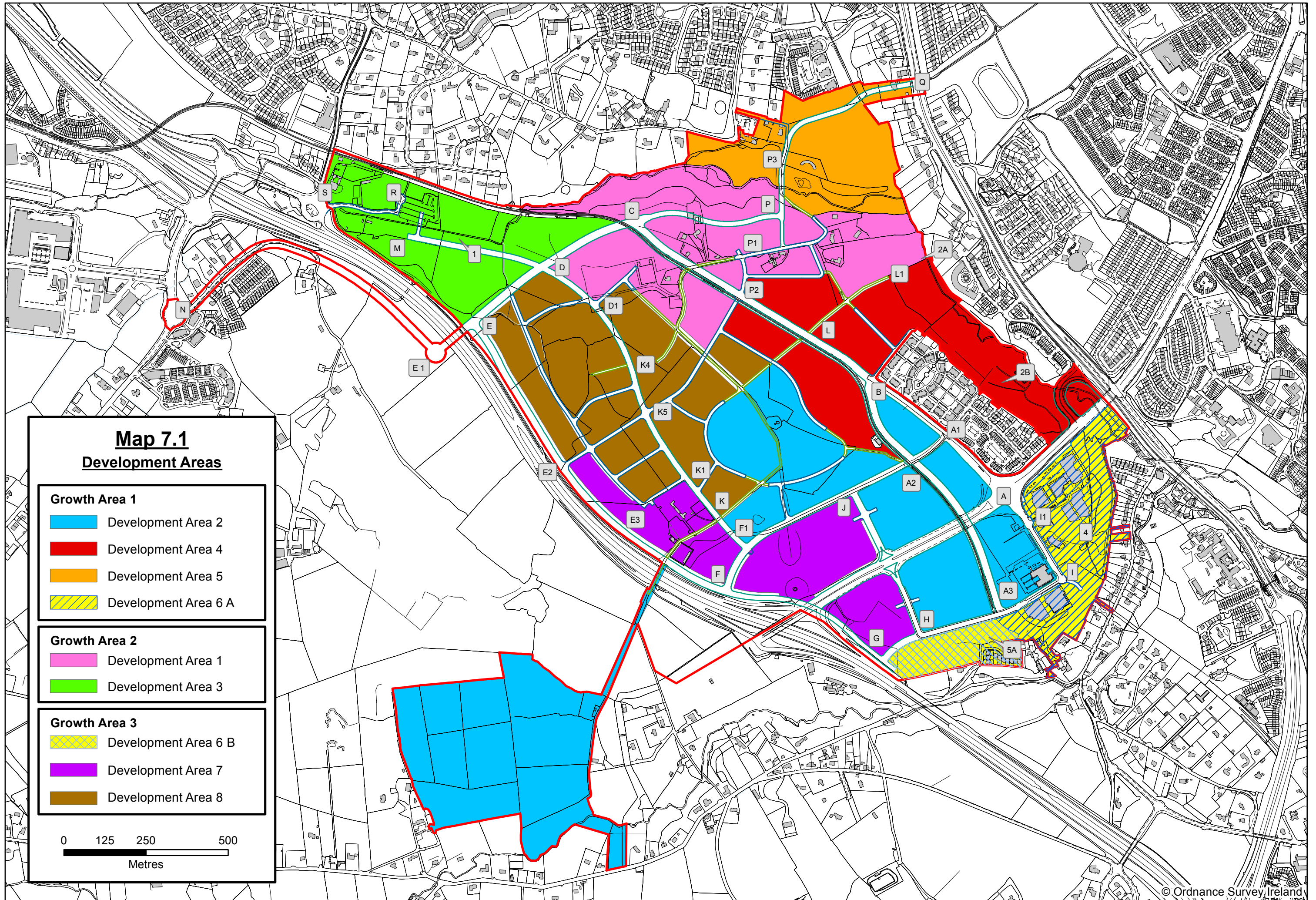
## **7.5 SDZ Planning Applications**

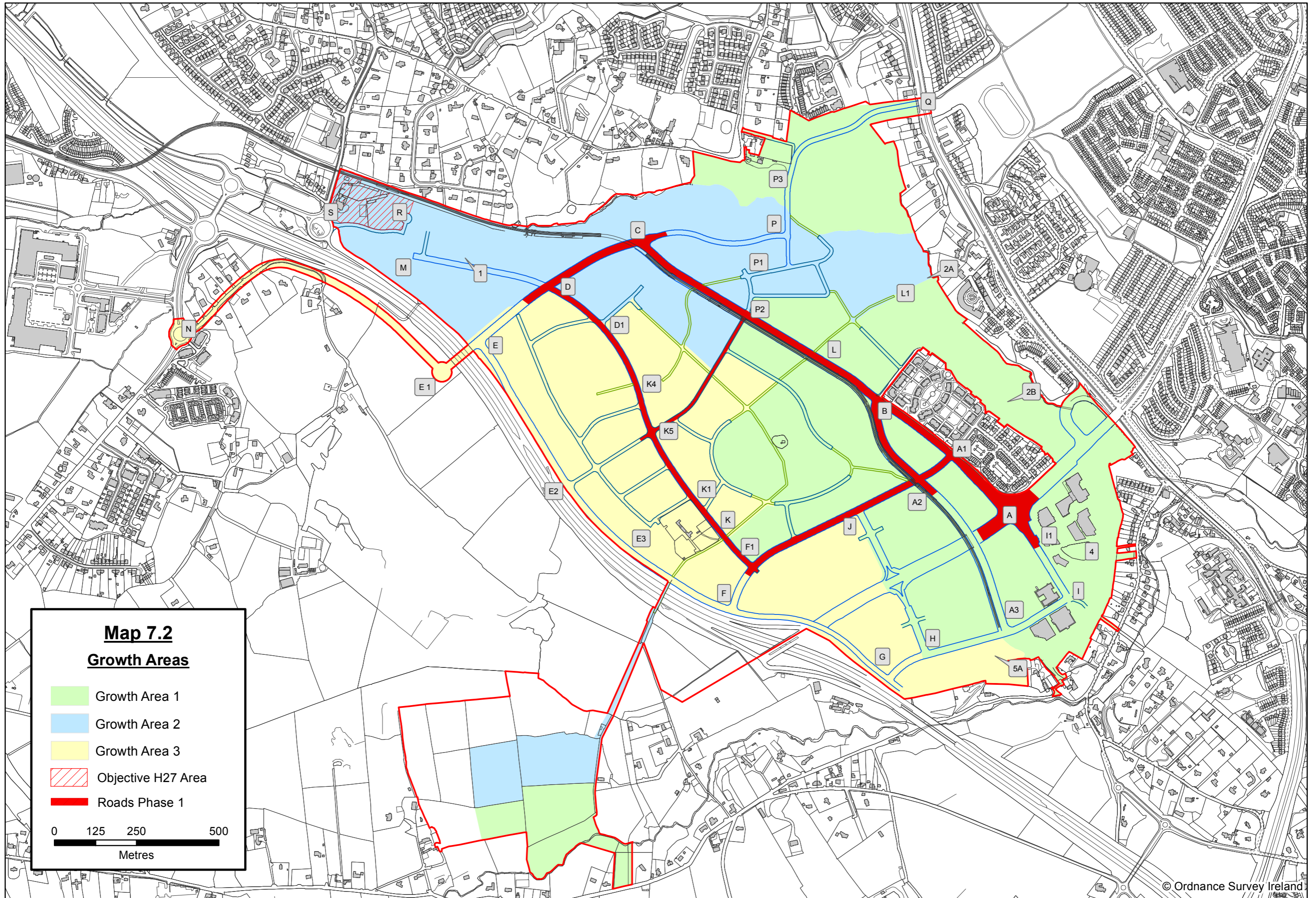
All SDZ planning applications must be assessed in the context of the approved Planning Scheme. Where proposed development is not consistent with the approved Planning Scheme, planning permission will be refused and where consistent with the approved Planning Scheme, planning permission will be granted.

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

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

**END**





**Map 7.2**

**Growth Areas**

- Growth Area 1
- Growth Area 2
- Growth Area 3
- Objective H27 Area
- Roads Phase 1

