

Chapter 4: Public Realm Strategy

4 Public Realm Strategy

This Section details the Public Realm Strategy for the Town Centre required by Sections 6.2 (e) and 6.2 (g) of the Planning Scheme to address 'the location, design and treatment of squares, civic spaces, pocket parks, the public realm generally' and 'the treatment of Grand Parade'. A Public Realm Strategy is paramount to the establishment of a 'place of quality'. This Strategy draws together the block layout and addresses the existing and new ground levels; the movement of people; as well as the quality and usability of the spaces and connections within the Town Centre.

The Public Realm Strategy has been prepared in accordance with a number of specific objectives of the Planning Scheme, in particular DA13, G11 and PD20 below.

Objective DA13: 'To design civic spaces to assist movement through the Town Centre, in particular marking where pedestrian routes converge or cross',

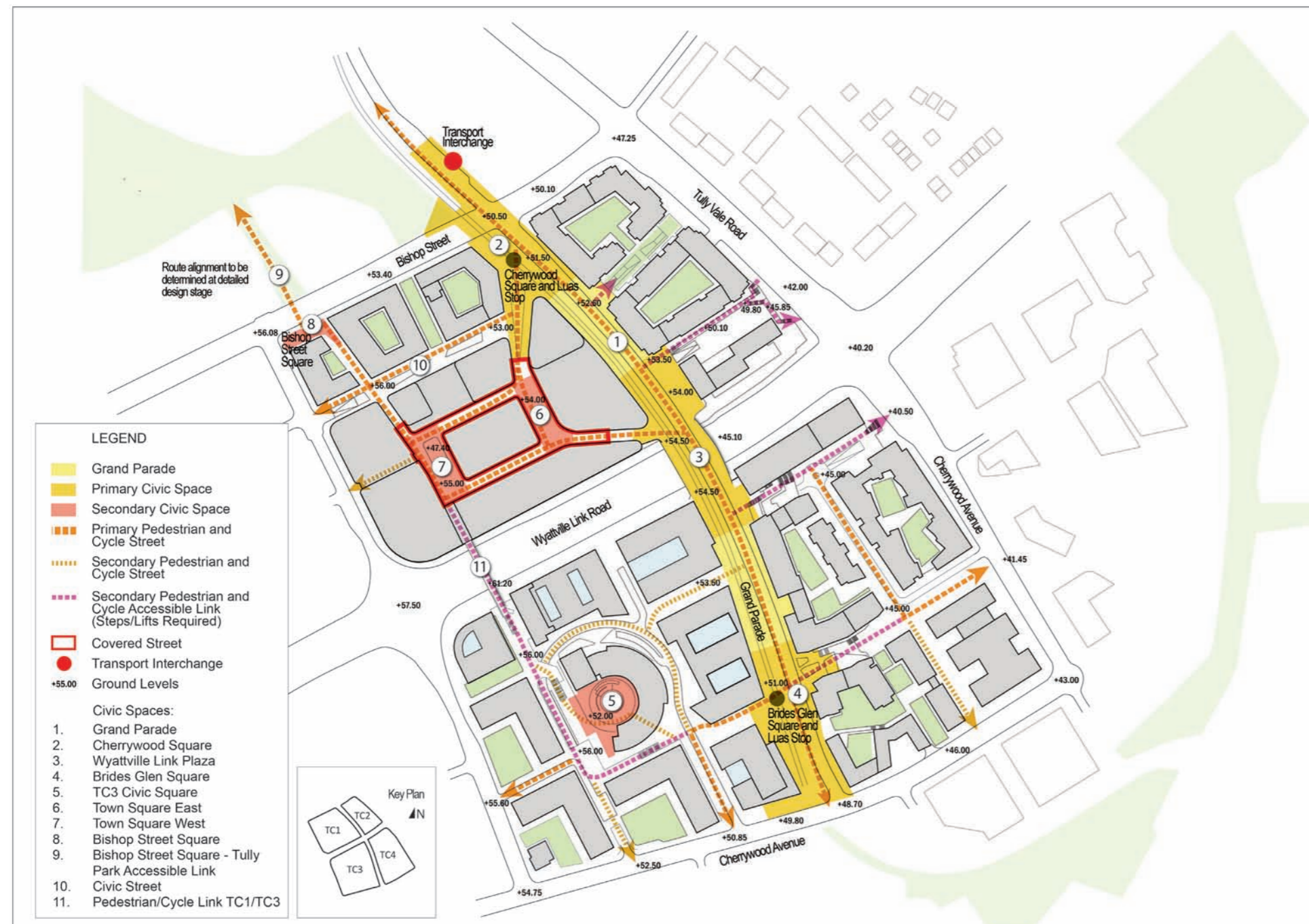
Objective G11 of the Planning Scheme states: 'It is an objective to require the provision of Civic Space within Cherrywood Town Centre to provide a civic setting and cater for pedestrians and the employment population. This provision shall be in line with the current County Development Plan qualitative and quantitative requirements and will be set out in the preparation of the overall Urban Form Development Framework for the Cherrywood Town Centre.'

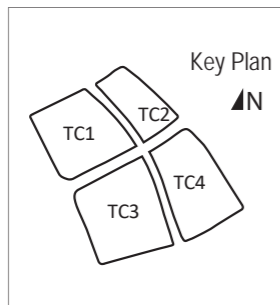
Objective PD20 'civic spaces will be fully accessible to all users, have a legible layout with clearly defined desire line routes and be composed of high quality /durable materials with a SuDs function that shall have a good mix of hard and soft landscaping elements.'

The Strategy identifies a hierarchy of civic spaces as identified on Map 6, Map 7 and Figure 14a-c and as follows:

- 1) Grand Parade
- 2) Cherrywood Square, Tully Park Link & Transport Interchange
- 3) Wyattville Link Plaza & Bridge
- 4) Brides Glen Square
- 5) TC3 Civic Square
- 6) Town Square East
- 7) Town Square West
- 8) Bishop Street Square
- 9) Bishop Street/Tully Park Link
- 10) Civic Street
- 11) Pedestrian/Cycle link TC1-TC3

Map 6: Public Realm Strategy





LEGEND

- [1] Grand Parade
- [2] Cherrywood Square
- [3] Wyattville Link Plaza
- [4] Bride's Glen Square
- [5] TC3 Civic Square
- [6] Town Square East
- [7] Town Square West
- [8] Bishop Street Square
- [9] Bishop Street / Tully Park Accessible Link
(Route alignment to be determined at detailed design stage)
- [10] Transport Interchange
- [11] Pedestrian and Cycle link TC1 - TC3
- [12] Hotel Forecourt

Map 7: Landscape Master Plan

4.1 Grand Parade

Grand Parade (No.1 - Map 6)

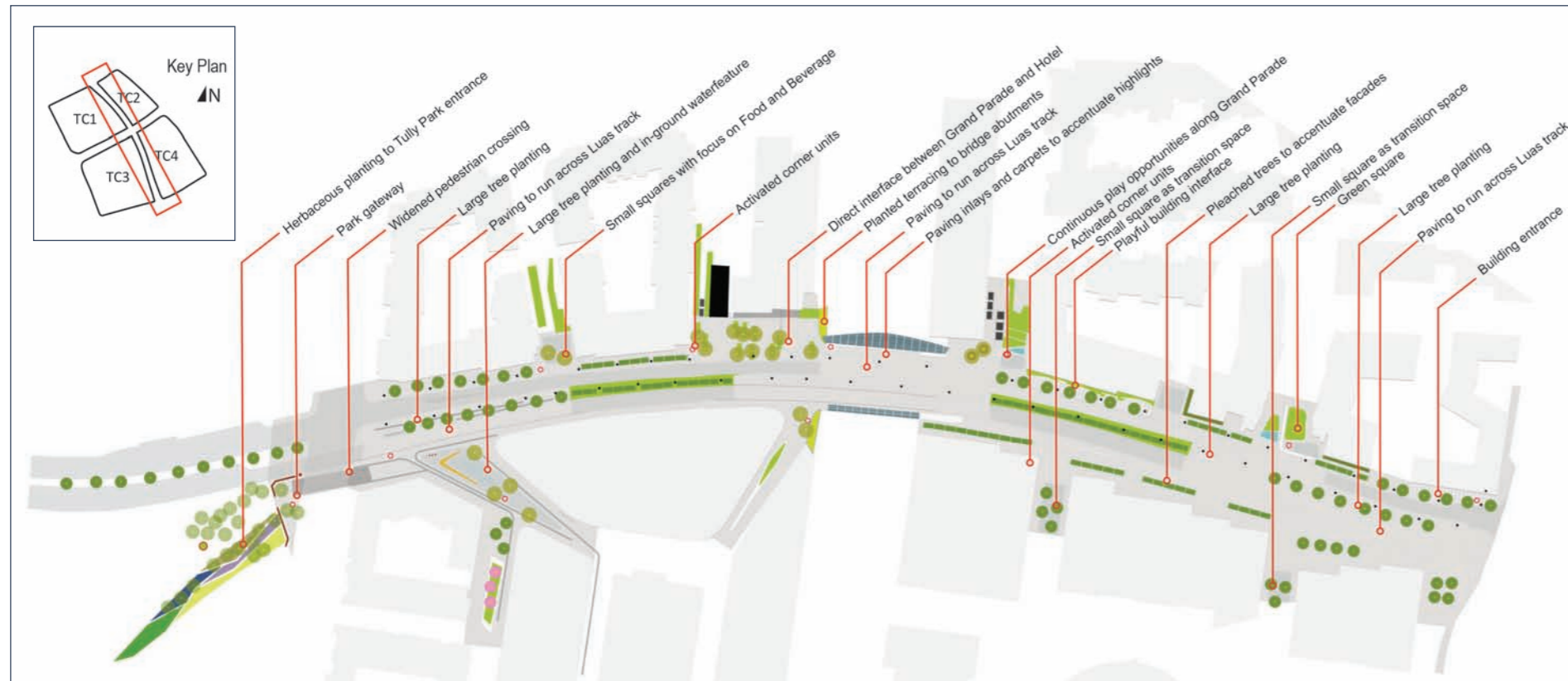


Figure 14a: Grand Parade Concept Design

Section 6.2 (g) of the Planning Scheme requires the UDFD to address: 'the treatment of the Grand Parade generally, including the proposed approach to the crossing of the Wyattville Link Road, demonstrating how an attractive and welcoming urban environment can be maintained, having regard to its important transport function as set out in the Planning Scheme.'

Objective DA10 of the Planning Scheme states 'In relation to the Grand Parade it is proposed as a low speed 30km/h street facilitating movement across the Wyattville Link Road for pedestrians, cyclists, Luas and motorised traffic. It will mitigate the severance caused by the Wyattville Link Road and encourage interaction between both sides of the Town Centre. In traffic terms it will provide vehicular access to development blocks TC2 and TC4 and will reduce at-grade crossing movements of the Wyattville Link Road. Mitigation of the severance outlined, together with these access issues must be addressed'.

Objective DA10 further states that 'In relation to the relationship with the Wyattville Link Road, lands that encroach / abut / or in any way have a relationship with the Wyattville Link Road, shall show the relationship between all building edges and the Road. The design of all elements shall be such that pedestrian movement is positively discouraged across the Link Road at-grade. The detail is necessary to support the creation of an attractive and sustainable environment in the Town Centre'.

The following sets out detailed design criteria for Grand Parade, Wyattville Link Plaza and the other civic spaces along Grand Parade in accordance with the requirements of the Planning Scheme.

Within the Town Centre, Grand Parade extends from Cherrywood Luas stop to Bride's Glen Luas stop, a distance of circa 530 metres. Grand Parade is the spine of the Town Centre, with a number of civic spaces located along it connecting a north-south network of Primary and Secondary Civic Spaces (Figure 14a-c).

Along Grand Parade, Cherrywood Square (No. 2 Map 6 and Figures 14b and 17) forms the principal urban space, commercial heart and civic focus of the Town Centre.

Bride's Glen Square (No. 4 Map 6 and Figures 14b and 22) is another major urban space centred on Bride's Glen Luas stop which is the main point of arrival for a significant resident and working population and it is envisaged that this space is likely to become the 'entrance' to Cherrywood from the south on extension of the Luas / Metro to Bray.

Cherrywood Square and Bride's Glen Square, as the two principal spaces are connected by the Wyattville Link Plaza (No. 3 Map 6 and Figures 14b and 19). This plaza is a significant bridge structure which forms a critical north-south link, enabling seamless movement and connectivity for all modes of transport across the Town Centre at the new elevated ground level.

The block layout or buildings along Grand Parade shall provide appropriate levels of setback to allow for the creation of secondary civic spaces, such as a wider footpath widths or pocket squares. In particular, such setbacks shall be provided at the Bride's Glen Luas stop and both ends of the Wyattville Link Plaza. Views shall be provided from Wyattville Link Plaza towards Dublin Bay to the East and the mountains to the West. Landscape and neighbourhood views shall be provided for within the Primary and Secondary Squares located along Grand Parade.



Figure 14b: Grand Parade: Network of Primary Civic Spaces



Figure 14c: Grand Parade: Network of Secondary Civic Spaces

The proposed tree structure of free-growing and pleached specimen trees will form a strong curved tree lined avenue and punctuate destinations in the form of plazas and civic spaces. Stretches of ground level linear planting within the central median will provide both guidance to the user to pre-determined crossing points, so as to mitigate interaction with cyclists, vehicles or the Luas and also introduce a softer element to the overall design. Both hard and soft landscaping palettes define Grand Parade as an 'urban' space with priority to pedestrians and cyclists. The Access and Movement Strategy for the Town Centre has been devised to reduce the requirement for larger vehicles or service traffic to use this route for access, an essential pre-requisite to achieve the high level of environmental quality and attractive character intended for Grand Parade.

Street furniture, lighting and service poles shall be carefully integrated within the Grand Parade landscape design and where possible shall be located on buildings to reduce clutter. Other creative solutions for play and street

furniture will be incorporated along the space, for example public art (identified by red and white star symbol Map 7), sculptural play elements and integrated seating and cycle stands within water features, planters and walls.

A typical section of the Grand Parade and typical landscaping plan are illustrated below (Figure 16 (a) – (g)). The section and plan drawings convey the quality of the spaces to be achieved through a palette of high quality materials. The palette of paving materials including natural and artificial stone, asphalt surfacing with and without chippings and surface treatments all utilising a variety of textures, patterns and tones, will help delineate spaces and define clearly a legible public realm. The high quality of materials and finishes throughout the Town Centre are to extend to Grand Parade and the Luas track surface, with appropriate alternatives to be provided in lieu of the existing track surface to achieve a quality Town Centre environment. In this regard, particular attention must be given to creating a seamless quality finish across the section of Grand Parade, delineating areas with the use of

paving materials through a high standard of design detail in paving size, colour, texture and finish. In so far as practicable, the levels of Grand Parade across its entire width should be flush, avoiding the use of kerbs and steps where feasible, so as to prioritise the crossing of pedestrians (Figure 15).



Figure 15: Illustrative view along Grand Parade

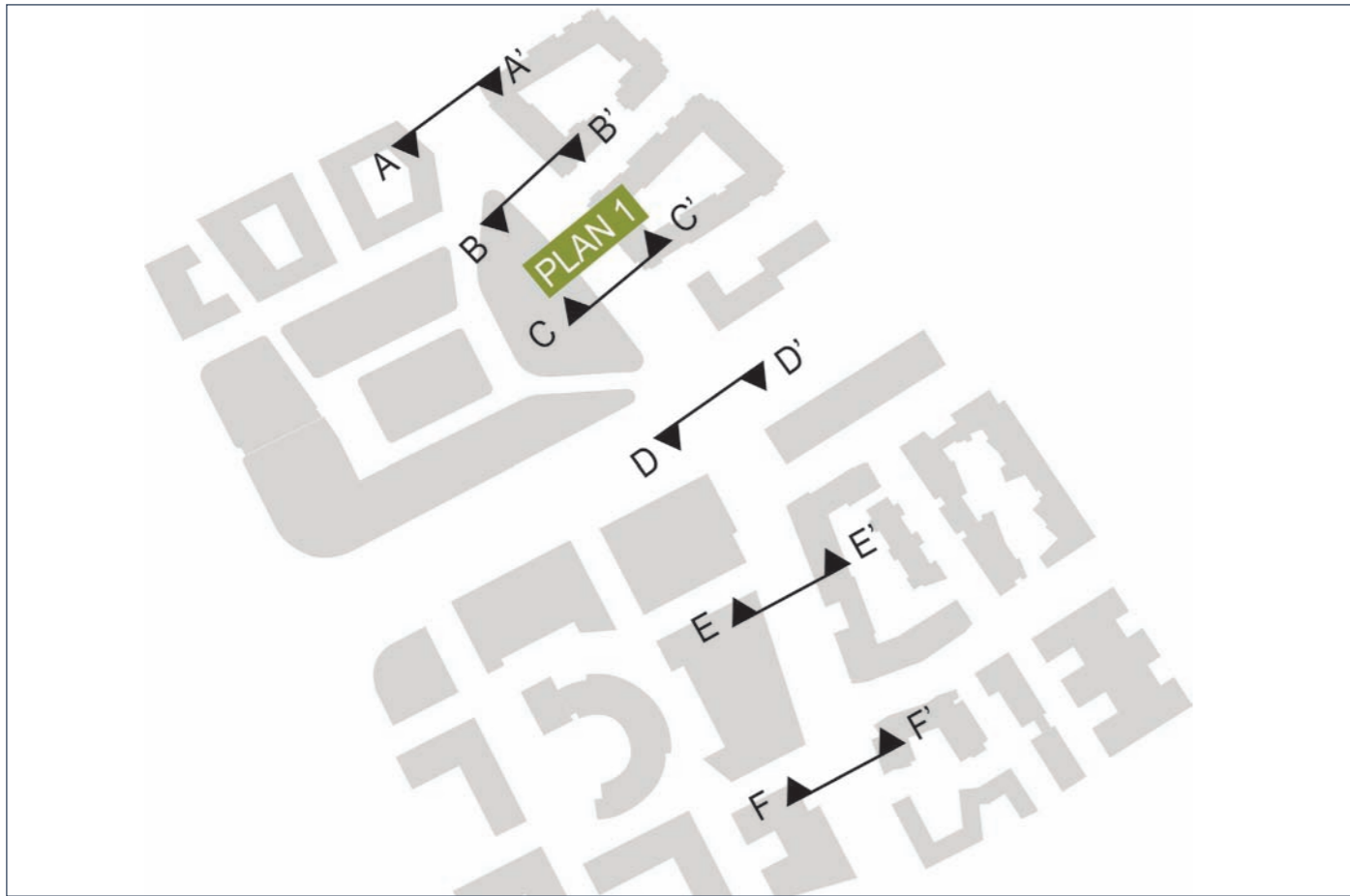


Figure 16: Key

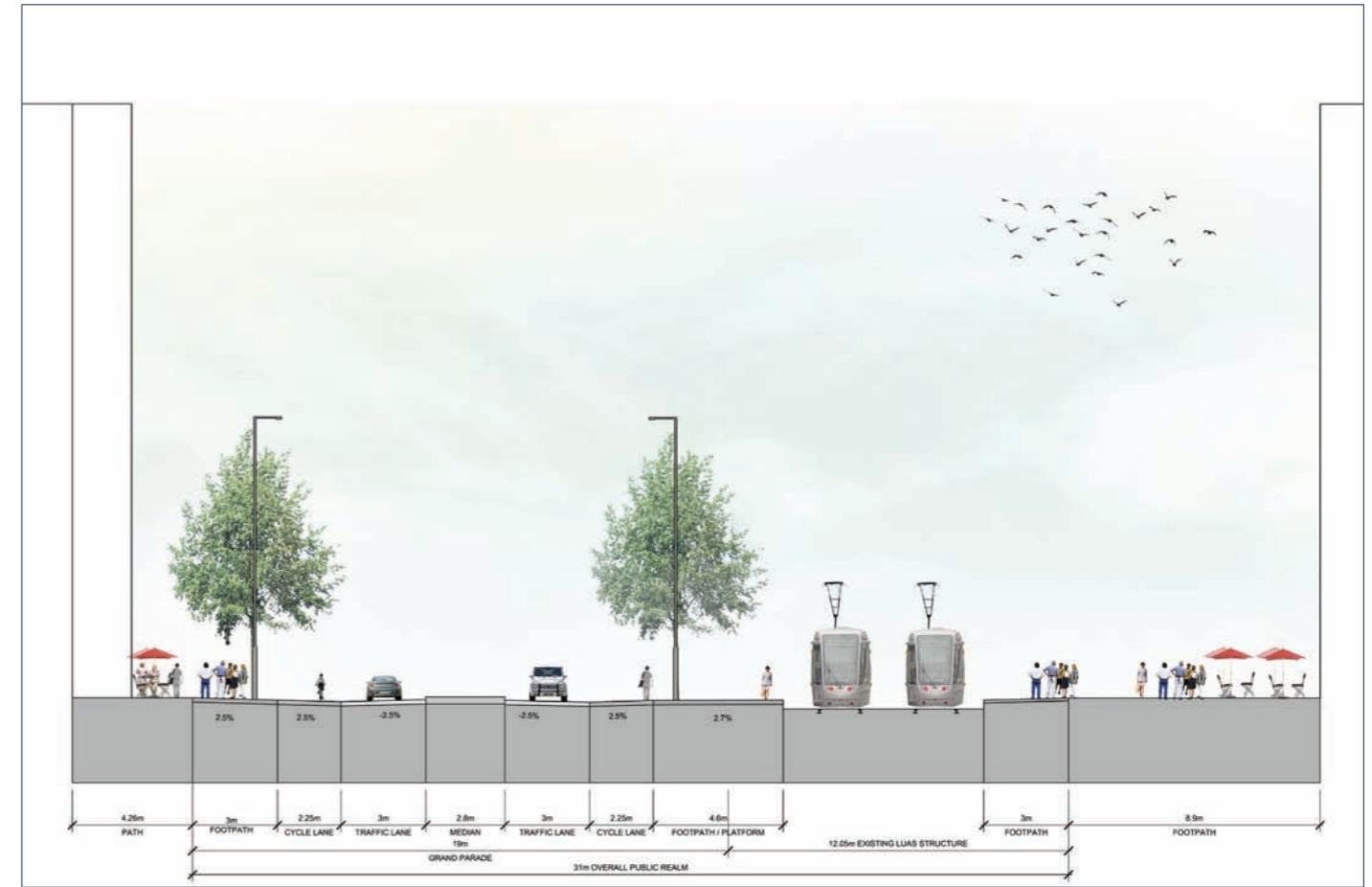


Figure 16a: Grand Parade: Section A-A TC1/TC2.

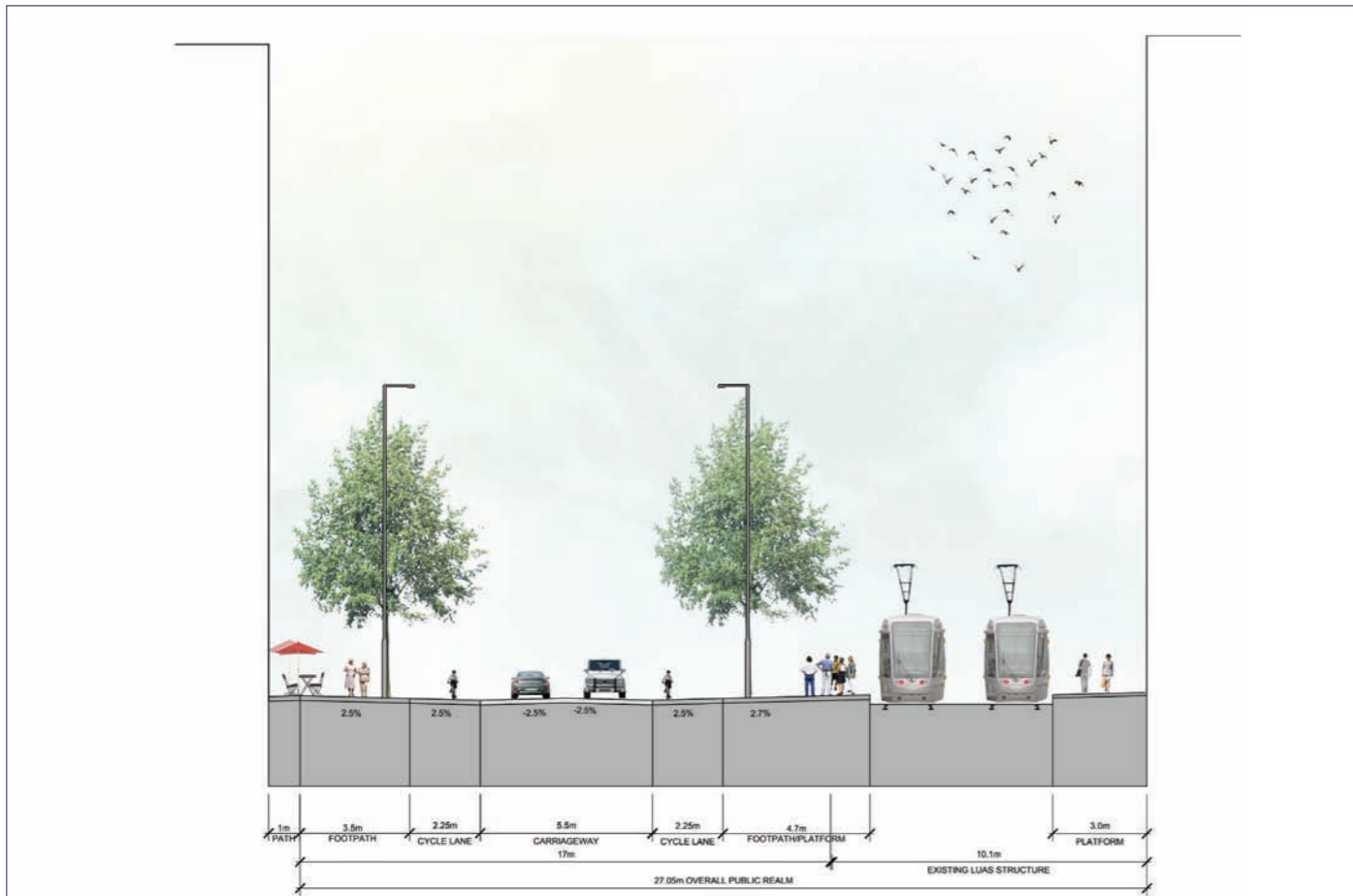


Figure 16b: Grand Parade: Section B-B TC1/TC2

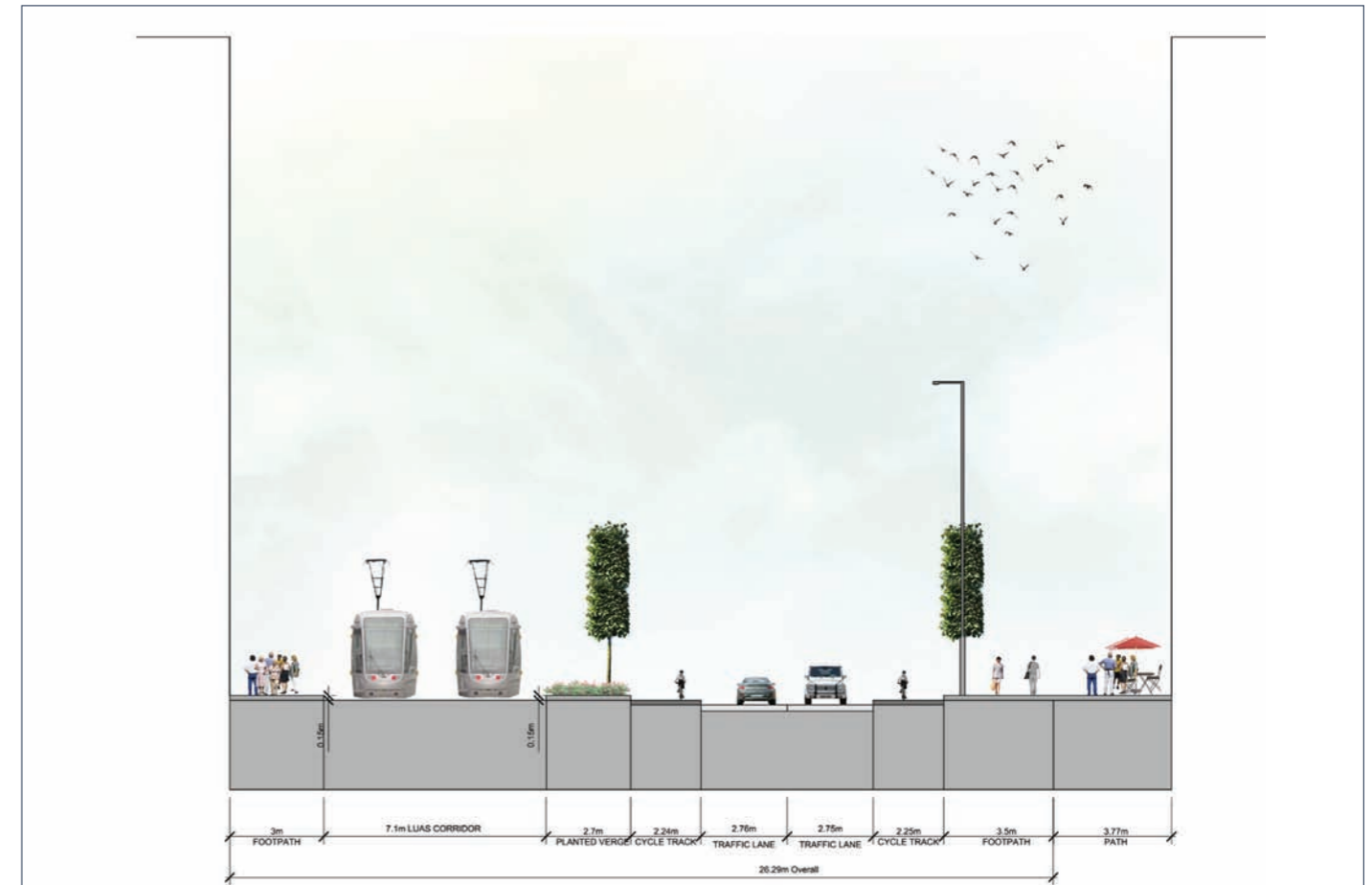


Figure 16c: Grand Parade: Section C-C TC3/TC4.

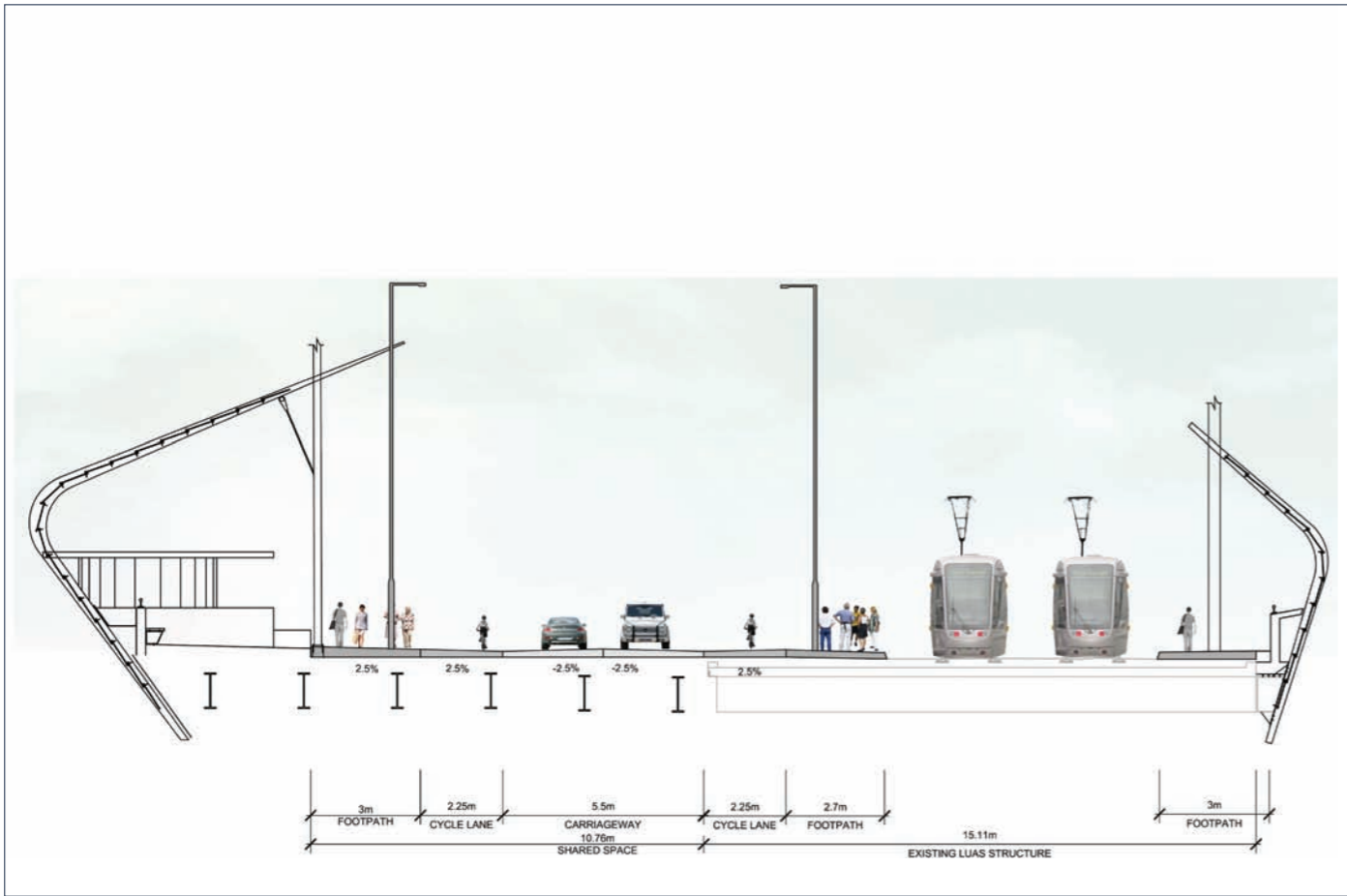


Figure 16d: Grand Parade: Sections D-D TC3/TC4.

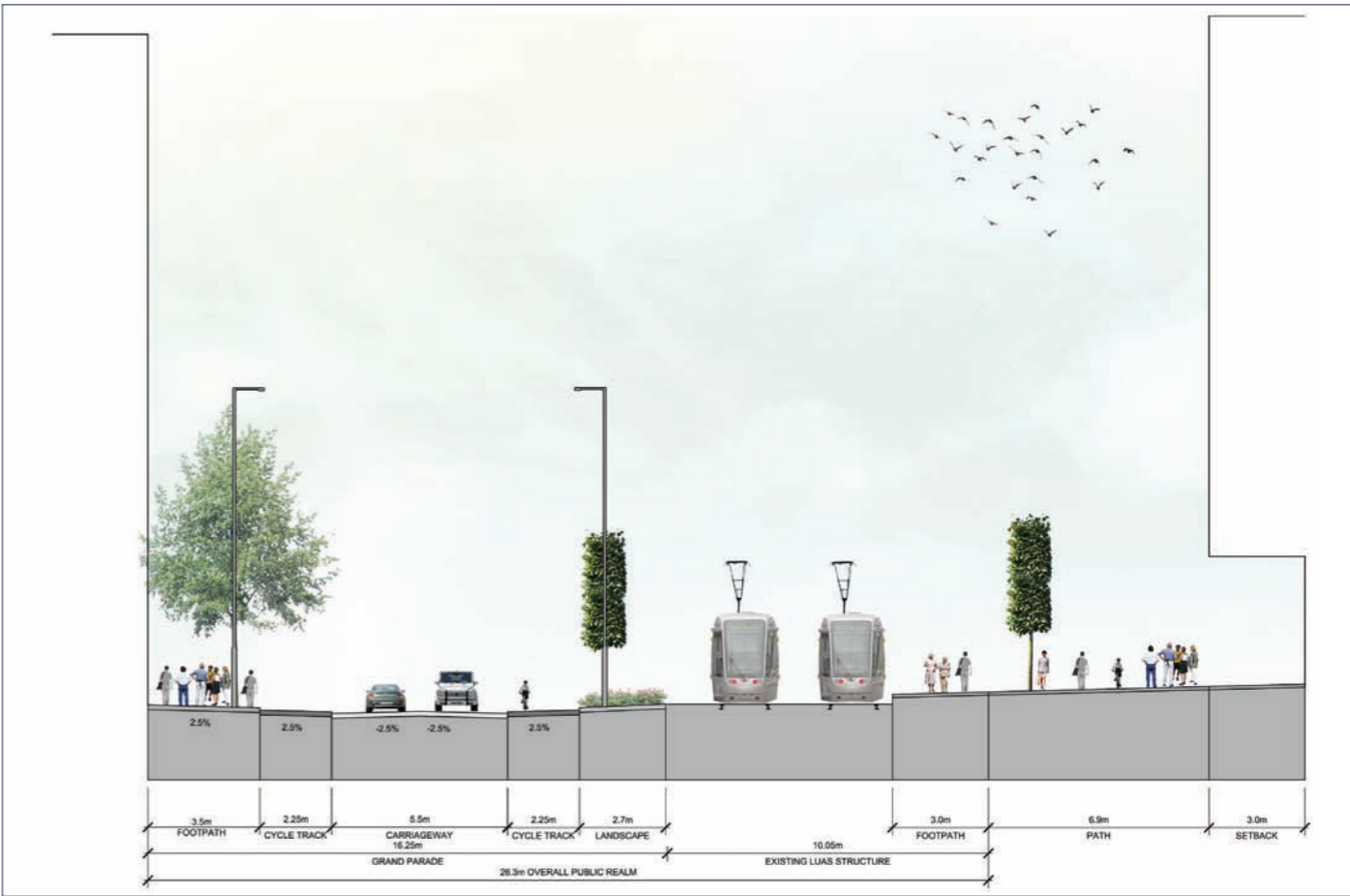


Figure 16e: Grand Parade: Section E-E TC3/TC4

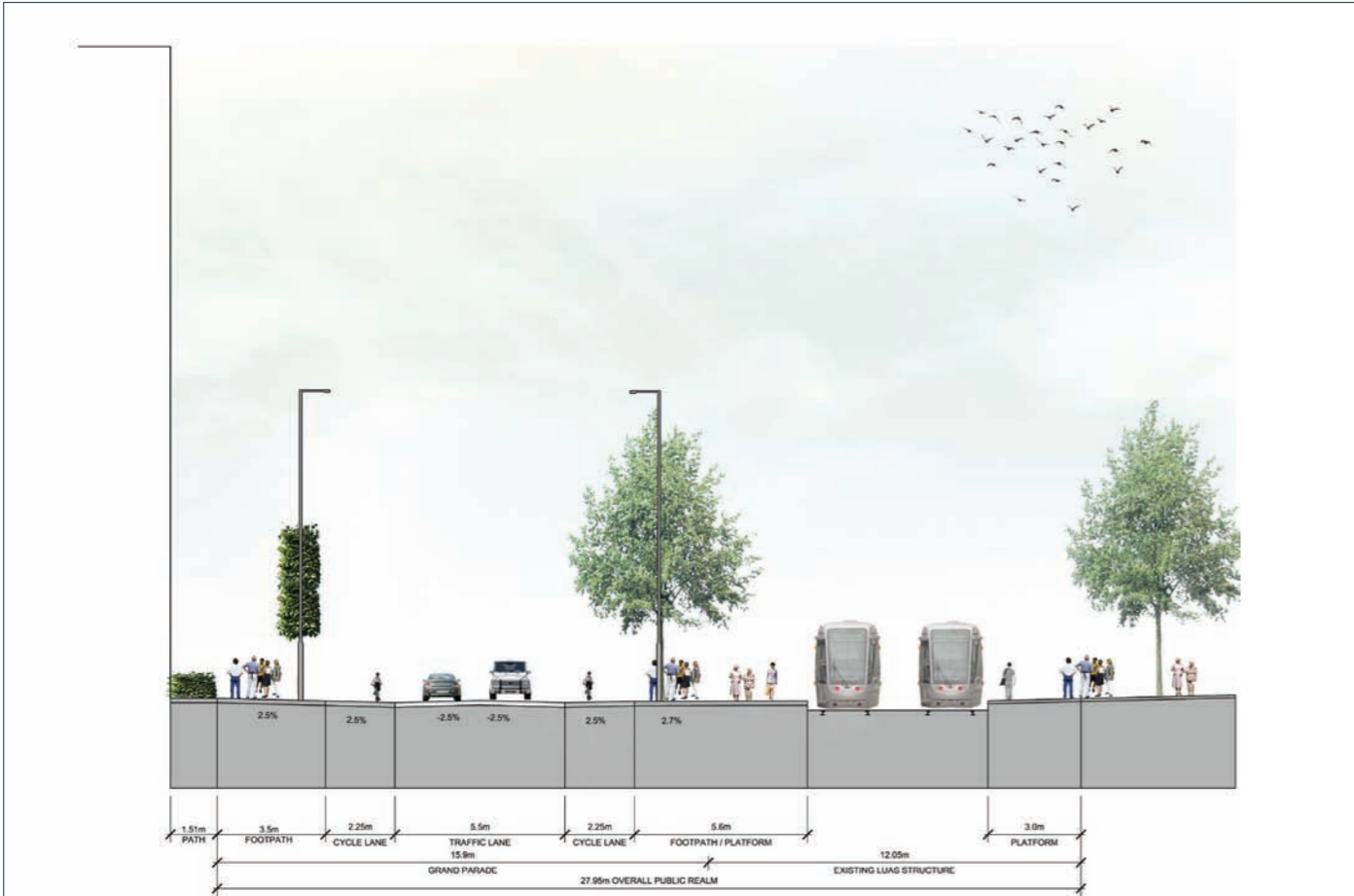


Figure 16f: Grand Parade: Section F-F TC3/TC4.

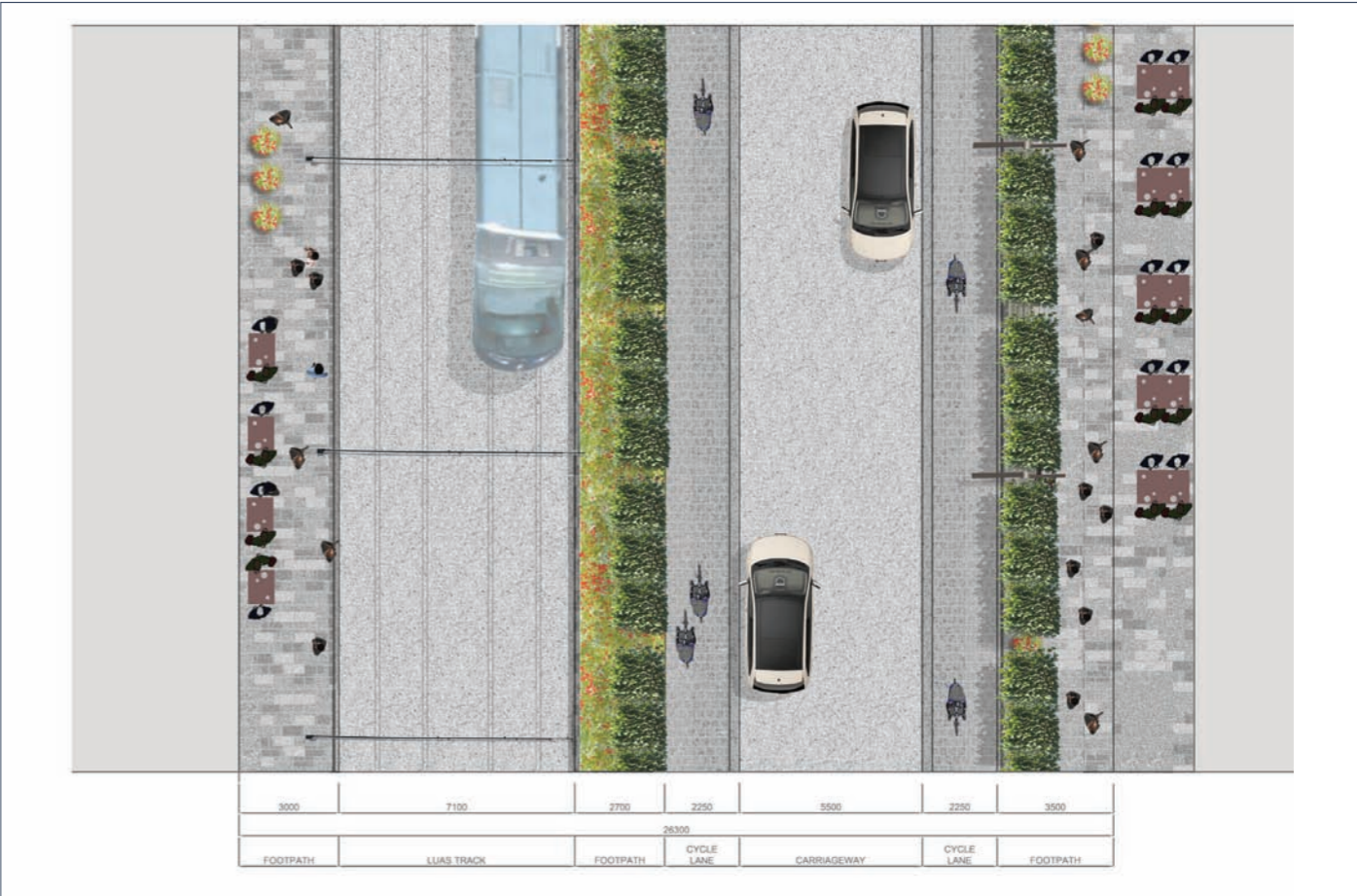


Figure 16g: Plan 1: Landscape Typical Detail (Section Grande Parade TC1/TC2).

4.2 Primary Civic Spaces

4.2.1 Cherrywood Square, Tully Park Link and Transport Interchange (No. 2 Map 6)



Figure 17: Cherrywood Square, Bishop Street Junction, Tully Park Entrance and Transport Interchange.

Cherrywood Square shall be designed as a spatially coherent, legible and highly accessible civic space, anchored by its location at the Cherrywood Luas stop, this space is the key arrival point to the Town Centre from the North. The Square will provide a visual and physical connection to both Tully Park and the Transport Interchange, both located to the north of Bishop Street Junction. This major civic space shall mark the presence of, and form the gateway to, Cherrywood Town Centre enabling direct and easy access to the principal focus in TC1, the civic and residential areas within TC1, Grand Parade to the south, and to Tully Park and the Transport Interchange to the north via three at-grade pedestrian crossings. In order to achieve a space, same design principles, treatment and quality shall apply to Tully Park entrance as per the plaza space at Cherrywood Luas stop. Complementary landmark sculptural or focal elements shall be located within each space to provide animation and visual interest, but also to support a strong visual connection and aid in mitigating the severance created by Bishop Street Junction. The Luas stop plaza area, adjacent to the Luas platform, focuses pedestrian and cycle access towards the Town Centre and to-and-from the

main access to Tully Park. In addition to the proposed Transport Interchange located to the north of the Town Centre, elements of Transport Interchange functions for taxis and soft modes may also be provided within Cherrywood Square. The Transport Interchange shall adopt the same paving strategy as Tully Park entrance and the plaza area (See Figures 17, 18a & b).

Cherrywood Square shall provide for a vibrant mix of uses with active frontages such as cafés and restaurants along its perimeter, with external seating at street and terrace level, both temporary, associated with the active uses and also permanent, as an integral element of the street space. The Cherrywood Luas platform shall be seamlessly integrated and provide for future extension of Luas platforms to 90m (if required). The Luas platforms will be integrated with the surface materials of the Square and remain at-grade with its finished levels, with the north end of the platforms tapering down gently to meet Bishop Street level and the southern end of the platforms rising to the level of Grand Parade.



Figure 18a: Cherrywood Square (Illustration)



Figure 18b: Cherrywood Square (Illustration)

The surface material on the Square shall extend across Bishop Street towards Tully Park and the Transport Interchange, in order to reinforce the strategic link between the those two attractors, the Town Centre and Cherrywood Luas stop.

4.2.2 Wyattville Link Plaza & Bridge (No. 3 Map 6)



Figure 19: Wyattville Link Plaza and Bridge

Section 6.2 of the Planning Scheme, Objective DA 11: The Town Centre link should form an important public space of a civic character, with trees and soft landscaping elements for shelter and visual amenity. The design of the Town Centre Link shall incorporate features to protect pedestrian and cycle movement. These features will provide a safe environment for all users of the Town Centre Link and the Wyattville Link Road.

The Town Centre Link, namely the Wyattville Link Plaza and Bridge element of the Grand Parade is critical to enhance connectivity between the four quadrants of the Town Centre.

The design and architectural expression of the Wyattville Link Plaza and Bridge shall focus on four main functions as detailed below and illustrated in Figure 20a:

- **Crossing:** Safe and seamless crossing of the Wyattville Link Road for pedestrians, cyclists, vehicles and the Luas;
- **Protection:** Shelter from the wind and rain;
- **Place:** An attractive civic space for all users, as a destination space and also as an important orientation point;
- **Continuity:** Streetscape continuity along Grand Parade by (i) a structure of significance reflecting the scale and height of adjoining buildings and (ii) connectivity in terms of treatment of the landscaping, paving materials, lighting elements and street furniture.

The conceptual images of the plaza and bridge are for illustrative purposes only, any proposals shall incorporate the principles as shown in Figures 20b-d and 21, and shall demonstrate how the functional requirements shall be addressed, including the continuity of surface materials and the provision of enclosure across an otherwise environmentally challenging space created by the existing Wyattville Link Road. The plaza and bridge shall provide for a central café/kiosk and landscaped seating area; with secondary spaces to each corner of the bridge structure. The design shall also ensure that the corner elements of the bridge structure successfully integrate with the surrounding built environment and the bridge abutments shall be in the form of landscaped terraces of vertical green wall structures, or as otherwise agreed by the Planning Authority. In essence, the Wyattville Link Plaza and Bridge shall establish strong connections between TC1, TC2, TC3 and TC4.

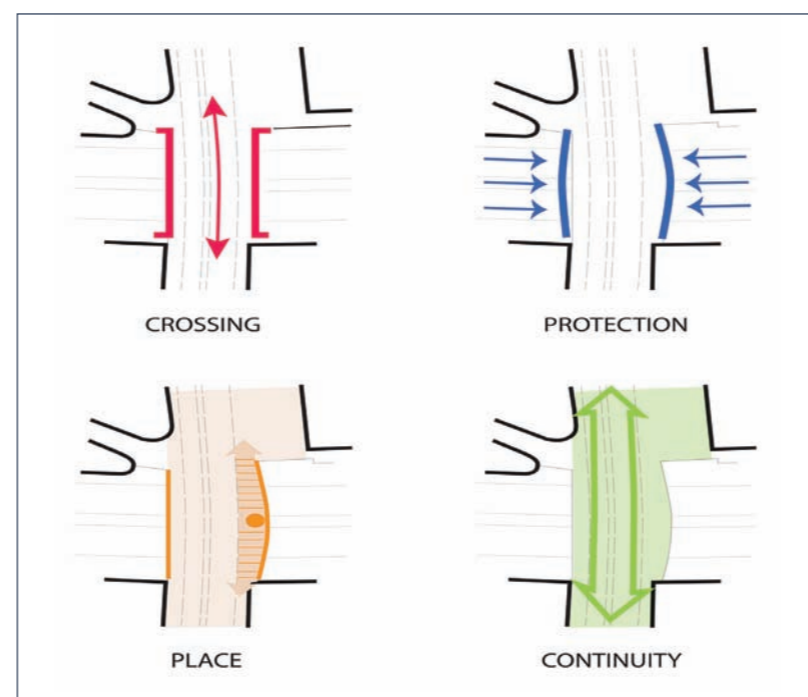


Figure 20a: Wyattville Link Plaza Bridge Function

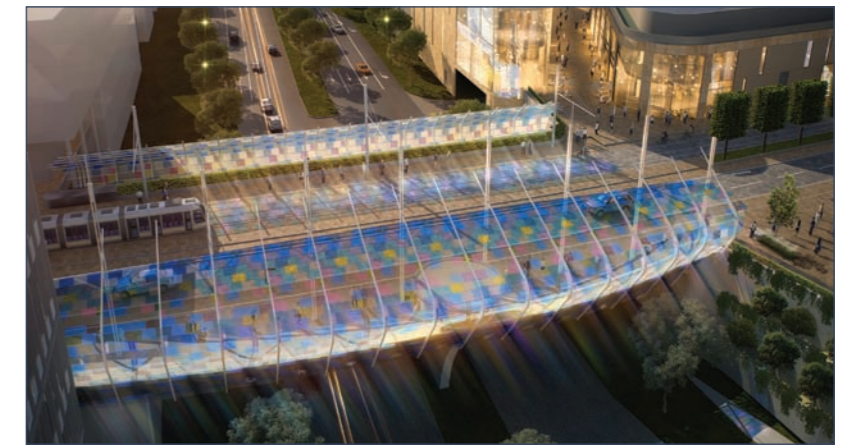


Figure 20b: Wyattville Link Plaza and bridge abutments (Illustration)



Figure 20c: Wyattville Link Plaza and Bridge (NW) (Illustration)



Figure 20d: Wyattville Link Plaza and Bridge (SW) (Illustration)



Figure 21: Wyattville Link Plaza and Bridge along Grand Parade (Illustration)

4.2.3 Brides Glen Square (No. 4 Map 6)

Brides Glen Square is a Primary civic space centred around Bride's Glen Luas stop (Figure 22). The Square is located at the intersection of Grand Parade and two pedestrian streets, connecting in an easterly direction to TC4 and the existing Business Park and in a westerly direction to TC3 and Macnebury (Development Area 7 of the Planning Scheme). The Square is framed on its north-eastern and south-western flanks by taller buildings utilising upward modifiers (See Map 5, Section 3.3.2). The purpose of these upward modifiers is to signal the presence of and provide a greater degree of enclosure and definition to the civic space which stretches across the Grand Parade and the Luas stop.

A mix of uses to provide active frontage shall be provided around the Square, such as cafés and restaurants with external seating, retail units, and office / building entrance lobbies.

As part of Grand Parade, Brides Glen Square will continue the 'urban' character in terms of quality materials, finishes, landscape and street furniture. This space shall provide for a focal point in the form of appropriate sculpture, public art or similar to mark the gateway to Cherrywood from the south.

The Bride's Glen Luas stop platforms will be integrated with the surface materials of the Square and remain at-grade with its finished levels, with the platforms tapering gently to meet the levels along Grand Parade and at each end. Future extension of Luas platforms to 90m (if required) shall be provided if necessary.



Figure 22: Brides Glen Square

4.3 Secondary Civic Spaces

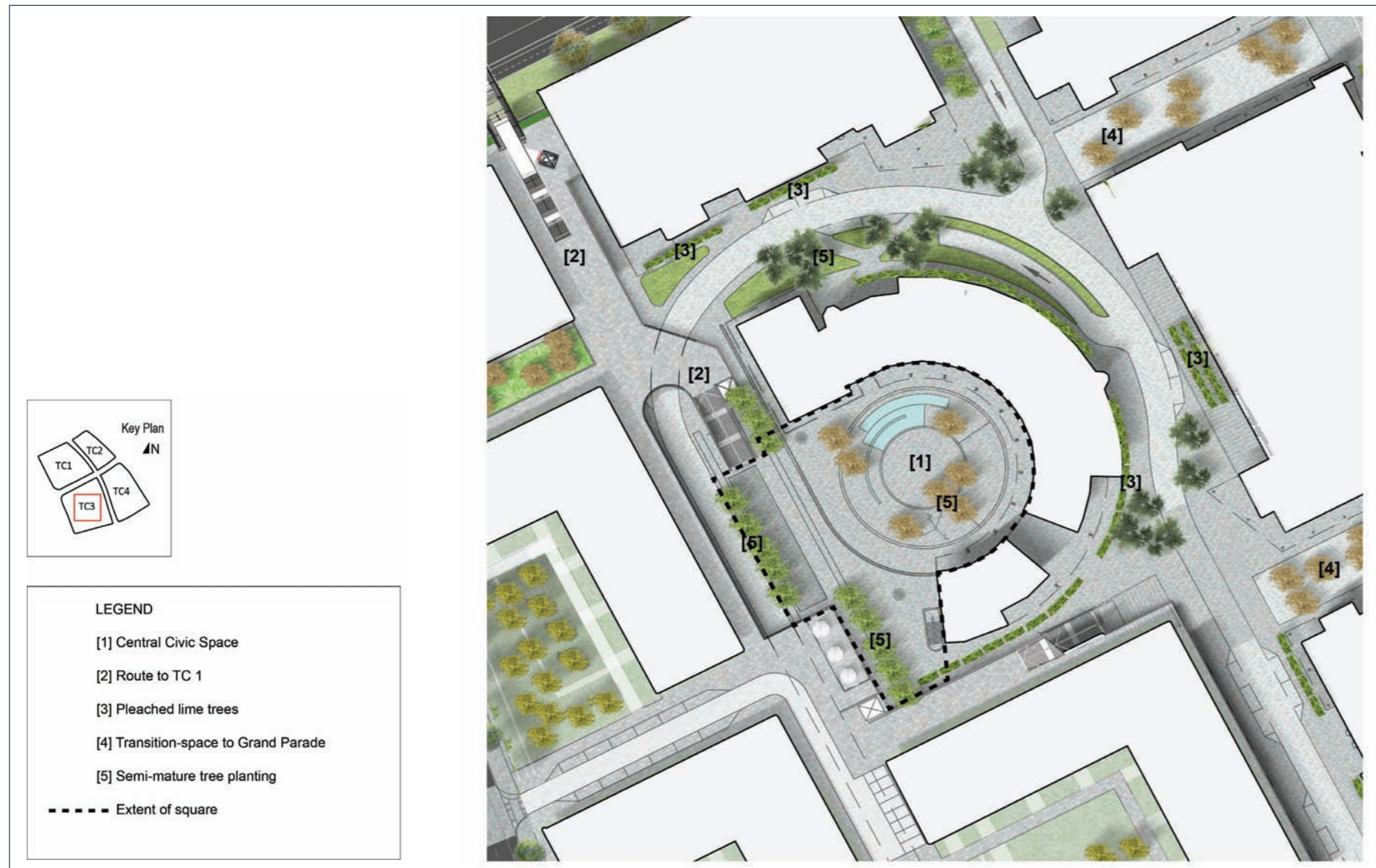


Figure 23: TC3 Central Civic Square

4.3.1 TC3 Civic Square (No. 5 Map 6)

TC3 shall provide a central civic space as a focal point for the broad mix of activities and uses which will animate this part of the Town Centre throughout the day and evening (Figure 23). The community use quantum designated in the Planning Scheme for TC3 shall relate to this space, as well as a variety of retail and non-retail uses. It is envisaged that it will be a flexible space with people relaxing or working at cafés and restaurants, at other times vibrant with activity such as performances, markets and attractions. This shall be reflected in the typology of buildings where design diversity shall reflect the range of functional uses, whilst also achieving an overall coherence through the use of materials, finishes, street furniture and landscape design. The location is highly connected to TC1, TC2, TC4, Macnebury and the wider area (Figure 23a).

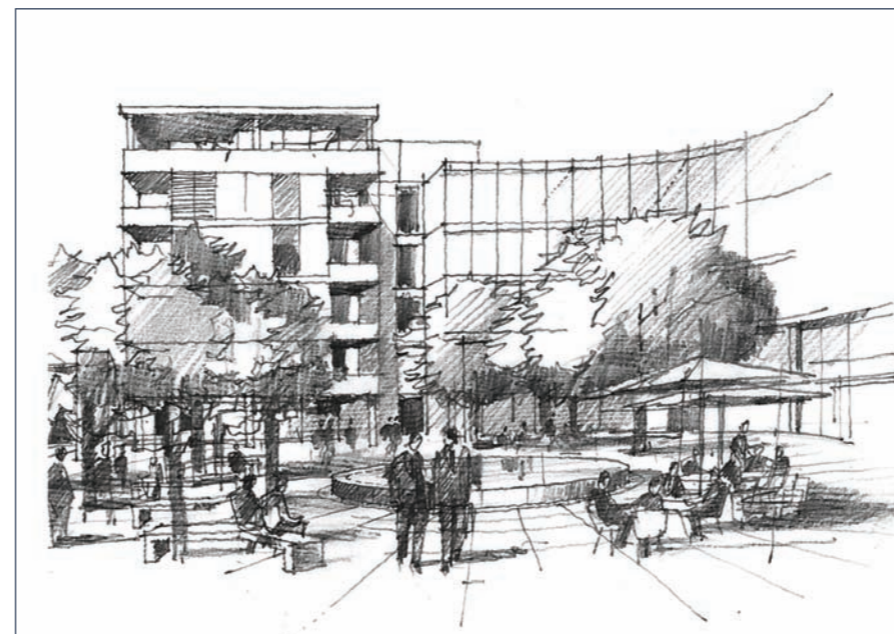


Figure 23a: View of TC3 Central Civic Space (Illustration)

Planting in the form of mature evergreen trees will define the transition spaces between Grand Parade and central civic core, this stand of mature native trees will provide opportunities for privacy, a space to sit and relax in a calming environment while contributing to a requirement of balance and human scale within this quadrant. The transition spaces in TC3 between Grand Parade and the central civic space shall be planted with areas of soft landscaping that counterbalance the hard built environment to provide an attractive, pleasant place for people to sit and relax, that varies in nature with the seasons.

The UDF provides for the pedestrian and cycle link across Wyattville Link Road connecting TC3 and TC1 as required by Section 6.2 (h) and in accordance with Map 2.4 of the Cherrywood Planning Scheme. This pedestrian and cycle link shall, in its design and treatment, provide legibility and passive surveillance, with the use of transparent materials, quality lighting, be generous in size with a wide stepped access, large landing areas and oversized lifts to accommodate multiple bicycles at both TC3 and TC1 entrance and exit points. The link is of superior design in both form and function with a consistent architectural identity throughout that is similar to the Grand Parade Bridge across the Wyattville Link Road (Figure 24). This bridge provides an important pedestrian/cycle link between TC1 and TC3 and as such the sequencing of its delivery is equally important. The landing points for the bridge shall be included in the relevant landowner's planning application for the development immediately adjacent/abutting the bridge. The central median support, to be located on the Wyattville Link Road, shall be included in the first of the development proposals adjoining the bridge structure. The remainder of the bridge structure shall be delivered by the first phase of adjoining development in the opposing quadrant. As such these elements shall be included in the relevant planning applications.



Figure 24: TC1 / TC3 Pedestrian/cycle link (Illustration)

4.3.2 Town Square East and West (No. 6 & 7 Map 6)

The Town Square is located in TC1 and essentially consists of 2 no. civic spaces, Town Square East and Town Square West, located at the intersection of primary pedestrian and cycle streets traversing the Town Centre; notably from the Cherrywood Luas stop and Grand Parade (east); TC3 (south); Tully Park (north) and Macnebury (east). The Town Square shall function as a key civic space centred around the focal point of retail, retail services and leisure activities (Figure25).

Town Square West shall be open at its four corners allowing multiple pedestrian and cyclist routes to converge towards its centre, reminiscent of the traditional "market square" in European towns and villages. The space shall provide areas to sit and linger and shall also accommodate flexible uses such as temporary markets, performances and street festivals. It shall have an environment that feels external through the use of appropriate building, façade and shop front design, street furniture, and surface materials where

pedestrians and cyclists feel at ease to navigate through the space. The Square shall be oriented to optimise sunlight penetration so as to create attractive sunny spill out spaces for cafés, restaurants and outdoor entertainment. Floor openings and modes to descend to lower levels shall be sensitively sized and located so as not to dominate the space and allow for pedestrian and cyclist permeability.



Figure 25: Town Square West TC1 (Illustration)

4.3.3 Bishop Street Square & Tully Park Link (No. 8 & 9 Map 6)

Bishop Street Square is a Secondary civic space which forms a secondary link between the Town Centre and Tully Park, located at the junction with Bishop Street (Figure 26). The Square, surrounded by residential buildings, shall essentially comprise of a tree-planted pocket park or square and as such shall create a community space to sit and relax. This space shall also provide a visual link which gently orientates pedestrians towards the pedestrian crossing on Bishop Street. The surface material of the square will extend across Bishop Street towards the Tully Park Link in order to reinforce the visual and physical link between the Town Centre and Tully Park.

The Tully Park Link allows for easy and safe pedestrian movement from Tully Park and the residential quarters to the north of the Town Centre to the principal focus and civic core and retail focus in TC1. Tully Park Link shall be universally accessible for pedestrians and cyclist and shall provide direct and safe access from Tully Park to Bishops Street Square. The route alignment and detailed design of this link shall be devised in conjunction with the adjacent plots.



Figure 26: Bishops Street Square

4.4 Streets - Pedestrian & Cycle

4.4.1 TC1 Pedestrian & Cycle Covered Streets

The opportunity to protect the pedestrian and cycle retail dominated streets of the Town Centre (TC1 Blocks B1-B6) from the elements, in particular wind tunnelling, shall be considered in its design. The design of any covering shall be in the form of a glazed canopy-type structure fixed to the parapet of the buildings to appear as a 'floating' structure (Figure 27). This structure shall provide partial covering (see Map 6 Public Realm Strategy for extent of covering) and shall protect the principal shopping streets from the excesses

of the climate while retaining their essentially external and open nature. All building finishes, paving materials, planting specifications, street furniture and lighting elements, shall be external in nature and provision shall be made for ingress of surface water through the installation of drainage. SuDs features shall be utilised throughout and appropriate irrigation systems installed in areas containing soft landscaping.

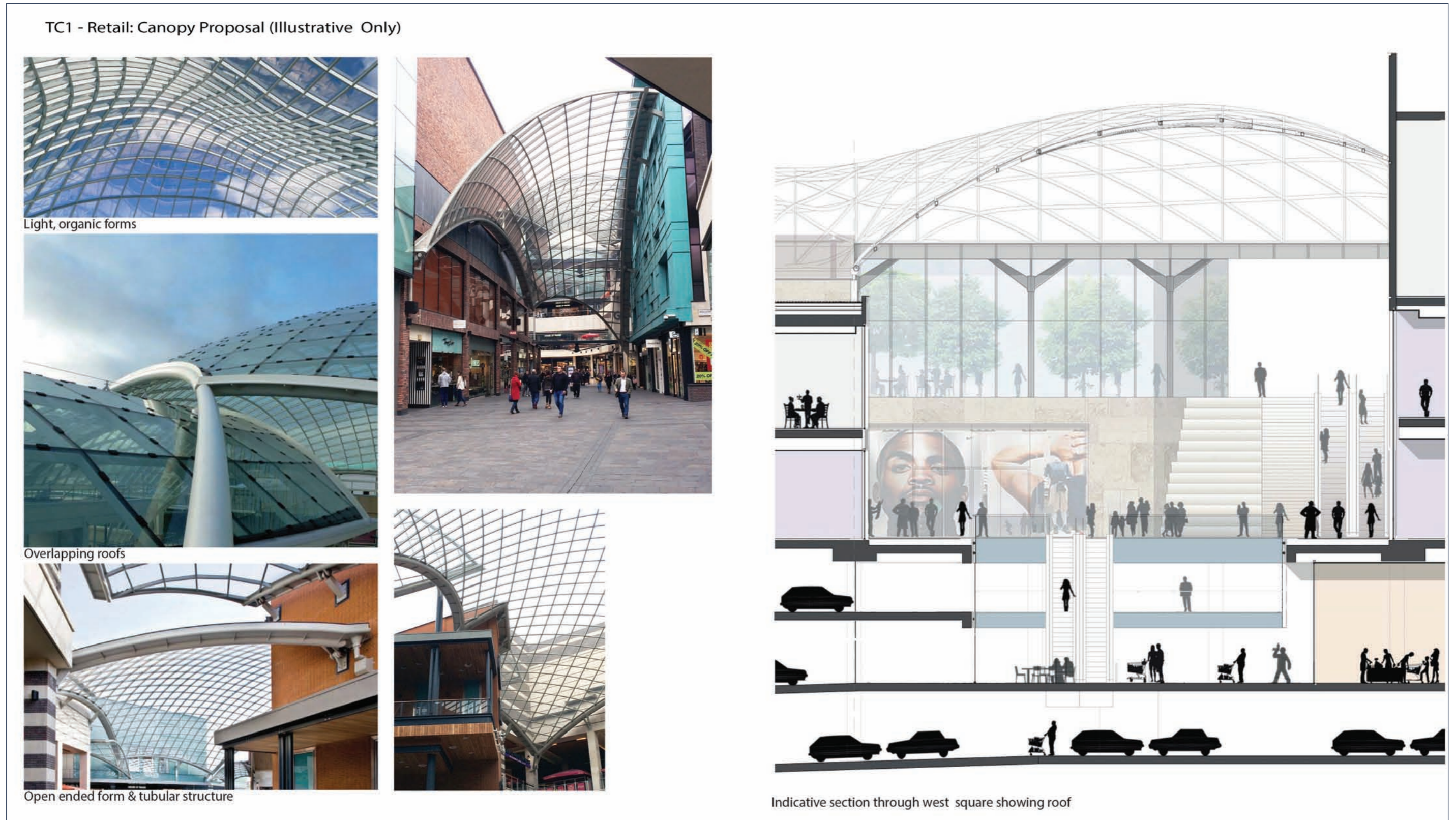


Figure 27: TC1 Retail Covered Streets (Illustration)

4.4.2 Internal Pedestrian and Cycle Street Network (Map 6)

Objective GI 34 of the Planning Scheme: 'That a network of permeable pedestrian routes and greenways shall link all areas with the Planning Scheme including Luas stops, bus stops, employment areas, schools, village centres, Town Centre, open spaces and green infrastructure'.

Objective DA 10 of the Planning Scheme states with regard to the design and layout of the Town Centre that: 'In relation to ground levels, the change in the levels between the surrounding road network and the Town Centre Link shall be designed in a manner that is attractive to the pedestrian'.

In the Town Centre, the pedestrian and cycle street network provides connections between residential areas and the retail, leisure and commercial core, as well as the supporting community facilities and parks, creating a sustainable compact neighbourhood. The street network shall be universally accessible in design and provide for layers of usage by incorporating focal elements and destinations, such as creative streetscape designs, safe environments with opportunities to transition, sit and play. The connections shall create a pleasant and convenient environment for pedestrians and cyclists.

The design challenge for the Town Centre is to reconcile the existing and new ground levels (See Section 3.2 and 3.4. of the UFDF) and this design challenge must be overcome to create permeable routes and connections throughout the Town Centre. The pedestrian and cycle streets connecting Tully Vale to Grand Parade through TC2 and those connecting Cherrywood Business Park and Grand Parade through TC4 are particularly challenging in terms of level changes. However, it is essential that these links are legible, attractive and with an appropriate degree of passive supervision. Building orientation, access, surface materials and planting will be important factors in creating attractive streets as part of the public realm network (Figure 28a & b).



Figure 28a: Civic Street TC1 (Illustration)



Figure 28b: Intersection at Grand Parade with internal street TC4 (Illustration)



4.5 Materials, Finishes & Street Furniture in the Public Realm

In accordance with Objective PD 14 `To ensure that distinctiveness of materials is used at various scales, allowing for a coherent and high quality built environment with an individual palette to identify each neighbourhood, high quality finishes are to be used in the public realm`.

The materials and finishes included as part of any hard and soft landscaping of the Town Centre streets, civic spaces and courtyards shall be of high quality and include a combination of natural stone and reconstituted artificial stone with colours ranging from warm beige to light and darker greys (See Figure 29a-c Palette of Materials). The resultant palette of materials shall support the requirement for a legible public realm with a hierarchy of spaces through the use of different stone types, sizes, colours and finishes.

Materials for road finishes along Grand Parade's primary civic spaces and the links across Bishop Street to Tully Park, shall be of superior quality and shall define Grand Parade as a pedestrian and cycle friendly space, whilst still ensuring that these areas are suitable for Taking in Charge (TIC) by the Local Authority if required, and meet the requirements of Transport Infrastructure Ireland (TII). Along this route a uniform and for the most part, a flush surface shall ensure universal accessibility using materials, street furniture and planting to define spaces.

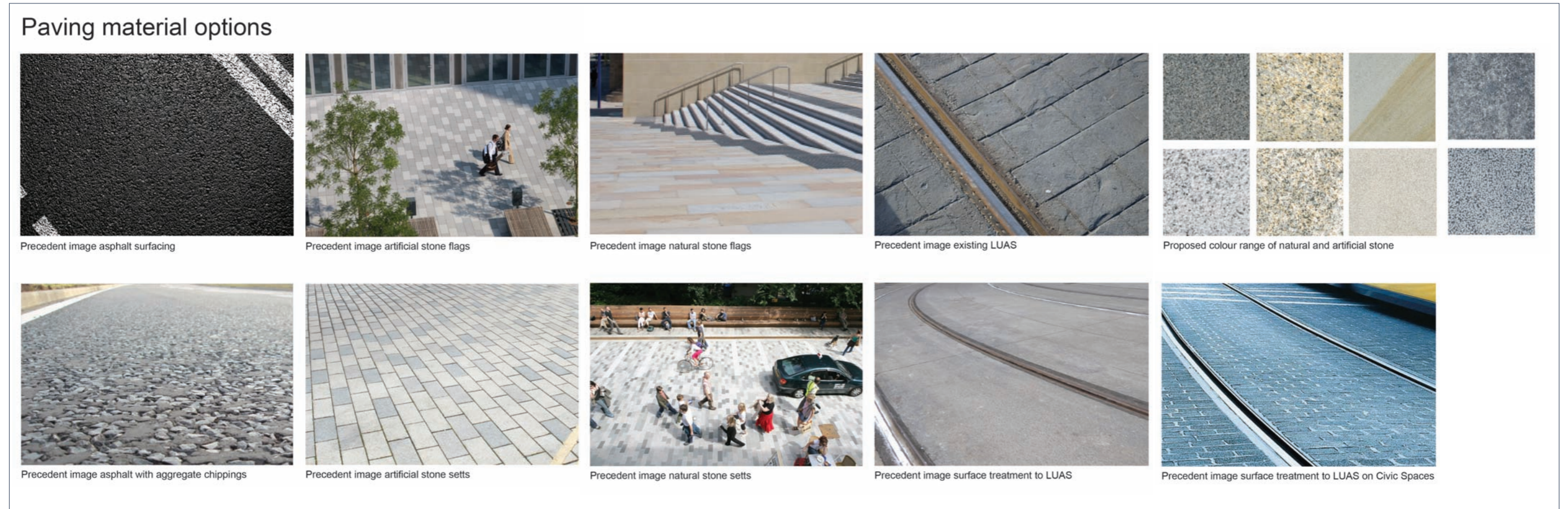


Figure 29a: Palette of materials for primary & secondary routes and squares (Illustration)

Paving material options

Surface Area

Grand Parade Carriageway:
 Grand Parade Cycle Paths:
 Bishop Street Junction:
 Pedestrian Crossing Point at Tully Park Entrance:
 Civic Spaces:
 Footpaths:
 Luas trackbed:
 Luas trackbed on Civic Spaces:

Material Options

Asphalt, Asphalt with aggregate, Artificial stone pavers (setts), Natural stone pavers (setts)
 Asphalt, Asphalt with aggregate, Artificial stone pavers (setts), Natural stone pavers (setts)
 Asphalt, Asphalt with aggregate
 Asphalt, Asphalt with aggregate, Artificial stone pavers (setts), Natural stone pavers (setts)
 Artificial stone pavers (flags & setts), Natural stone pavers (flags & setts)
 Artificial stone pavers (flags & setts), Natural stone pavers (flags & setts)
 Retain existing surface, Surface Treatment, Artificial stone pavers (Flags & Setts), Natural stone pavers (Flags & Setts)
 Retain existing surface, Surface Treatment, Artificial stone pavers (Flags & Setts), Natural stone pavers (Flags & Setts)

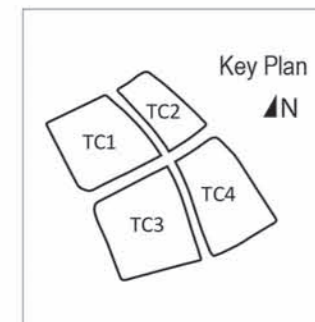


Figure 29b: Palette of materials for primary & secondary routes and squares

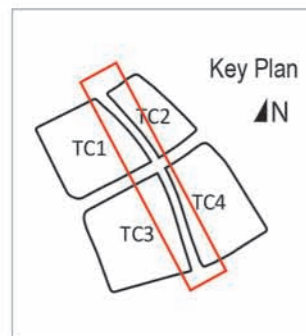
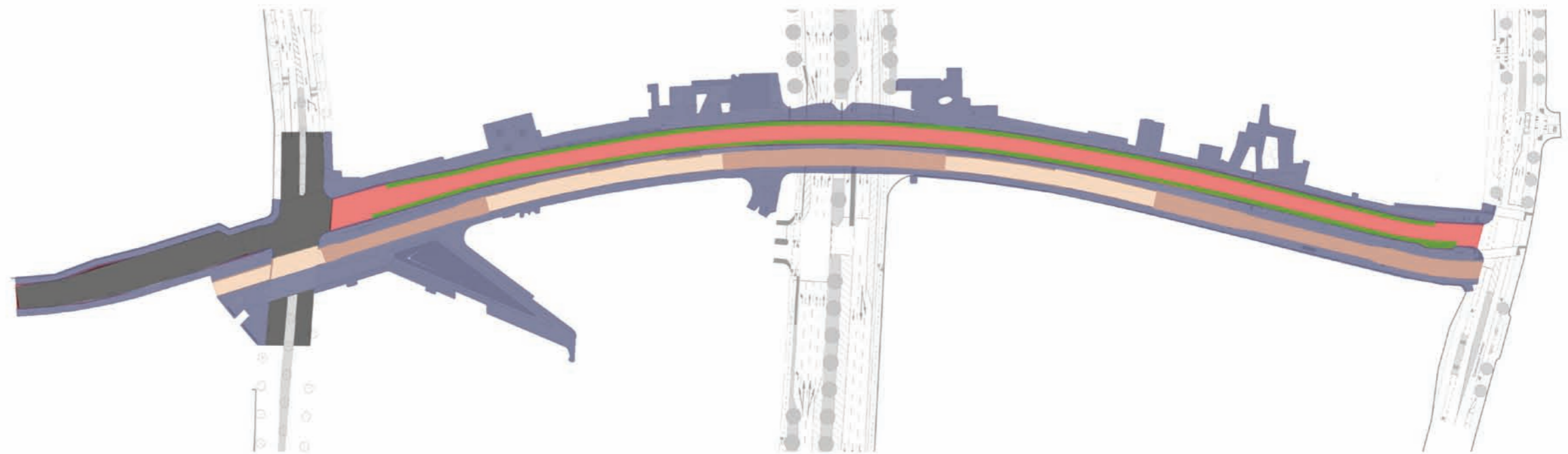
Paving material options

Surface Area

Grand Parade Carriageway:
 Grand Parade Cycle Paths:
 Bishop Street Junction:
 Pedestrian Crossing Point at Tully Park Entrance:
 Civic Spaces:
 Footpaths:
 Luas trackbed:
 Luas trackbed on Civic Spaces:

Material Options

Asphalt, Asphalt with aggregate, Artificial stone pavers (setts), Natural stone pavers (setts)
 Asphalt, Asphalt with aggregate, Artificial stone pavers (setts), Natural stone pavers (setts)
 Asphalt, Asphalt with aggregate
 Asphalt, Asphalt with aggregate, Artificial stone pavers (setts), Natural stone pavers (setts)
 Artificial stone pavers (flags & setts), Natural stone pavers (flags & setts)
 Artificial stone pavers (flags & setts), Natural stone pavers (flags & setts)
 Retain existing surface, Surface Treatment, Artificial stone pavers (Flags & Setts), Natural stone pavers (Flags & Setts)
 Retain existing surface, Surface Treatment, Artificial stone pavers (Flags & Setts), Natural stone pavers (Flags & Setts)



LEGEND	
	Bishop Street / Grand Parade north of Bishop Street
	Footpaths, Civic Spaces, Paved Crossing Points
	Grand Parade Carriageway
	Grand Parade Cyclepaths
	Luas - Surface Treatment on Civic Spaces
	Luas - Surface Treatment

Figure 29c: Palette of materials for Grand Parade

A variety of seating opportunities shall be provided throughout the public realm of the Town Centre. These may be in the form of feature steps, planter edges or walls, whilst innovative designs shall reduce the scope for street furniture clutter. Café and restaurant seating shall be provided along building frontages at suitable locations, but shall not dominate civic spaces that are required for multiple uses. Public lighting shall be site specific, utilising decorative lighting standards in plazas and squares. All street furniture shall be cohesive, high quality and site specific. Cycle stands shall be appropriately located to ensure that it is easily accessible and yet does not detract from usable public spaces, and in this regard, innovative cycle parking solutions shall be required to provide for the required quantum whilst integrating seamlessly with the public realm. Meanwhile, focal point in the form of water

features, public art or otherwise shall be incorporated in the civic spaces appropriately and shall be unique to each space.

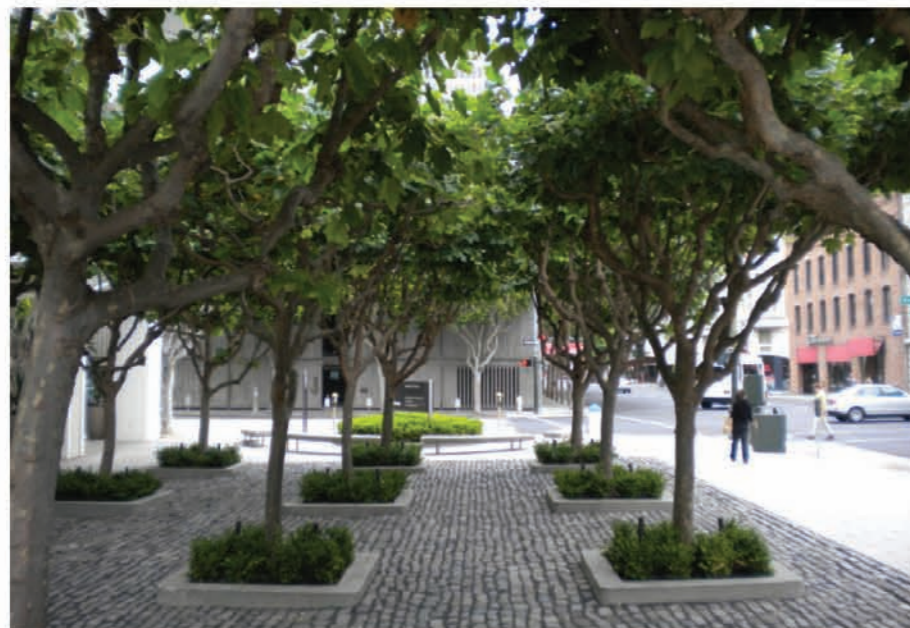
Town Centre streets and squares shall be designed to accommodate both low level planting and regular tree planting to define squares, routes and principal frontages. Block courtyards shall also be landscaped and accommodate low level planting and trees on a less formal layout. Along Grand Parade, trees shall create a formal curved avenue with punctuations in locations where the street opens up into squares and plazas.

Throughout the Town Centre, species selection shall be native in most part however plant selection shall be site specific to ensure appropriate species are planted in each space. Appropriate planting details shall be employed so

as to ensure suitable growing conditions and to protect adjacent street scapes / hardscape and any adjoining structures or services (Figure 30).



Pleached Lime



London Plane



Figure 30: Examples of feature street trees

4.6 Communal Amenity Space

All designs for communal amenity space, including open space, courtyards, roof terraces and communal residential pedestrian streets shall take cognisance of Section 5.4.4 of the Planning Scheme and in doing so comply with the 'Cherrywood Amenity Space Guidance Document 2017' and have regard to in particular Objective GI 11 as detailed below:

Objective GI 11 of the Planning Scheme states: 'To demonstrate that level changes necessary to accommodate development and associated infrastructure will not encroach on planned open space and will facilitate the protection of features for retention.'

4.6.1 Communal Residential Pedestrian Streets & Courtyards

The block layout for the Town Centre creates a hierarchy of streets with a series of communal residential pedestrianised streets and courtyards, accommodating pedestrians, cycle and emergency vehicles only (Figure 31). These shall be in the form of controlled access landscaped streets which provide additional communal amenity space for residents, access may be provided via controlled gates as well as from the adjacent apartment cores, and boundaries shall be open in nature and comprise of 'see-through' or 'open-fencing' with soft landscaping where necessary.

All spaces shall include a mix of high quality hard and soft landscaped areas and allow for multiple uses not dedicated to a single user group: these shall include seating areas and low-level planting with a variety to add visual interest and bio-diversity gains on a seasonal basis. The spaces shall also be designed to cater for informal activities, relaxation and play and in this regard, the design of courtyards should demonstrate their ability to be flexible spaces. In addition, level changes shall be utilised and sensitively incorporated to add interest, create play opportunities, contribute to the privacy of residents and support universal design accessible to all users. Integrated into landscape design at concept stage, level changes have the potential to create characterful spaces with dual functions of access and use.

Opportunity for play shall be provided in residential areas in accordance with the 'Design Standards for New Apartments' published by the DECLG, December 2015. Playful spaces shall be provided; reducing the reliance on play equipment by stimulating imaginative play, these will allow a flexibility of use therefore encouraging a range of people to use the amenity. Design solutions shall balance the needs of all residents by providing multifunctional uses within all amenity spaces.

4.6.2 Roof Gardens & Terraces

Roof gardens in the form of Intensive Green Roofs can provide another variety of amenity however should not be the sole amenity available, they shall complement ground level spaces and in some cases these can contribute to achieving higher standards and provide a variety of spaces. Intensive Green Roofs can contribute positively toward SuDs, whilst planting can mitigate wind, provide shelter, and privacy.

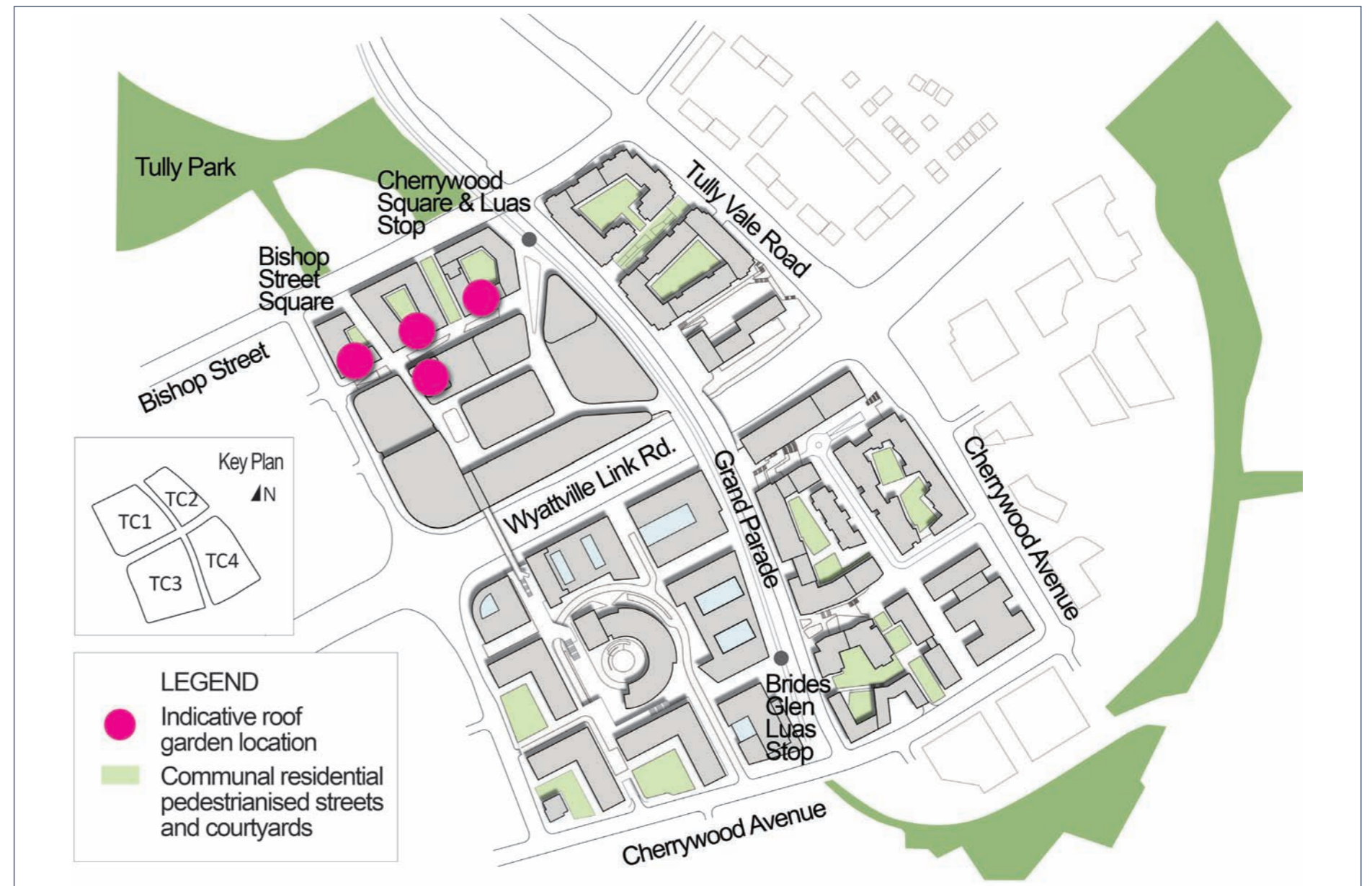


Figure 31: Communal Amenity Space

Communal roof terraces have an important role in the provision of amenity within the residential elements of the Town Centre masterplan. The communal roof gardens and terraces shall complement the courtyard spaces, and provide residents with access to shared, high quality spaces that are easily accessed by residential cores, affording long views with appropriate wind mitigation measures, and shall create sunny spaces which are not overlooked or overshadowed (Figure 31).

The design of all roof spaces shall ensure that adequate integrated and free standing furniture will provide for passive recreational opportunities for residents. Spaces shall be flexible, to ensure a mix of uses are accommodated. Planting details and species shall be seasonal, appropriate to location, low maintenance and of suitable specification for the microclimate whilst also contributing to SuDs and biodiversity. Seating and planting shall be located to ensure the roof terraces can be divided up in a subtle and appropriate manner, with built-in, secure and safe storage and watering points for maintenance. Where necessary, wind screening shall be provided to ensure a suitable microclimate is achieved within roof level spaces. All boundaries shall be robust and shall not provide an opportunity to climb or access by garden users.

4.7 Micro Climate

Objective PD 12 of the Planning Scheme states: 'To ensure a sustainable built form with best practice sustainable design, construction methods and materials, which has regard to solar effect, wind tunneling prevention and microclimate. Adaptable residential building design, which is responsive to changing technical / economic and social conditions, is generally encouraged'.

Objective GI.5 of the Planning Scheme states: 'To require that the layout and orientation of residential areas ensures adequate levels of sunlight and good accessibility to all open space, in accordance with the requirements of Section 2.8'.

Amenity spaces, both as civic spaces and pedestrian and cycle streets within the public realm and communal residential areas, shall be designed to take advantage of positive microclimates and create attractive vibrant spaces. The design of amenity spaces shall seek to ensure adequate levels of sunlight penetration and as such avoid extensive areas of prolonged shade which often result in uninviting and unusable spaces. Similarly, the orientation of amenity spaces should avoid unnecessary exposure to the prevailing winds and the detailed design shall incorporate wind mitigation measures to provide shelter and minimize wind tunneling. Wind assessments shall accompany planning applications and clearly demonstrate how the design incorporates any proposed mitigation measures. For all amenity spaces, the usable amenity shall be located in areas that have good sunlight access and wind shelter, whilst avoiding circulation routes and utilities, all of which shall be considered at concept design stage.

In terms of communal amenity space associated with residential development, proposals shall seek to apply the guidance as set out in 'Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities', DECLG, 2015 and 'Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns & Villages)', DEHLG, 2009 and 'Quality Housing for Sustainable Communities', DEHLG 2007. Design proposals shall ensure that adequate levels of light penetrate the communal amenity spaces throughout the year. However, having regard to the objective to create strong streetscape elements and achieve a successful urban form in the Town Centre, roof gardens may also be provided and can offer a satisfactory alternative and / or complementary space to the central courtyards, subject to climatic and safety factors being fully considered. Nonetheless, the central courtyard space is particularly appropriate for children's play and as such, the design of courtyard spaces should also ensure that noise reverberation is mitigated.

Chapter 5: Access And Movement Strategy

5 Access & Movement Strategy

Following specifically from the principles contained in Section 6.2 (i) and (j) of the Cherrywood Planning Scheme and its requirement to identify: vehicular and pedestrian routes within the Town Centre, and associated finished levels and access points including car park access points, section drawings; identification of the car parking spaces to be provided, the location access to and usage of car parks, including shared use car parks, and any on-street parking; together with those principles required by Section 6.2 (d), (e), (g) and (h) which refer to: finished floor levels of roads and footways and horizontal and vertical connections between Grand Parade; the location, design and treatment of squares and the public realm generally; the treatment of Grand Parade; and the provision of a separate pedestrian/cycle bridge across the WLR (further detailed within Sections 3.0 and 4.0), the Access and Movement Strategy for the Town Centre has been formulated. This Strategy is predicated on Objectives DA10, DA11, DA13, DA14 and DA15 of the Planning Scheme, the key elements of which are set out within this section:

DA10: 'The design and layout of the Town Centre shall address the following issues:

- In relation to Ground Levels, the change in the levels between the surrounding road network and the Town Centre Link shall be designed in a manner that is attractive to the pedestrian.
- In relation to the Grand Parade it is proposed as a low speed (30km/h) street facilitating movement across the Wyattville Link Road for pedestrians, cyclists, Luas and motorised traffic. It will mitigate the severance caused by the Wyattville Link Road and encourage interaction between both sides of the Town Centre. In traffic terms it will provide vehicular access to development blocks TC2 and TC4 and reduce at-grade crossing movements of the Wyattville Link Road.
- In relation to the relationship with the Wyattville Link Road, lands that encroach/about/or in any way have a relationship with the Wyattville Link Road, shall show the relationship between all the building edges and the road. The design of all elements shall be such that pedestrian movement is positively discouraged across the Wyattville Link Road at-grade.

DA11: 'The design of the Town Centre link shall incorporate features to protect pedestrian and cycle movement. These features will provide a safe environment for all users of the Town Centre Link and the Wyattville Link Road'.

DA13: 'To design civic spaces to assist movement through the Town Centre, in particular marking where pedestrian routes converge or cross'.

DA14: 'That Tully Park is developed in accordance with the objectives set down in Chapter 5 Green Infrastructure and Chapter 3 Cultural & Built Heritage'

DA15: 'To provide a Transport Interchange (T.I) in accordance with Chapter 4 and Map 6.2.'

Note: In relation to DA13, pedestrian permeability is denoted through the Town Centre Quadrants on Map 6.2 of the Planning Scheme with a pedestrian bridge provided over the Wyattville Link Road in addition to the Grand Parade. DA14 and 15 relate to Tully Park and the Transport Interchange (T.I) located outside of the UDFD but are addressed insofar as appropriate for the overall design for TC1 and TC2.



Map 8: Pedestrian Movement Strategy

The Cherrywood Town Centre is the most important area of Cherrywood in terms of access to transport networks. Therefore, the design of the street network and public spaces in the Town Centre has a strong focus on sustainable transport modes, with priority given to the design of pedestrian and cycling facilities, thereby contributing to the achievement of the target modal splits set-out in the Cherrywood Planning Scheme.

5.1 Pedestrian Movement Strategy

Cherrywood Town Centre will accommodate significant pedestrian volumes associated with the proposed mix of uses. The 2 no. Luas stops located within the Town Centre will also generate pedestrian trips from outside the area.

The proposed pedestrian network is required to consider a number of constraints, including:

- The barrier to pedestrian movements posed by the Wyattville Link Road;
- Reconciling existing and new ground levels in particular in an east-west direction through TC2 and TC4; and

- The potential conflicts with other modes and infrastructure such as cycling, public transport and vehicular traffic, which also need to be provided in and around the vicinity of the Town Centre.

Accordingly, the Town Centre Pedestrian Movement Strategy has been prepared to comprise the following main elements (Map 8 Pedestrian Movement Strategy):

- A network of pedestrian links within each of the 4 no. Town Centre quadrants, connecting all relevant external and internal desire lines;
- The routing of legible links which by design clearly direct pedestrians and cyclists appropriately;
- A pedestrian-friendly boulevard on Grand Parade, where the need for pedestrians to cross the Luas tracks and the carriageway is carefully considered;
- Grade-separated pedestrian crossings of Wyattville Link Road provided through 2 no. high quality pedestrian facilities associated with Grand Parade and a dedicated footbridge between TC1 and TC3;
- Adequate pedestrian facilities incorporated in the design of junction A (Wyattville Link Road/Tully Vale Road /Cherrywood Avenue);
- Adequate pedestrian facilities incorporated in the design of junction A2 (Bishop St/Grand Parade).
- Any proposed pedestrian route to facilitate connectivity from TC2 across Tully Vale Road to the neighbouring existing residential area of Gleann na Rí (as illustrated on Map 8) will have due regard to safety and permeability at detail design stage.

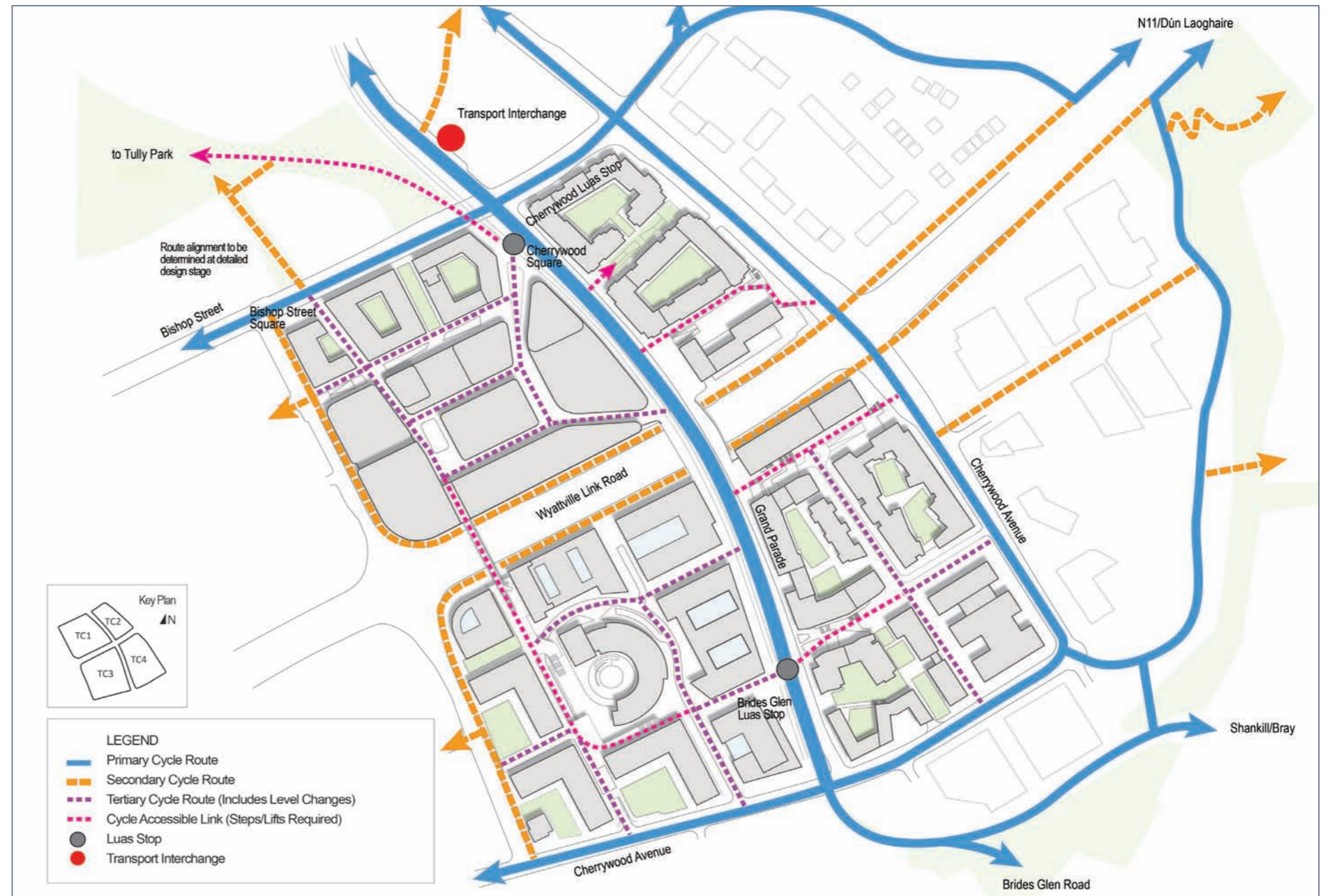
5.2 Cycle Movement Strategy

5.2.1 Cycle Connections

The road links within and surrounding the Town Centre will be provided with dedicated cycle facilities. This includes designated cycle lanes on Cherrywood Avenue, segregated cycle tracks on Cherrywood Avenue and Grand Parade, as well as combined bus and cycle lanes (1.5m and 3m) on Bishop Street and Tully Vale Road. Two-way segregated cycle tracks will be in place along either side of Wyattville Link Road along its Town Centre section (Map 9).

As with the pedestrian network, the Wyattville Link Road is a significant barrier to north-south movement for cyclists. North-south cycle movements will be mainly concentrated along the high-quality cycle tracks on Grand Parade, which provides a grade-separated connection between the northern Town Centre quadrants (TC1 and TC2) and the southern quadrants (TC3 and TC4). These facilities will also cater for the links between the north of the Cherrywood SDZ Planning Scheme area, mainly residential, and the south of the Wyattville Link Road, which will concentrate the majority of the area's employment.

In addition to Grand Parade, junction A will provide integrated cycle facilities and crossings integrated with a layout that responds to the key traffic role performed by this junction.



Map 9: Cycle Movement Strategy

5.2.2 Cycle Parking

Cycle facilities and parking shall be based on the current DLRC Standards for Cycle Parking and associated Cycling Facilities for New Developments. This document distinguishes between long-term cycle parking, which is related to employment, retail and non-retail, and residential (cycle storage), and the short-term needs of visitors to all uses. Long-term cycle parking should mainly be accommodated within the covered secure areas such as basements and at Gateway entrances to the Town Centre, including at the Transport Interchange and Tully Park Link/Bishop Street Square, whereas the short-term parking should be located on surface ground levels close to building entrances and associated with the Luas stops, including the Transport Interchange, in convenient, well-lit places with passive surveillance whenever possible. Innovative solutions shall be used for cycle parking to ensure that public amenity spaces are not negatively impacted upon.

Within TC1, cycle parking provision shall be located at convenient and publicly accessible locations to access all uses. Particular consideration shall be given to encourage cycle access to community, civic and leisure uses, and as such appropriate levels and locations for cycle storage shall be provided. Cycle parking shall be located close to the Cherrywood Luas stop, Transport Interchange and Tully Park / Bishop Street Square Link.

Within TC2 and TC4, which will predominantly comprise of residential and employment uses, the majority of cycle parking provision shall be located within appropriately designated areas at basement level, close to lifts and stair cores, with visitor and short stay provision at ground floor level both on public streets close to entrances and within private areas associated with the residential blocks. Provision at surface level shall also cater for the short stay visitor to the non-retail uses and at Bride's Glen Luas stop.

Within TC3, for residents, locations for secure cycle parking will generally be provided in storage areas close to lift and stair cores with direct street access at Capital level 52 OD. For employees, locations for long-stay cycle parking areas with dedicated shower, changing and locker/drying facilities will be located primarily at basement level with dedicated access for cyclists. For visitors, locations for short-stay cycle parking will be located close to building entrances and in the public areas close to entrances to retail, non-retail and community uses, with spaces for further parking at Bride's Glen Luas stop. Dedicated proposals will be developed as part of planning application process.

Basement cycle parking shall also provide shower, changing facilities and locker/drying rooms, including employment areas.

5.3 Public Transport Movement Strategy

The Town Centre Public Transport Movement Strategy, including the strategy for both buses and Luas, is illustrated on Map 10. Cherrywood Town Centre includes 2 no. Luas stops: Bride's Glen to the south and Cherrywood to the north of the Town Centre. These Luas stops, along with the infrastructural requirements as set-out by Transport Infrastructure Ireland (TII), shall be integrated into the design of Grand Parade. The design of Grand Parade and adjacent buildings accommodates the potential future upgrade of the Luas to Metro, which will be reflected in longer platforms and a wider circulation corridor. These objectives have been considered in the overall urban form and block layout within the UFDF with consideration given to street-widths, building set-backs, landscaping and street furniture.

High-quality pedestrian infrastructure and cycle parking for commuters is provided for within the design. Furthermore, service vehicle access to each of the stops is available off the proposed streets or by using parts of the adjacent hard landscaping, if necessary. 2 no. "kiss and ride" drop off points are allowed for on either side of Cherrywood Avenue close to Bride's Glen Luas stop. The exact location and design shall be determined at planning application stage. It is not intended to provide a set down facility adjacent to the Cherrywood Luas stop as to do so would impact negatively on either the quality of the cycle route along Grand Parade or the Quality Bus Corridor on Bishop Street. A small set down bay could be implemented on the east side of Grand Parade for "kiss and ride" at the Cherrywood Luas stop should the need arise.

The northern areas of the Town Centre are served by bus stops off Bishop Street and Tully Vale Road, which avail of bus lanes as well as the use of upstream and downstream bus gates (at the Bishop Street/Castle Street junction). These are likely to be the stops with highest frequencies in Cherrywood. The bus stops are to be provided in tandem with adequate pedestrian crossings, so as to ensure safe and convenient pedestrian access to and from.

The bus stops at Bishop Street form part of the Cherrywood Town Centre Transport Interchange, which will also include the Cherrywood Luas stop, a bus bay, a taxi rank and cycle parking located on Grand Parade immediately to the north of Bishop Street, all connected by high quality pedestrian links.



Map 10: Public Transport Movement Strategy

5.4 Vehicular Access and Movement Strategy

5.4.1 Road Hierarchy

Map 4.5 of the Cherrywood Planning Scheme identifies the road hierarchy for the main road network throughout Cherrywood. Typical cross-sections are prescribed for each type of road on Figure 4.4 of the Cherrywood Planning Scheme. Map 11 of the UFDF reproduces this road hierarchy in the Town Centre area and Figures 16(a)–(e) contained within Section 4.0 'The Public Realm Strategy', provides further detailed sections of Grand Parade.

Within the Town Centre, the road network is dominated by the Wyattville Link Road, which bisects the Town Centre. This road, a wide dual-carriageway, is the only 'Level 1' link provided within Cherrywood. This route, within the Town Centre has one full movement junction, at location 'A', to mitigate the potential impact of queuing traffic extending back onto the M50. The Town Centre must cross this road at the elevated level of the Luas.

Three of the four edges of the overall Town Centre are defined by 'Level 2' links defined as 50km/h roads: Tully Vale Road to the north of TC1/2 (north of Wyattville Link Road); and Cherrywood Avenue which loops around TC3/4 between the two Wyattville Link Road junctions.

The north western edge of TC1 and TC2 is defined by Bishop Street, which is a 'Level 3' 30km/h street. Grand Parade, which is intended to be the mobility spine of the Town Centre, is also a 'Level 3' 30km/h link, which runs parallel to and at the same grade as the Luas.

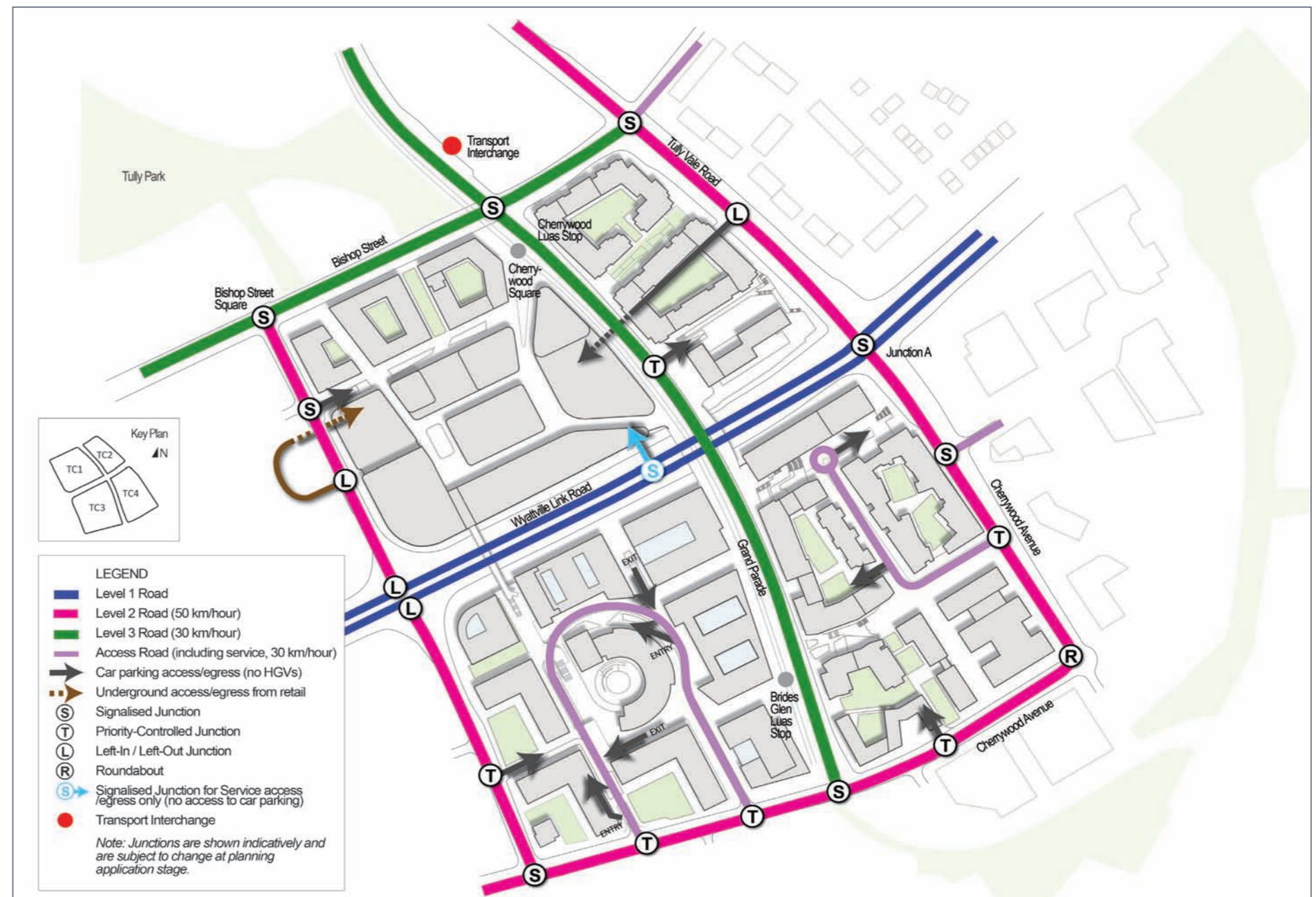
In addition, the UFDF now makes provision for vehicular internal streets, (Access Road on Map 11) particularly on TC3 and TC4 that respond to their specific design and requirements. These internal streets will be designed to accommodate the requirements of each quadrant, in the context of the guidance provided by the Design Manual for Urban Roads and Streets (DMURS) on 'shared space' principles.

As a result of the strategy to develop from the new ground levels and place cars and servicing beneath the podium, it is proposed that surface vehicular access to TC1 and TC2 will be mainly associated with emergency and occasional service and maintenance needs, while that to TC3 will also provide taxi set-down/pick-up areas close to building entrances. TC4 provides for an internal street to access the below podium car parking to the north of the plot.

Cherrywood Avenue

The UFDF provides for Cherrywood Avenue to be a two lane road with a central reserve that accommodates right turn lanes when required, with adjacent cycle tracks between the carriageway and a wide planted footpath with an overall width of 21.1m as shown in Figure 4.4 of the Cherrywood Planning Scheme.

The overall street width allows provision for in-line bus stops as shown in the National Cycling Manual Section 5.1.



Map 11: Vehicular Access and Movement Strategy

With regard to the part of Cherrywood Avenue that adjoins TC3, HIE2 and block G2, the UFDF proposes that pedestrian paving and cycle lanes are continuous across access roads consistent with best practice as set out in DMURS. It is intended that high quality material surfaces and finishes including kerbing, paving, planting, street furniture and lighting consistent with that for the rest of the Town Centre will be incorporated as part of the street design to ensure that an urban 'street' feel is obtained. Some limited car drop-off spaces for taxis and people with disabilities at building entrances are recommended and will be considered further with planning applications for building quadrants.

Bishop Street

This link accommodates a Quality Bus Corridor and as such, it provides a combined bus/cycle lane (1.5m and 3m) between the carriageway and a 3.0m wide footpath that is planted with street trees. Two pedestrian crossing points that link the Town Centre to Tully Park and the Transport Interchange are located at Cherrywood Square and Bishop Street Square respectively. The road surface at these locations shall reflect the importance of these pedestrian routes to provide a seamless visual and physical north-south link for the pedestrian.

Grand Parade

The section of Grand Parade through the Town Centre is intended to be an attractive public space, whilst providing important connectivity for walking and cycling across the Wyattville Link Road (See also Section 4.3.1 and Figure 24). The Planning Scheme details a cross-section of Grand Parade. However, subsequent analysis indicates that to accommodate future-proofing for Metro, there will be a requirement for a greater width of 7.1m for the Luas/Metro Corridor. Meanwhile, the provision for pedestrian/cycle crossing of the Luas track will be limited and well-defined. In this context, the cross-section shall include the following, from west to east:

- A footpath that will be a minimum of 3m wide;
- A Luas/Metro corridor of 7.1m in width; quadrants, connecting all relevant external and internal desire lines;
- A central landscape strip of a minimum 2.7m in width, with strategically located breaks to enable pedestrian movements across;
- A 5.5m carriageway bounded by 2.25m segregated cycle tracks/lanes on either side;
- A 3m-wide (minimum) footpath.

The layout may vary along the length of this section of Grand Parade in order to accommodate the requirements of the Luas stops and platforms. The cross-section described above will also differ at points where it integrates with Primary and Secondary squares along Grand Parade identified as part of the Public Realm Strategy (See also Section 4.0 and Figures 16a-g).

5.4.2 Car Parking Provision

The Planning Scheme set out car parking standards for residential, high intensity employment (HIE) and retail uses (see Section 4.2.10, Tables 4.4, 4.5 and 4.6 refer).

Standards for residential developments are minimums. The minimum residential car parking standards are set out in Table 4.4. of the Planning Scheme. The minimum standard applicable to the Town Centre is 1 space per unit.

Standards for HIE is expressed as a maximum. HIE car parking provision will be permitted in accordance with Section 4.2.10 and as set out in Table 4.5.

Standards for retail uses are expressed as maximum and are set out in Table 4.6.

Non-retail uses should be primarily part of a linked journey or multi-purpose trip and therefore, the appropriate car parking standard will generally be 1 space per 50 sqm in such cases. However, it is acknowledged that some of the non-retail uses as end destination trips in their own right may have a requirement for additional car parking spaces, for example, a cinema, museum or places of worship. In such instances, the car parking requirements will be considered by the Planning Authority on a case by case basis and will be informed by the current Dún Laoghaire-Rathdown County Development Plan (See Section 8.2.4.5 Car Parking Standards of the 2015-2022 County Development Plan) and the Vision for Cherrywood as set out in the Cherrywood Planning Scheme, subject to the applicant sufficiently demonstrating the need for additional car parking. Any additional car parking spaces that may be considered appropriate for such uses by the Planning Authority may be segregated from all other car parking spaces and may have restriction imposed on their use.

Given the mixed-use and multi-purpose nature of the Town Centre, there is also the potential for shared or dual use parking provision where it can be demonstrated that peak demands do not coincide, especially where day and night uses are involved, e.g. day-time office use and evening entertainment or leisure activities. Applicants will be required to demonstrate that consideration has been given to the potential for shared parking. In the interest of clarity, car parking spaces provided for residential use shall not be shared with any other use.

The Planning Scheme gives consideration to the inclusion of a local park and ride facility (circa 200 spaces) subject to consultation with the NTA and TII and the availability of below podium space that can accommodate this use. The most likely location for this would be close to Bride's Glen stop.

Dedicated motor cycle parking spaces shall be provided at a minimum of four or more spaces per 100 car parking spaces.

Surface car parking will be limited throughout the Town Centre, particularly in TC1 and TC2 where parking will be accommodated below podium level. Some surface parking may be provided within TC3 and TC4 and along Cherrywood Avenue.

Car parking provision based on the likely quanta of development, in line with the aforementioned standards, is illustrated in Table 3 overleaf.

Table 3: Car Parking Provision

Use	Planning Scheme Range - Tables 6.2.1 and 6.2.2 (sqm)	No. of car parking spaces required
TC1		
Retail Convenience /Food	2,357 – 4,740	Max 118 – 237
Retail Comparison	19,043 – 20,860	Max 381 – 417
Retail Services	5,350 – 6,400	Max 107 – 128
		Retail Sub-total: Max 606 – 782
HIE	8,000 – 10,000	Max 133 – 167
Residential	24,000 – 32,400 (255 – 346 units)	Min 255 – 346
Non Retail	17,000 – 21,000	See Note 4 Below
Community	1,100 – 1,500	Max 22 – 30
		TOTAL RANGE TC1 (excluding non-retail car parking⁽⁴⁾): Min 255 – Max 1,325 (see Note 6 below)
TC2		
Retail Convenience /Food	189 – 415	Max 9 – 21
Retail Comparison	1,531 – 1,825	Max 31 – 37
Retail Services	430 – 560	Max 9 – 11
		Retail Sub-total Max 49 – 69
HIE	0	Max 0
Residential	28,200 – 36,000 (300 – 384 units)	Min 300 – 384
Non Retail	7,000 – 9,000	See Note 4 Below
Community	0	Max 0
		TOTAL RANGE TC2 (excluding non-retail car parking⁽⁴⁾): Min 300 – Max 453 (see Note 6 below)
TC3		
Retail Convenience /Food	264 – 459	Max 13 – 23
Retail Comparison	2,136 – 2,021	Max 43 – 40
Retail Services	600 – 620	Max 12 – 12
		Retail Sub-total Max 68 – 75
HIE	54,800 – 74,300	Max 913 – 1,238
Residential	27,000 – 33,600 (287 – 358 units)	Min 287 – 358
Non Retail	8,000 – 10,000	See Note 4 Below
Community	1,100 – 1,500	Max 22 – 30
		TOTAL RANGE TC3 (excluding non-retail car parking⁽⁴⁾): Min 287 – Max 1,701 (see Note 6 below)
TC4		
Retail Convenience /Food	220 – 446	Max 11 – 22
Retail Comparison	1,775 – 1,961	Max 36 – 39
Retail Services	499 – 602	Max 10 – 12
		Retail Sub-Total: Max 57 – 73
HIE	12,753 – 17,453	Max 213 – 291
Residential	40,800 – 48,000 (434 – 512 units)	Min 434 – 512
Non Retail	15,500 – 20,000	See Note 4 Below
Community	0	0
		TOTAL RANGE TC4 (excluding non-retail car parking⁽⁴⁾): Min 434 – Max 876 (see Note 6 below)
OVERALL TOTAL RANGE TC1, TC2, TC3 and TC4 (excluding non-retail car parking⁽⁴⁾)		Min 1,276 – Max 4,355

Notes:

- 1 The quanta for retail convenience/food, retail comparison and retail services are calculated pro rata from “Table 6.2.1: Development Type and Quantum for Development Area 2 Cherrywood”.
- 2 The above table does not include the allowance of 10% transfer of uses between the 4 areas in the Town Centre which is subject to agreement between the Town Centre Landowners. This may result in a corresponding transfer of car parking spaces.
- 3 The minimum residential parking provision takes into account the potential to achieve a greater number of units based on the Planning Scheme Amendments 1 - 4 (27 April 2017).
- 4 The non-retail uses should be primarily part of a linked journey or multi-purpose trip and therefore, the appropriate car parking standard will generally be 1 space per 50 sqm in such cases. However, it is acknowledged that some of the non-retail uses as end destination trips in their own right may have a requirement for additional car parking spaces, for example, a cinema, museum or places of worship. In such instances, the car parking requirements will be considered by the Planning Authority on a case by case basis and will be informed by the current Dún Laoghaire-Rathdown County Development Plan 2016 - 2022 (See Section 8.2.4.5 Car Parking Standards) and the Vision for Cherrywood as set out in the Cherrywood Planning Scheme. Car Parking spaces provided for residential use shall not be shared with any other use. Any additional car parking spaces that may be considered appropriate for such uses by the Planning Authority may be segregated from all other car parking spaces and may have restrictions imposed on their use.
- 5 The car parking ranges exclude car parking associated with non-retail uses.
- 6 The range for residential car parking is calculated based on the minimum standard of 1 space/unit. Therefore the total maximum value will be increased accordingly if car parking for residential use is provided above this minimum standard of 1 space/unit.

5.4.3 Car Parking Access Points and Circulation

The car parking access and circulation for the entire Town Centre at all levels is illustrated diagrammatically in Figures 32 (a) – (e).

TC1/ TC2

The basement underneath TC1 and TC2 shall be connected to provide increased flexibility for car park access. Access/egress to the TC1/TC2 basement car parking area shall be provided from Tully Vale Road, Grand Parade and Cherrywood Avenue (at 2 locations between Wyattville Link Road point J and Bishop Street). The Tully Vale Road access shall be a left-in/left-out arrangement to utilise the existing ground levels more effectively. It also has the benefit of reducing traffic in the Town Centre on Grand Parade and Bishop Street, thereby enhancing the pedestrian, cycle and public transport priority in these areas. The access and associated internal arrangements shall be designed to accommodate queuing traffic internally through

the provision of sufficient gate and stacking capacity within the car park itself, thereby preventing traffic queues extending onto the external road network. Variable message signs will be provided on approach routes to indicate real-time information regarding the availability of car parking spaces.

The majority of the parking spaces shall be accessed off Cherrywood Avenue (Access 1a & 1b) and Tully Vale Road (Access 1d). More limited access will be provided off Grand Parade (Access 1c) and this will be mainly for residential and hotel uses.

TC3

TC3 has 2 no. access/egress points (Access 3b & 3c) from Cherrywood Avenue South to Level +52m OD for taxi set-down/pick-up and access to the main parking and service areas, which include a dedicated residential parking area for Buildings TC3-7 and TC3- 8 at level 52m OD, and ramped access and egress to the two lower levels of parking and service areas.

A third vehicular access/egress (Access 3a) shall be provided off the road connecting Cherrywood Avenue with the Wyattville Link Road left-in/left-out (Cherrywood Avenue West). This shall provide limited access for taxi set-down/pick up and deliveries to buildings TC3-7, TC3- 8 and TC-9 which are primarily residential at street entrance level (+56.00m OD). It is envisaged that within TC3 most areas will be designed in compliance with the 'shared spaces' in compliance with DMURS.

TC4

TC4 will avail of 2 no. vehicular accesses off Cherrywood Avenue: one at the east of the site, leading to an internal street from where on-street and basement car parking can be reached (Access 4b & 4c); and one from the south, directly connecting with basement car parking (Access 4a).

5.4.4 Servicing and HGV Access

The strategy for access and circulation for HGV's and servicing the Town Centre is detailed below and illustrated on Map 11 Vehicular Access and Movement.

TC1/ TC2

In order to reduce the need for service vehicles and HGVs from the internal road/street network and from along Tully Vale Road, service and HGV access to TC1 and TC2 shall be provided directly from the Wyattville Link Road in the form of a fully signalised junction (Access 1e). This thereby protects the quality of service afforded to sustainable modes of transport on the Town Centre network. The hours of operation of this junction may be restricted and will be considered at design stage in agreement with the Planning Authority and subject to the demonstration of traffic impacts on adjacent junctions on the Wyattville Link Road.

The Vehicular Access and Movement Strategy provides for a number of internal service/waste collection areas on the periphery of the basement connected by a double-height corridor, which will serve all the uses proposed for these Town Centre quadrants (Figures 32c & d).

A limited amount of needs can be catered for by drivable sections of the hard landscaping on surface. For example, these include the potential use of the Cherrywood Plaza area to service the Cherrywood Luas stop, or the hotel drop-off for occasional needs of the hotel.

TC3

The Vehicular and Access Movement Strategy for TC3 considers the service requirements for a variety of different uses. For HIE and commercial uses, waste collection points and plant areas shall be located at basement level (Level 48). For residential areas, waste collection is at basement level (Level 52) of each building. For retail and non-retail, waste and plant is allowed for from the building with direct vehicular access at Level 52. A waste management centre is located within TC3 to allow for all waste to be brought to one point for collection.

A dedicated vehicular delivery and service yard at Level 52 is proposed to provide for the operational requirements of the retail/non-retail elements of building TC3-9 (Figure 32b). This is off-street and covered to minimise any noise or adverse impact for residents, particularly in the early morning hours when most deliveries and services are scheduled.

For residential buildings, limited service vehicle access is possible to the entrance level of each residential block for emergencies, deliveries, furniture moving, etc. so that heavy goods can be wheeled to building entrances and carried by lift to each floor.

TC4

This quadrant will avail of an internal street that shall include a service area associated with the office building. The retail element of the proposed development shall be catered for by a loading bay on Cherrywood Avenue, at the southern boundary of the plot (Figure 32a).

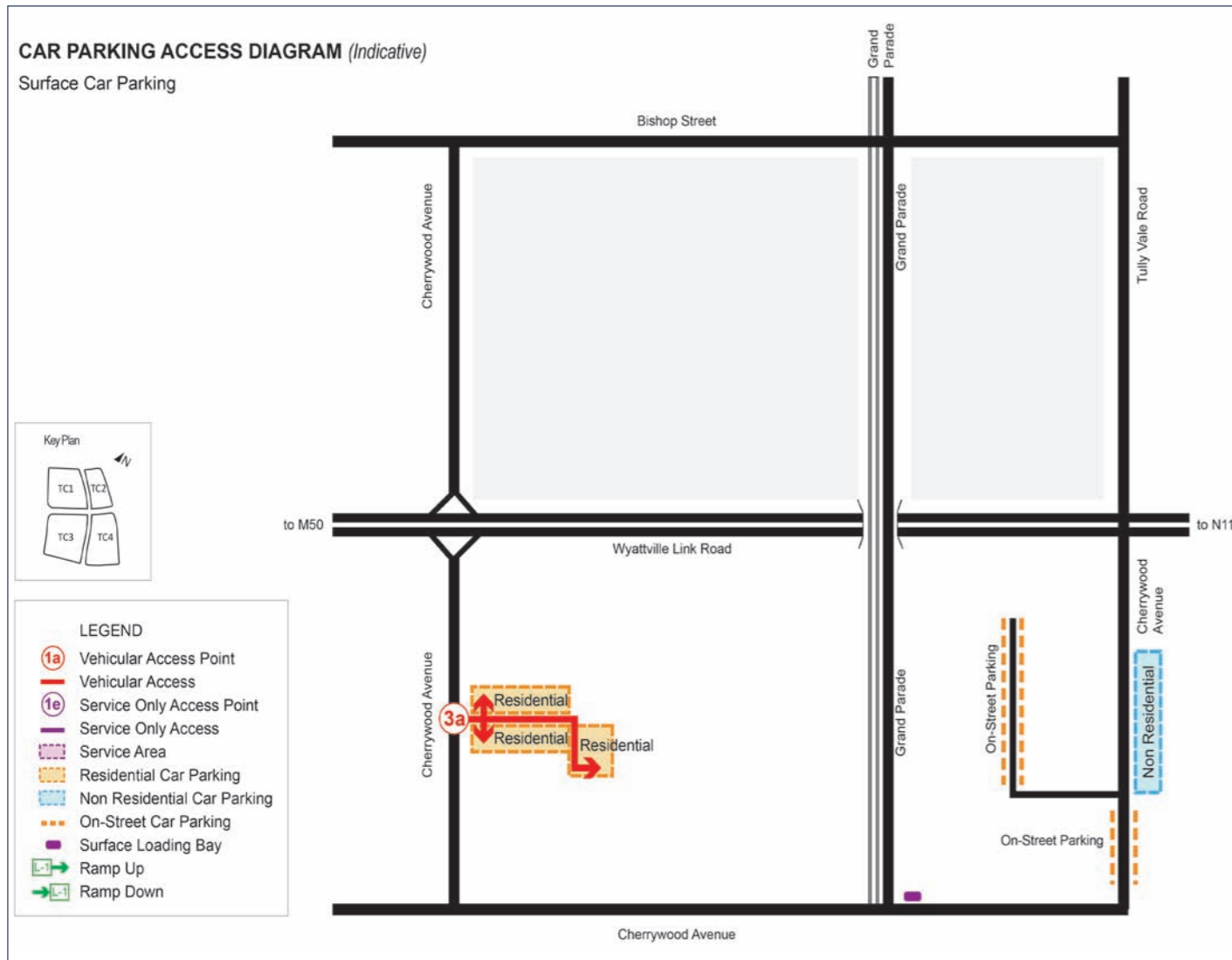


Figure 32a: Car parking Access and Circulation Surface Level

Figure 32b: Car parking Access and Egress Surface Level

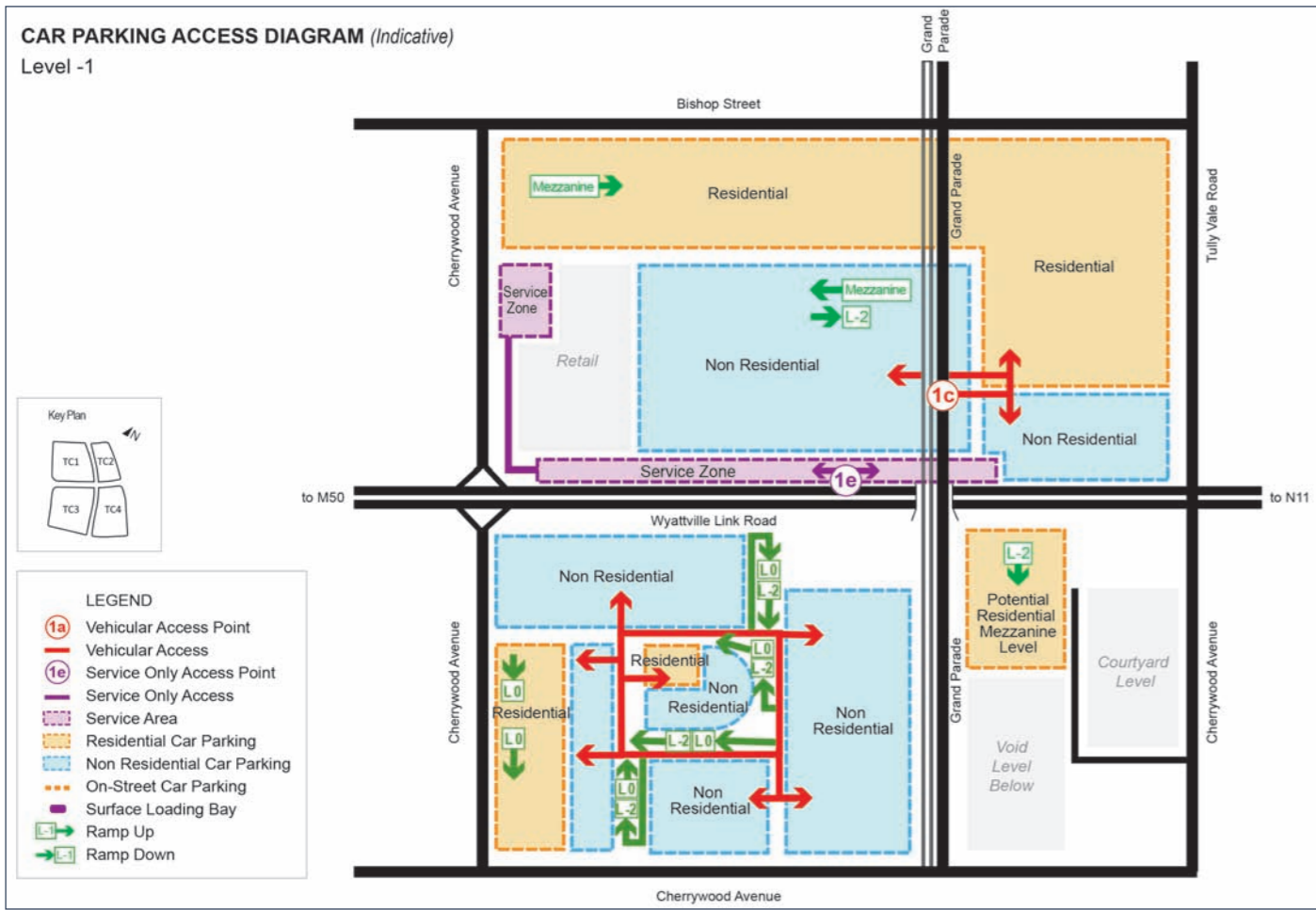


Figure 32c: Car parking Access and Circulation Level-1

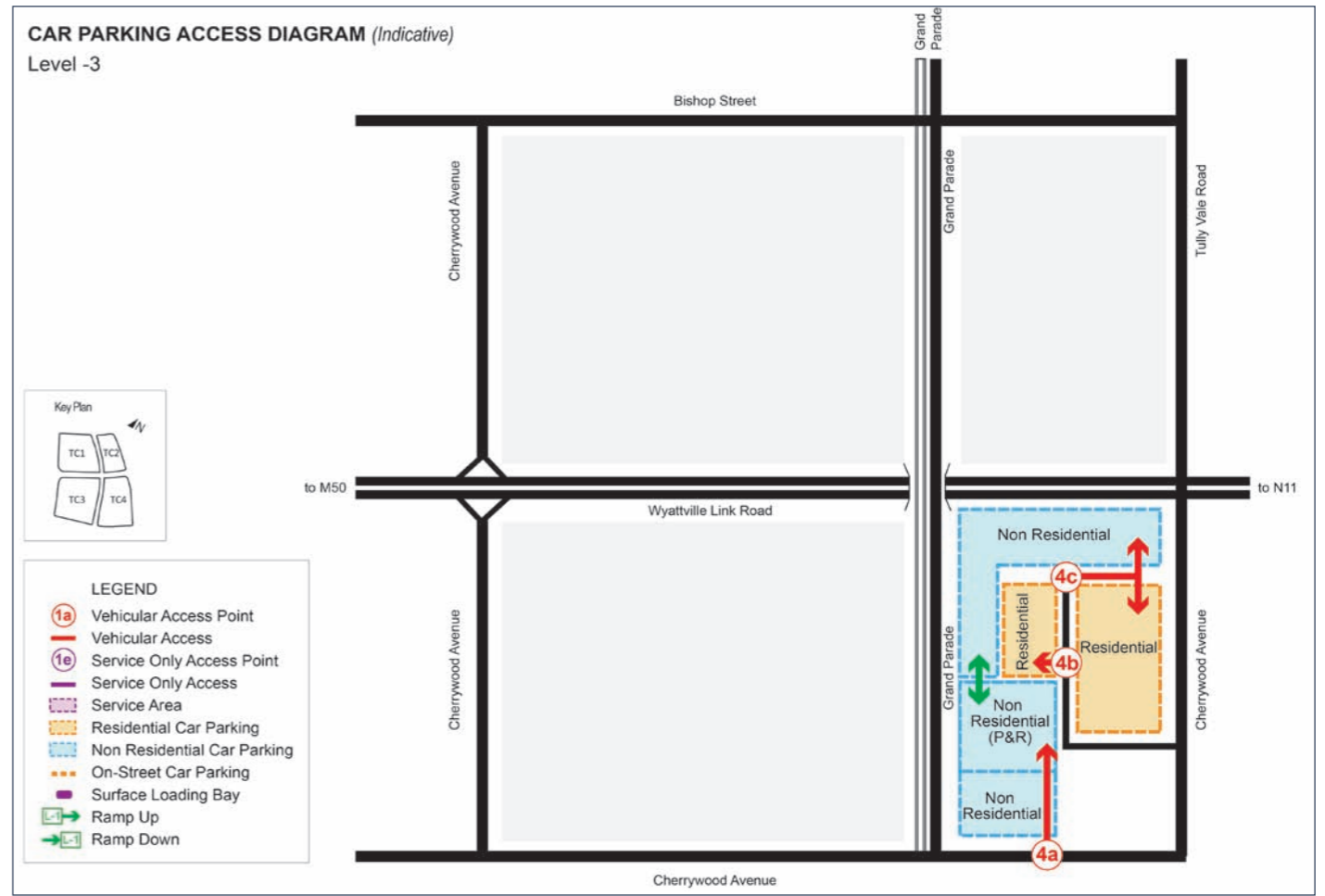


Figure 32e: Car parking Access and Circulation Level-3

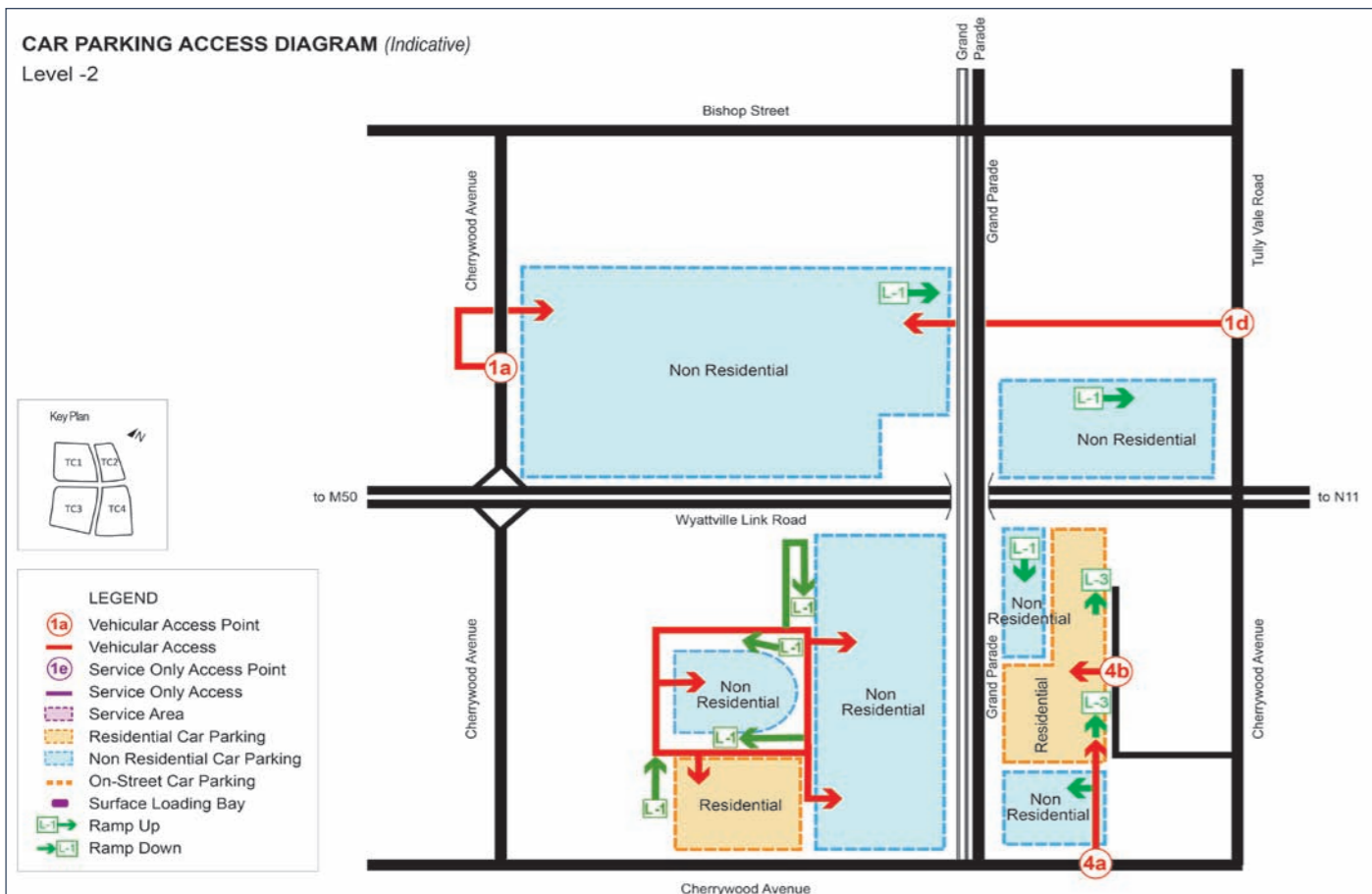


Figure 32d: Car parking Access and Circulation Level-2

Chapter 6: Delivery & Implementation

6 Delivery & Implementation

6.1 Delivery

Dún Laoghaire-Rathdown County Council will play a pivotal role in active land management in order to expedite the delivery of the Town Centre for Cherrywood, as the key centre of economic, social and retail activity within the Planning Scheme Area. Delivery of the Town Centre, as a mixed-use area as envisaged under the Planning Scheme and further articulated in the UFDF, is an important objective in terms of achieving the overall vision for Cherrywood as a sustainable place, with a rich urban diversity, a strong identity and a vibrant economic community anchored around the Town Centre.

In this regard, the Development Agency, will continue to actively liaise with the landowners and relevant statutory bodies to resolve any potential blockages in the delivery of the Town Centre.

However, ultimately, the delivery of the Town Centre will be largely dependent on the relevant landowners bringing forward their respective sites for development and demonstrating compliance with the UFDF and Planning Scheme as part of the development management process.

6.2 Implementation & Review

To facilitate implementation of the UFDF, as a critical component of the Planning Scheme, it is proposed that there will be on-going monitoring and evaluation of the UFDF as a comprehensive framework to assessment. In this regard, the Development Agency will liaise with all relevant landowners, representatives of relevant agencies and Government Departments, and will report on such matters to the Cherrywood SDZ Steering Group.

In this context, should the UFDF require subsequent revision and refinement, this will be done so by the Development Agency in consultation with the relevant landowners and in accordance with the Cherrywood SDZ Planning Scheme. As such any future amendments to the UFDF, shall not materially alter the Planning Scheme. In the event of any disagreement between the parties on any future amendment, the matter shall be referred to An Bord Pleanála for determination.