Park West - Cherry Orchard Local Area Plan 2019







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Introduction & Policy Context

INTRODUCTION & POLICY CONTEXT

1.1 Introduction

The Park West - Cherry Orchard area has been identified in the Dublin City Development Plan 2016-2022 as an area for which a Local Area Plan will be prepared. The identification of this area acknowledges the need for regeneration within Cherry Orchard. The preparation of a Local Area Plan (LAP) allows for future development to be managed in a coordinated and sustainable manner, integrating new neighbourhoods with existing communities and providing for the needs of the existing and future populations.

With approximately 46 hectares of land available for development, the Development Plan recognises the importance of this area, having the potential to deliver approximately 2,000 new residential units alongside new mixed use and commercial development.

The past ten to twenty years has seen significant, albeit sporadic changes, to the physical character of Park West and Cherry Orchard. Previous plans for development fell foul to economic recessions leaving some new developments isolated and un-connected to neighbouring amenities. With new plans in place for significant investment in public transport infrastructure, including in particular, the provision of an electrified DART line to serve the Park West - Cherry Orchard train station, it is timely to put in place a plan that can maximise the benefit from public investment and help provide much needed housing for the City, located within sustainable and attractive emerging neighbourhoods.

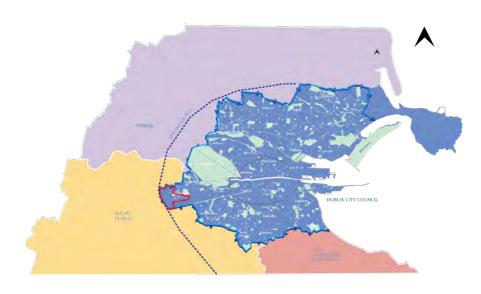


Fig.1: City Context Map Park West - Cherry Orchard Local Area Plan

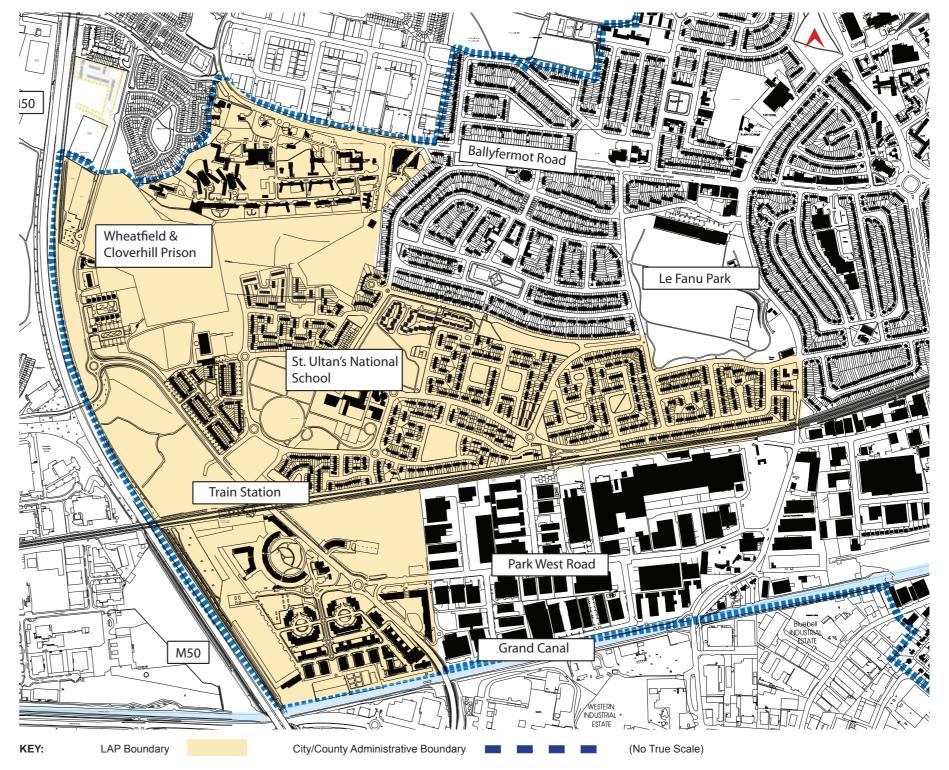


Fig.2: Local Area Plan Boundary

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This Local Area Plan, on coming into effect, will remain in force for a period of six years. The Council may after five years decide to extend the life of the plan, to a period no longer than 10 years in total.

1.1.1 Extent of Plan Area

The LAP covers an area of approximately 267.51 hectares, set between Ballyfermot Road and the Grand Canal, with the M50 forming the western boundary. To the north of the railway line the plan includes Cherry Orchard Hospital lands, the Wheatfield and Cloverhill Prisons and Courthouse, and the residential estates of Elmdale, Barnville, Cherry Orchard and Croftwood. South of the railway, the plan includes lands identified as the Park West Business Park, Park West Point and the Aspect hotel, all located west of the Park West Industrial Estate. For the most part the northern, western and southern boundaries correspond with the administrative boundary between Dublin City Council and South Dublin County Council.

A total of eight development sites, and two key amenity development sites are identified within the LAP. Within Cherry Orchard, sites 1-5 are largely in the ownership of Dublin City Council, equating to 31.7 hectares; while sites 6-8 in Park West which contain c. 14.3 hectares are in private ownership.

1.1.2 Rationale for the Local Area Plan

A Local Area Plan (LAP) is an important statutory document prepared by the Planning Authority in accordance with the requirements of the Planning and Development Act, 2000 (as amended). This Act provides that a Planning Authority may, at any time, prepare a Local Area Plan for any particular area within its jurisdiction which the Planning Authority considers appropriate; in particular for areas which require economic, physical and social renewal, and for areas likely to be subject to large scale development within the life of the plan. With approximately 46 hectares of undeveloped land available for development, and existing recognised levels of disadvantage (see Chapter Two), the area is identified in the Dublin City Development Plan 2016-2022 (Table F) as suitable for a Local Area Plan. The Plan is a statutory framework to guide the future sustainable development of the area.

As required under the Planning and Development Act, 2000 (as amended), the LAP must be consistent with the objectives and core strategy of the City Development Plan, in addition to any regional spatial and economic strategies that apply and to transport strategies within the Greater Dublin Area, (see policy and statutory context below).

The Plan once adopted will be a primary instrument to guide and control development. Both the Planning Authority and An Bord Pleánala must have regard to the provisions of the LAP when determining planning applications for development proposals in this area.

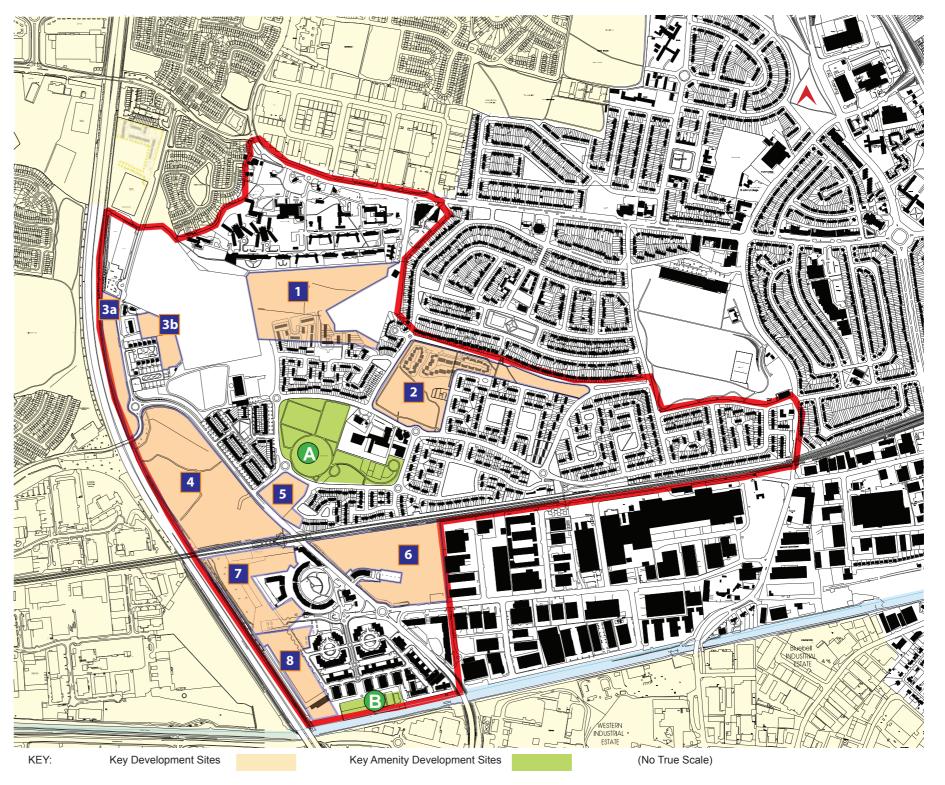


Fig.3: Key Development Sites & Amenity Sites

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Introduction & Policy Context

Layout of this Document

The remainder of this chapter sets out the process of preparing a Local Area Plan and the statutory and policy context that inform the objectives of the Plan.

Chapter 2 provides an analysis of the existing physical, social and economic context drawing on the census of population and other desktop and survey analysis.

Chapter 3 sets out the key principles and vision of the Plan.

Chapter 4 provides the overall LAP Development Strategy, broken down thematically and summarised under Section 4.11.

Chapter 5 includes site specific objectives for each of the Key Sites.

Chapter 6 provides information on phasing and implementation.

1.2 Local Area Plan Preparation Process

The process of preparing a Local Area Plan can be summarised in a number of key stages:

- 1. Pre-draft stage of research and consultation
- 2. Draft LAP preparation phase
- 3. Public notice and Draft LAP public display
- Preparation of Chief Executive's Report on submissions/ observations and public display of any alterations
- 5. Making the Adopted Plan by the elected members of the City Council

An overview of these stages for this LAP is outlined below.

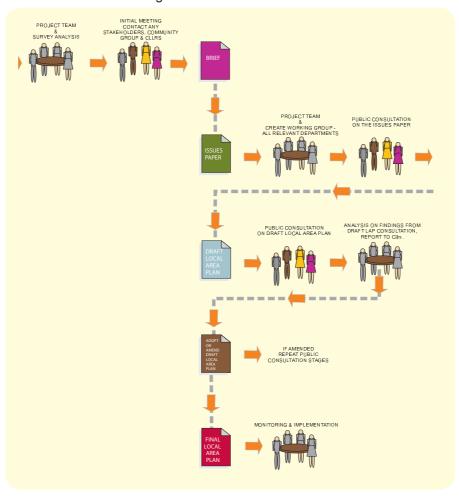


Fig. 4: LAP Process Overview

Stage 1: Pre-Draft Research and Issues Paper Public Consultation Phase

The Issues Paper (i.e. pre-draft stage) public consultation was launched on the 12th February 2018 with the publication of a public notice and the Issues Paper document. The Issues Paper was put on public display from 12th February 2018 – 29th March 2018, and was available to view on the Council's website http://www.dublincity.ie/Park West - CherryOrchard-LAP and at the Orchard Community Development Centre, Cherry Orchard Grove, Dublin 10, Ballyfermot Community Civic Centre, Ballyfermot Road, Dublin 10 and in the Atrium at Dublin City Council Offices, Wood Quay, Dublin 8.

A range of stakeholders including local community groups and organisations, social enterprises, schools and sports clubs were notified. Use was also made of the Dublin City Council social media accounts (Facebook and Twitter) to help raise awareness and notify the members of the public. Posters on the consultation process were erected in 16 locations throughout Park West, Cherry Orchard and the surrounding areas including the Orchard Community Centre, Ballyfermot Community Civic Centre and local shops and community buildings. Members of the Planning Department were available locally in the area to assist with any queries at the following public consultation information sessions:

- Monday, 26th February: Orchard Community Development Centre, 2.00 3.30pm
- Wednesday 7th March: Orchard Community Development Centre,
 7.30 8.30pm
- Friday 16th March: Unit 11, The Plaza, Park West Business Park, 12.00-2.00pm
- Thursday 22nd March: Cherry Orchard Football Club, Elmdale, 6.30 8.00pm
- Saturday 24th March: Cherry Orchard Equine Centre, 12.00 1.00pm

Where possible these information sessions linked in with local activities to help maximise awareness.

Other consultation sessions included a "walk-about" with elected members of the Council and the Oireachtas (February 2018); a youth consultation which was co-organised and facilitated between Dublin City Council, Familibase and the Cherry Orchard Integrated Youth Service; and consultation with Cherry Orchard Running Club.

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This stage in the process was non-statutory and was undertaken to stimulate interest and to invite submissions from members of the public on matters relevant to the LAP.





Pre-Draft Public Consulation Issues Paper flyer

Stage 2: Draft Local Area Plan Preparation Phase

A report summarising the submissions received during Stage 1, and consultations with various other stakeholders including the National Transport Authority, Transport Infrastructure Ireland, Irish Water and the Irish Prison Service was presented to elected members of the South Central Area Committee on the 16th May 2018 and to elected members of the City Council on the 11th June 2018.

This preparatory work has taken place alongside the integration of the LAP with National, Regional and Council policy (see below). The Draft LAP is also required to comply with EU directives including Strategic Environmental Assessment, Appropriate Assessment and Strategic Flood Risk Assessment processes.

Stage 3: Public Notice and Draft Local Area Plan Public Display

A Draft version of the Local Area Plan, along with the accompanying Strategic Environmental Assessment, Appropriate Assessment and Strategic Flood Risk Assessment was placed on public display for a period of 6 weeks from 11th June until 22nd July 2019, inviting submissions from the public and various government prescribed bodies.

During the 6-week period, the Plan was available to view in the Orchard Community Development Centre, the Ballyfermot Community Civic Centre, Ballyfermot Library and in Dublin City Council's Civic Offices at Wood Quay; also on-line at http://www.dublincity.ie/ParkWest-CherryOrchard-LAP. Members of the LAP Planning Team were available locally to answer queries on the following dates:

Tuesday 18th June: 09.30 - 12.00, Orchard Centre, Cherry Orchard Tuesday 18th June: 13:30 - 14.30, Unit 1, The Plaza, Park West Tuesday 25th June: 16.00 - 18.00, Ballyfermot Civic Centre, Ballyfermot Rd Wednesday 26th June: 14.00 - 15.00, St. Ultan's Primary School

A total of 126 no. submissions were received by Dublin City Council during the 6 week public consultation period.

Stage 4: Preparation of Chief Executive's Report on Submissions/ Observations

A report of the Chief Executive was prepared which summarised all of the submissions received on the Drat Plan, along with a response and recommendation to same. This report was presented to the members of the City Council on the 30th August 2019 for their consideration, and was made available on the City Council website.

Stage 5: Adoption of the Plan

The members of the City Council decided to adopt the Park West – Cherry Orchard Local Area Plan at a meeting of the City Council on the 7th October 2019, following consideration of the Chief Executive's report above and a second Chief Executive's report in response to motions from the elected members. Changes proposed in both of these reports were considered to be non-material in nature and have been incorporated into the final published version.

The plan comes into effect on the 4th November 2019.

The Adopted LAP, Phasing, Monitoring and Implementation

Just as important as the preparation and adoption of the LAP, continual monitoring of progress towards achieving stated policies and objectives

is an integral element of the LAP process, particularly if an LAP is to be effective and deliver identifiable progress on the ground. As one of the principal land owners in the area Dublin City Council will play a key role in this implementation process.

1.3 Policy and Statutory Context for the Local Area Plan

The overarching theme of this LAP is the consolidation and sustainable use of land in urban areas, particularly urban environments well served by public transport.

Urban consolidation is a key component in the achievement of sustainable development, economic competitiveness, coherent neighbourhoods and environmental quality in order to achieve full economic value from investment in public infrastructure.

This LAP is informed by, and in keeping with, the policy hierarchy of national, regional and city planning policy, the key provisions of which are summarised below. The purpose of this LAP is to translate national and regional policy to the local level, in accordance with the provisions of national legislation and the Dublin City Development Plan 2016-2022.

1.3.1 National Planning Policy Context

National Planning Framework: Ireland 2040 - Our Plan

Project Ireland 2040 is the government's overarching policy initiative to make Ireland a better country, framed within the National Planning Framework to 2040 (NPF) and the National Development Plan 2018-2027. It seeks to achieve ten strategic outcomes building around the overarching themes of wellbeing, equality and opportunity.

The National Planning Framework (NPF) came into effect on the 16th February 2018. It sets out a spatial strategy for Ireland, to accommodate in a sustainable and balanced fashion, future demographic changes, including an increased and ageing population, alongside smaller family households, which together by 2040 will create the need for an additional half a million homes. The Plan targets growth throughout the Country while continuing to support the future growth of Dublin as Ireland's leading global city.

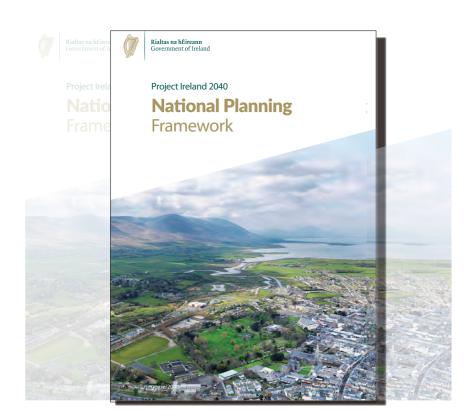
One of the primary goals of the NPF is the delivery of 'Compact Growth'. Within the Dublin City region, the plan seeks to deliver at least 50% of all future homes within the existing built-up footprint; to make better use of under-utilised land including brownfield sites, and to deliver high housing and job densities in areas better served by existing facilities and public transport.

Introduction & Policy Context

In particular the NPF indicates that:

"Carefully managing the sustainable growth of compact cities, towns and villages will add value and create more attractive places in which people can live and work. All our urban settlements contain many potential development areas, centrally located and frequently publicly owned that are suitable and capable of re-use to provide housing, jobs, amenities and services, but which need a streamlined and co-ordinated approach to their development, with investment in enabling infrastructure and supporting amenities, to realise their potential. Activating these strategic areas and achieving effective density and consolidation, rather than more sprawl of urban development, is a top priority".

The NPF is supported by the ten year National Development Plan (NDP) 2018-2027 which aligns public capital investment with the strategic planning goals of the NPF, thus aligning the country investment strategy with the strategic planning policy.



National Planning Framework 2040

National Adaption Framework: Planning for a Climate Resilient Ireland

The National Adaptation Framework (NAF) was published in January 2018 as Ireland's first statutory National Adaptation Framework under the Climate Action and Low Carbon Development Act 2015. The Framework sets out the potential implications of climate change for Ireland and specifies the national strategy for the development of adaptation measures by key sectors and local authorities.

Smarter Travel – A Sustainable Transport Future 2009 – 2020

The overarching aim of this document is that by 2020 future population and economic growth will occur predominantly in sustainable compact locations. It sets out how the government's vision of sustainable travel and transport in Ireland by year 2020 can be achieved. A target of reducing car based commuting from 65% to 45% nationally by 2020 is set. Five key goals of 'Smarter Travel - A Sustainable Transport Future' are to:-

- 1. Reduce dependency on car travel and long distance commuting
- 2. Increase public transport modal share and encourage cycling and walking



Extract from Project Ireland 2040: National Planning Framework

- 3. Improve quality of life and accessibility for all
- 4. Improve economic competitiveness through increased efficiency of the transport system, and
- 5. Reduce green house gas emissions and dependency on fossil fuels.

The document promotes the use of consolidation as a planning approach to deliver these key goals by making more sustainable modes of travel viable and available.

1.3.2 Regional Planning Policy Context

Regional Spatial and Economic Strategy (RSES)

The Regional Spatial and Economic Strategy which was approved by the Eastern and Midland Regional Assembly in May 2019 came into effect on the 28th June 2019. The principal statutory purpose of the RSES is to support the implementation of Project Ireland 2040 - The National Planning Framework (NPF) and National Development Plan (NDP), and the economic policies and objectives of the Government by providing a longterm strategic planning and economic framework for the development of



Regional Spatial and Economic Strategy (RSES) 2019-2031

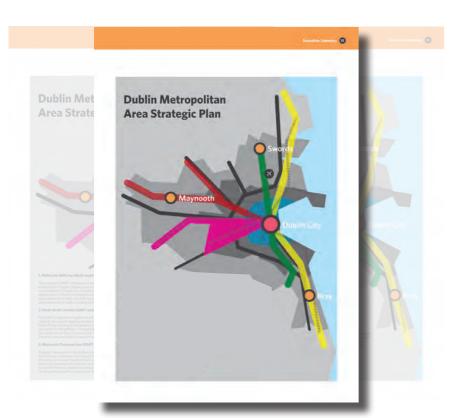
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the region. As required under the NPF the Regional Spatial and Economic Strategy for the Eastern and Midlands area includes a specific Metropolitan Area Strategic Plan (MASP) for the Dublin area. This statutory plan will act as a twelve year strategic planning and investment framework for the Dublin City Metropolitan Area.

The Growth Strategy for the Eastern and Midland Region will:

- Support the continued growth of Dublin as our national economic engine.
- Deliver sustainable growth of the Metropolitan Area through the Dublin Metropolitan Area Strategic Plan (MASP).

The RSES supports the consolidation and re-intensification of infill/brownfield sites to provide high density and people intensive uses within the existing built up area of Dublin city and suburbs and ensures that the development of future development areas is co-ordinated with the delivery of key water infrastructure and public transport projects.



Extract from Regional Spatial & Economic Strategy

To achieve ambitious compact development targets of at least 50% of all new homes within or contiguous to the existing built up area in Dublin and 30% in other settlements, the MASP identifies strategic residential, employment and regeneration development opportunities along with the requisite infrastructure investment needed to ensure a steady supply of sites in tandem with the delivery of key public transport projects as set out in the National Development Plan.

The MASP identifies strategic residential and employment development corridors based on their capacity to achieve compact sustainable and sequential growth along existing and planned key public transport corridors, to achieve the creation of sustainable compact communities with improved housing choice, access to social and economic opportunities, enhanced services and amenities for a resident population of some 1.65m people in the metropolitan area by 2031.

The Park West – Cherry Orchard LAP lands form part of the City Centre and South Western strategic corridors. Within the city centre, industrial and underutilised lands are identified for the creation of new sustainable communities that support the continued growth of Dublin as the primary business and retail core. The consolidation and western expansion of the city can be achieved through the development of strategically located sites, linked to increased capacity and electrified services on the Kildare rail corridor, to be delivered by 2027. In this context, the LAP seeks to support the delivery of the RSES.

Transport Strategy for the Greater Dublin Area 2016 – 2035

In April 2016, the Transport Strategy released by the National Transport Authority (NTA) was adopted by the Minister. The Strategy will guide decisions on transport throughout the region and will contribute to the economic, social and cultural progress of the Greater Dublin Area (GDA) by providing for the efficient, effective and sustainable movement of people and goods. For the Metropolitan Area, development will be consolidated to achieve a more compact urban form. The Strategy is consistent with the public transport funding priorities and projects set out under the National Development Plan 2018-2027.

This transport strategy outlines proposals for the development of transport infrastructure in terms of road, rail, walking and cycling. With respect to the Park West – Cherry Orchard area, proposals include:

- Enhanced Heavy Rail provisions including the DART Expansion programme which identifies the provision of fast, high-frequency electrified services to Park West - Cherry Orchard and onwards to Celbridge/Hazelhatch.
- Enhanced Light Rail provisions including proposals for new LUAS line linking Dublin City Centre to Lucan, via the Ballyfermot Road.
- Bus Connects Radial Spine Route (Route G): The G spine is based on a combination of existing Routes 40 and 79/a in inner West Dublin. Southern Orbital Route (Route S4): The S4 Orbital Route would extend from Liffey Valley southeast through Ballyfermot, Kylemore, Crumlin, Terenure, Rathgar, Milltown, and Clonskeagh to end at UCD.
- Provision of detailed cycle network with primary, secondary and greenway elements as part of the continued roll out of NTA Cycle Network Plan for the Greater Dublin Area. A number of these routes pass through the Park West, Cherry Orchard and Ballyfermot Area.



Extract from Transport Strategy for the Greater Dublin Area 2016-2035

Park West - Cherry Orchard LAP

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The Transport Strategy places a great emphasis on the integration of land use and transport as a means of:

- · Reducing the need to travel;
- · Reducing the distance travelled;
- Reducing the time taken to travel;
- · Promoting walking and cycling; and
- Promoting public transport use.

Plans at the local level should promote walking, cycling and public transport, with new development fully permeable for walking and cycling and providing filtered permeability for private vehicles, that is, with access available but restricting or discouraging through trips.

As required under the Planning and Development Act, the Park West – Cherry Orchard LAP must be consistent with the 'Transport Strategy for the Greater Dublin Area'.



Fig. 5: Extract from National Transport Authority's Transport Strategy 2016-2035, showing future rail network for the Greater Dublin Area.

Retail Strategy for the Greater Dublin Area 2008-2016

The purpose of the retail strategy is to guide the activities and policies for retail planning across Dublin and the Mid East Region and to set out a coordinated, sustainable approach to the assessment and provision of retail within the GDA. This is to ensure retail is provided in tandem with population growth on suitable sites, and in areas of proven need, and to safeguard existing town centres from potential detrimental impacts.

The central key objective arising from the overall vision is to promote the vitality and viability of town centres by:

- planning for the growth and development of existing centres;
- promoting and enhancing existing centres, by focusing development in such centres and encouraging a wide range of services in good environments which are accessible to all:
- integrating the provision of high quality retail with mixed use in towns and centres to create attractive, active places;
- supporting the role of town centres as places to visit that have strong community civic functions and roles to the supporting population.

The hierarchy and policy of the strategy re-confirms the role of Dublin City Centre as the prime retailing centre for the Greater Dublin Area. Within the suburban areas it supports the development and expansion of the 'Prime Urban Centres', now Key District Centres, as locations of employment, retail, community and supporting services and in this regard nearby Ballyfermot is designated as a Level 3, District Centre. Within close proximity to the LAP area in the South Dublin County Council administrative area is Liffey Valley which is designated as a Level 2, Major Town Centre. The retail strategy identifies Neighbourhood Centres as Level 4 in the hierarchy and highlights the importance of such facilities to the needs of the surrounding local population.

1.3.3 Dublin City Planning Policy Context

Dublin City Development Plan 2016-2022

The Dublin City Development Plan 2016–2022 provides a clear spatial framework to guide the future growth and development of the city in a coherent, orderly and sustainable way, framed on a vision of sustainable city living and a Core Strategy seeking a:

- compact, quality, green, connected city;
- prosperous, enterprising, creative city; and
- the creation of sustainable neighbourhoods and communities.

The Development Plan incorporates the Core Strategy principles into the settlement strategy which prioritises the inner city, Key District Centres (KDC) and Strategic Development and Regeneration Areas (SDRA), as the focus for investment and growth in order to achieve infrastructural and service delivery integration. The Park West-Cherry Orchard area is a designated Strategic Development and Regeneration Area. Table E of the City Development Plan 2016-2022 estimates the Park West - Cherry Orchard area as capable of delivering in the region of 2,000 new residential units.



Dublin City Development Plan 2016 - 2022

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Strategic Development and Regeneration Area (SDRA)

There are eighteen areas of the city that have been identified as being capable of significant mixed-use developments to regenerate their respective areas.

The majority of SDRAs relate to a zoning objective which seeks "the social, economic, physical development or rejuvenation of an area with residential, employment and mixed uses" (Z14). These areas have substantial development capacity, not only for residential uses.

The Development Plan prioritises the renewal and regeneration of these areas and sets out guiding principles for their development. In this regard, the principles for Park West - Cherry Orchard (SDRA No. 4) to be incorporated into the LAP are as follows (Section 15.1.1.2 of the 2016 City Development Plan):

- 1. To create a vibrant and sustainable new urban area with work, living and recreational opportunities, based around high-quality public transport nodes.
- To create a place with distinctive urban character based on urban design principles with strong physical and psychological linkages to the city.
- **3.** To provide for sufficient densities of development, to sustain public transport and mix of uses.

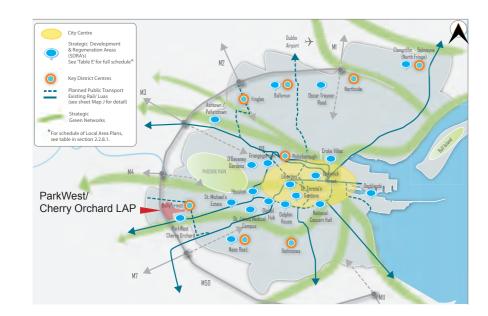


Fig.6: Core Strategy Map. Dublin City Development Plan 2016-2020

- **4.** To provide for an integrated public transport system, with bus and commuter rail as the main components.
- **5.** To provide for the integration of the new community with the established community.
- **6.** To provide for a balanced mix of residential tenure.
- 7. To develop a coherent spatial framework, incorporating the following elements:
 - Two axial routes, defined by buildings, providing the main structuring components, linking the proposed new rail station with Ballyfermot Road to the north and Park West Road to the south.
 - A Main Street at the intersection of the two axial routes, providing a safe and vibrant mixed-use environment, incorporating provision of a supermarket and associated retail and service facilities.
 - A new civic space next to the main street, linking to the civic place adjacent to the rail station, creating a high profile for public transport and a strong sense of place for the local resident and working population.

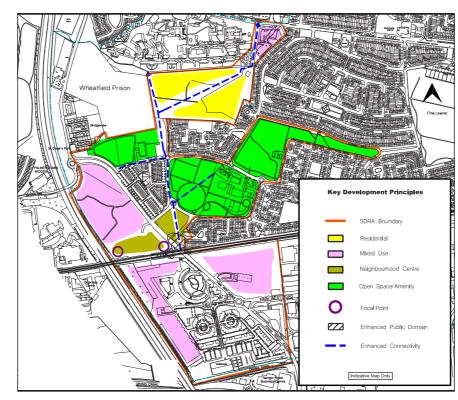


Fig. 7: SDRA 4 - Park West - Cherry Orchard

- **8.** To enhance the new identity of the area by providing for 2-3 mid-rise buildings at nodal spaces in the vicinity of the railway station or adjoining the M50 to act as place markers.
- 9. That in the creation of the 'new town' in the Park West/Cherry Orchard area as a policy and priority that the key historic and existing deficits with regard to layout, community underdevelopment, policing, anti-social activity, lack of provision for childcare etc. be factored in to be provided for in the new proposed development and that a new charter for Cherry Orchard be articulated and become an integral part of the overall plans and initiatives for the area.
- 10. To provide for a supermarket and other local shopping.

Dublin City Biodiversity Action Plan 2015 – 2020

The overarching aim of the Dublin City Biodiversity Action Plan 2015-2020, is the conservation of biodiversity within the City. There are a number of threats to the City's biodiversity including Invasive Species, impacts of Climate Change, habitat loss, pollution, and human behaviour. The Biodiversity Action Plan includes a number of actions and objectives and seeks to achieve the following:

- 1. Strengthen the knowledge base of decision-makers for the conservation and management of biodiversity, and protect species and habitats of conservation value within Dublin City;
- Strengthen the effectiveness of collaboration between all stakeholders for the conservation of biodiversity in the greater Dublin region;
- Enhance opportunities for biodiversity conservation through green infrastructure, and promote ecosystem services in appropriate locations throughout the City;

 Develop greater awareness and understanding of biodiversity, and identify opportunities for engagement with communities and interest groups.

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Dublin City Local Economic and Community Plan (LECP)

The Local Economic and Community Plan (LECP) is a statutory plan prepared under the Local Government Reform Act 2014 and sets out high level goals, objectives and actions needed to promote and support economic development and local and community development over the six year period of the LECP. The focus is on the social and economic issues that can be addressed by the City Council, local businesses, community organisations and state bodies.

The Dublin City LECP 2016-2021 was adopted by the City Council in December 2015 setting out twelve high level goals for the lifetime of the Plan, which have been incorporated into Section 2.2.4.1 of the City Development Plan. The 2017 Action Plan prepared under this Plan included a number of actions including an objective to carry out a Cherry Orchard Sustainable Development Plan by Dublin City Council and Ballyfermot Chapelizod Partnership. This was completed in the form of the 'Making Cherry Orchard Better' area action plan which was approved by Elected Members in 2017.

"Making Cherry Orchard Better" Area Action Plan 2017

A non-statutory Social, Economic and Infrastructure Action Plan was prepared by the South Central Area Office of Dublin City Council in conjunction with the Ballyfermot Chapelizod Partnership. The plan, which focuses on community, social, policing, education and employment issues. was the subject of a detailed consultation and local engagement process.

The vision statement for this social and economic renewal action plan is:

"To create, at its heart, a content, caring and vibrant sustainable community, which caters for the employment, community and environmental needs of existing and future generations"

The plan sets out a series of key principles and actions and provides a framework for community renewal. Under the heading of the Built Environment, the plan sets out six key objectives, notably:

BE1: Review, as part of the preparation of any statutory local area plan, land use zoning, residential capacity and schools requirements of the Cherry Orchard and Park West area.

BE2: Ensure an appropriate balance of affordable, social and market housing in the area and provide smaller units to be managed with the existing local authority housing stock.

BE3: Liaise with Dublin Bus and larnród Éireann in relation to the enhancement of public transport services to the area.

BE4: Seek community involvement in the design of public parks, any community enterprise centre and traffic calming measures.

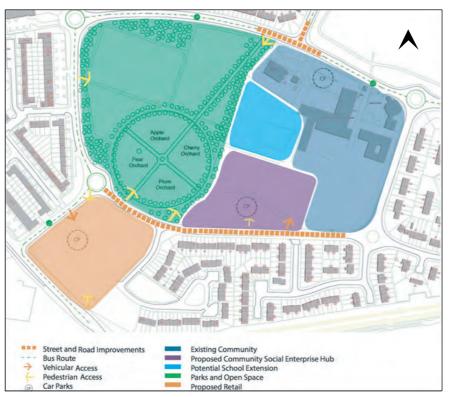


Fig.8: Indicative Village Centre Framework-Making Cherry Orchard Better Area Action Plan 2017 BE5: Implement a tree planting programme (e.g. cherry trees) on streets, roads and public parks.

BE6: Seek to develop, at an early stage, a supermarket and local shops at the village retail centre.

The Plan also includes proposals for the creation of a new village centre on the vacant site to the west of Barnville estate and the potential for a community and social enterprise hub to the south of St Ultan's school. The Plan was presented and approved by the South Central Area Committee in September 2017, and the LAP seeks to further the implementation of the above, through the development objectives set out in Chapter 4.

1.3.5 Other Relevant Plans & Policy

South Dublin County Development Plan 2016 – 2022

The LAP area boundary adjoins the administrative boundary of South Dublin County Council to the North, South and West. To the north of the Cherry Orchard Hospital and the Ballyfermot Road there is a mix of Regeneration and Enterprise and Employment zoned lands. The M50 motorway forms the western boundary of the LAP area and separates Park West and Cherry Orchard from the Collinstown and Ronanstown areas within the

South Dublin County Council jurisdiction. Immediately to the south of the Park West area is the Grand Canal which is designated as a Proposed National Heritage (pNHA) area, while further to the south is Enterprise and Employment zoned land.

While the lands to the immediate south of the LAP and abutting the M50 are zoned for enterprise and employment, it is of significance to note that South Dublin County Council recently rezoned 178 hectares of land in the Ballymount / Naas Road area from enterprise and employment to "REGEN" (regeneration), which came into effect on the 7th May 2019. This variation to the South Dublin County Development Plan 2016-2022 contains a Specific Policy Objective, CS6 SLO 1, to initiate a plan led approach to the sustainable regeneration of the brownfield lands in the Naas Road/ Ballymount REGEN zoned lands, with a view to preparing a LAP or other appropriate mechanism for regeneration. Dublin City Council and South Dublin County Council are currently working together carrying out detailed analysis of these REGEN lands and the City's "Z6" lands north and south of the Canal.

Local Area Plans, Guidelines for Planning Authorities (2013) & Manual for Local Area Plans (2013)

The Department of the Environment, Community and Local Government published guidelines for the making of effective local area plans and a manual to assist in the preparation of Local Area Plans. Both of these publications have been considered during the preparation of this LAP.

1.4 Environmental Assessment

Environmental assessment of the Local Area Plan will be carried out under the following three processes and is set out in three separate documents:

- Strategic Environmental Assessment (SEA) which originates from the EU Directive 2001/42/EC, which seeks to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans.
- Appropriate Assessment (AA) which is a process which stems from Article 6(3) and 6(4) of the EU Habitats Directive 92/43/EEC, which seeks to ensure that the plan does not adversely impact on the integrity of a European site.
- Strategic Flood Risk Assessment (SFRA) of the plan will also be prepared in keeping with the EU Floods Directive 2007/60/EC and with procedures set out in Irish government guidance; "The Planning System and Flood Risk Management.

Chapter Introduction & Policy Context

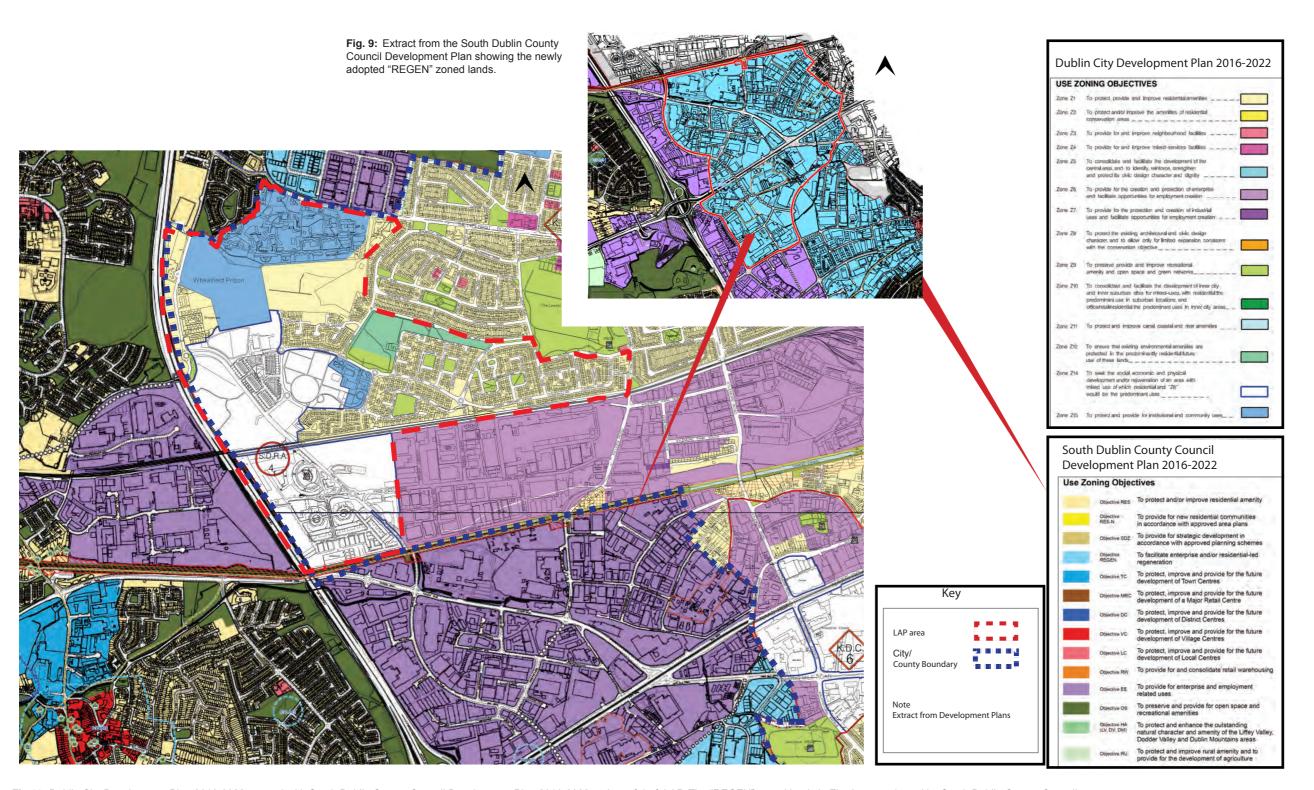


Fig.10: Dublin City Development Plan 2016-2022 merged with South Dublin County Council Development Plan 2016-2022 at time of draft LAP. The "REGEN" zoned lands in Fig. 9 were adopted by South Dublin County Council prior to the final LAP being adopted. (Maps are extracts from Developments Plans. Please refer to Offical Documents and maps).

Park West - Cherry Orchard LAP

LOCAL AREA CONTEXT & ANALYSIS

2.1 Introduction

The overall aim of the Park West – Cherry Orchard Plan is to facilitate and co-ordinate development opportunities on a number of key sites while at the same time addressing the existing issues and challenges such as infrastructure, economic development, public realm and community/ sporting facilities to deliver a sustainable new neighbourhood.

In order to make policies and future proposals for the area, it is necessary to evaluate the LAP area, identifying deficits and challenges which the LAP should help address. This analysis takes into account the profiles and demographics of the local population, the housing profile, existing community and built infrastructure and the submissions received at Issues Paper stage.

To provide context for the area as it exists today, this section begins by providing a brief background to the development of Park West and Cherry Orchard and an introduction to previous plans prepared for the area.

2.2 Historical Development of Cherry Orchard and Park West, 1950's – Present

Evolution of Cherry Orchard

Dublin City Council (formerly known as Dublin Corporation) purchased farmland in the Ballyfermot area in the late 1940's and the 1950's, for the purpose of moving people from the tenements of Dublin's inner city to new housing schemes in the Ballyfermot area. In the early days of the Ballyfermot Housing Scheme, Cherry Orchard was known only for the fever hospital, with the remaining land in agricultural use.



Fig.11 1941-1943 One-Inch OS Map

As Ballyfermot gradually expanded west, the Blackditch, Cloverhill and Cherry Orchard residential estates were developed in the 1950's, 1970's and 1980's respectively. 1985 saw the opening of the Most Holy Sacrament Church (forming part of the Assumption parish), catering for the Cherry Orchard and Cloverhill estates. Some limited community facilities were provided, including for example, the Orchard Community Centre.

Additional housing development followed in the late 1990's - early 2000s with the development of residential estates at Barnville Park, Cherry Orchard Court and Elmdale Court. This coincided with the development

of a Framework Plan for the area (2002) which set out future plots for development, including the newly developed Cedar Brook, as completed in 2003-2004. Other facilities followed including the opening of the Cherry Orchard Equine Education and Training Centre in 2003 and St. Ultan's primary school in 2006, creating important new focal points for the community.



Fig. 12 Aerial Photograph-2000

Chapter

Local Area Context & Analysis

Evolution of Park West

Prior to 1995 there was very little development in the Gallanstown townland to the south of the railway line, now known as Park West other than the former Semperit tyre plant off the Killeen Road. The period between 1995 and 2005 saw unprecedented levels of development and this area quickly developed into a new area. Today Park West Business Park is predominantly characterised by a mix of commercial and office based employment uses along with an area of high density apartment development. It is a well landscaped and maintained environment with an abundance of artistic sculptures however it lacks the critical mass and connections to support services and create a greater sense of place and community.





Fig. 14 2002 Urban Framework Plan: Structuring Principles

Fig. 13 Aerial photograph-2018

Local Area Context & Analysis

Previous Plans and progress to Date - 2019

In 2002 an Urban Framework Plan was prepared for Park West and Cherry Orchard. The plan primarly focused on the lands in and around the new railway station; the creation of new links into Cherry Orchard, and connections between Cherry Orchard and Park West. The overall plan estimated that the area could deliver approximately 3,200 no. new residential units and 170,000 sq.m. of mixed use space.

Since 2002 progress has been made in implementing aspects of the Framework Plan with the completion of the Cedar Brook housing development, Park West Pointe and a new train station. However, the recession hit Ireland, resulting in a slow down in construction activity, leaving these new developments somewhat isolated and yet to be fully

integrated into the surrounding community. A number of large parcels of land remain undeveloped within the area.

This LAP updates the 2002 Framework Plan, in the context of the current economic climate and new statutory planning frameworks.

In 2005 Dublin City Council commissioned a study to examine development potential within the existing Cherry Orchard area and to review existing open spaces. The report (by Donal Walsh architects) made a number of recommendations regarding potential infill development sites along with recommendations regarding public realm improvements in order to enhance and improve the area for existing residents. While a number of these sites have been successfully redeveloped, a significant number of proposed sites remain undeveloped. The Park West Cherry Orchard LAP

presents an opportunity to further build on the work that has been done to date in attempting to improve the existing environment within Cherry Orchard.



Fig. 15 2002 Urban Framework Plan: Overall Framework



Fig. 16 Image from Donal Walsh study, presented to members of the City Council in 2007.

Chapter

Local Area Context & Analysis

2.3 Description of the Area Today, 2019.

The Park West - Cherry Orchard area is characterised by three distinct land uses, in the form of office, residential and institutional, the latter including the Wheatfield and Cloverhill prisons and Courthouse and the Cherry Orchard Hospital. Located on the edge of the City Council administrative area the residential areas of the Plan are surrounded by large scale industrial estates creating a somewhat isolated feeling. This is reinforced by a number of impenetrable barriers including the M50, the Canal and the railway line, and also the Hospital and the Prisons which together

significantly impact on the permeability throughout the area. While Cherry Orchard benefits from its close ties and links with the more established Ballyfermot area, the residential areas of Park West are surrounded by vacant sites, thus limiting integration with the residential areas of Cherry Orchard.

The existing urban and residential typology differs between the two areas of Cherry Orchard and Park West. Cherry Orchard, developed predominantly in the 1960's to 1980's is largely characterised by 3-bed, two-storey terraced houses constructed around large open green spaces. Newer development at Cedar Brook in c. 2003/20004 introduced some variety

in housing typology. South of the rail line the residential development at Park West is comprised solely of apartment developments (with a mix of 1, 2 and 3-bed units), in 6-8 storey residential blocks. Other divergences between these two areas in terms of social and economic differences are outlined further below.

Adjoining the new residential development in Park West Business Park is a modern office development (of c. 80,000 sq.m. commercial floorspace; an additional c. 7,000 sq.m was subject of a recent planning permission for change of use from office to residential, reg ref: 3798/18). Developed between 2000 and 2008, the residential and commercial blocks are set out within a landscaped setting which incorporates numerous pieces of public art sculptures. The area also incorporates a water theme, carried through to the relationship with the Canal and the location of the landmark "wave" sculpture. Moving east the landuse changes to industrial uses, with both light and heavy industry present. This change in use is also reflected in a change in the relationship to the Canal, with a high berm separating the industrial lands from the Canal bank.

A number of supporting retail and community uses can be found in both Park West and Cherry Orchard with two distinct areas currently forming hubs of activity; one at the mixed-use neighbourhood centre in Park West and the second focusing on St. Ultans NS, the Orchard Community Centre and adjoining play and park facilities. A number of retail units were provided at ground floor to the apartment blocks in Park West, in close proximity to the railway station, but these have unfortunately remained vacant since construction. As the undeveloped lands along the western edge of the LAP are developed there is a clear need to further develop a sense of place, a hub, and to provide additional retail and community/ social facilities to support future population growth. In order to help integrate Park West and Chery Orchard it is also desirable to link the two areas through the provision of active street uses within an urban street setting that provides an attractive and safe pedestrian environment.

Within the LAP area there is approximately 46 hectares of undeveloped land available for development 31.7 ha of in Cherry Orchard and 14.3 hectares in Park West. The lands within Cherry Orchard are currently all vacant sites under the ownership of Dublin City Council. The lands in Park West are largely vacant with some sites in use for car parking. These lands are also under a single ownership.

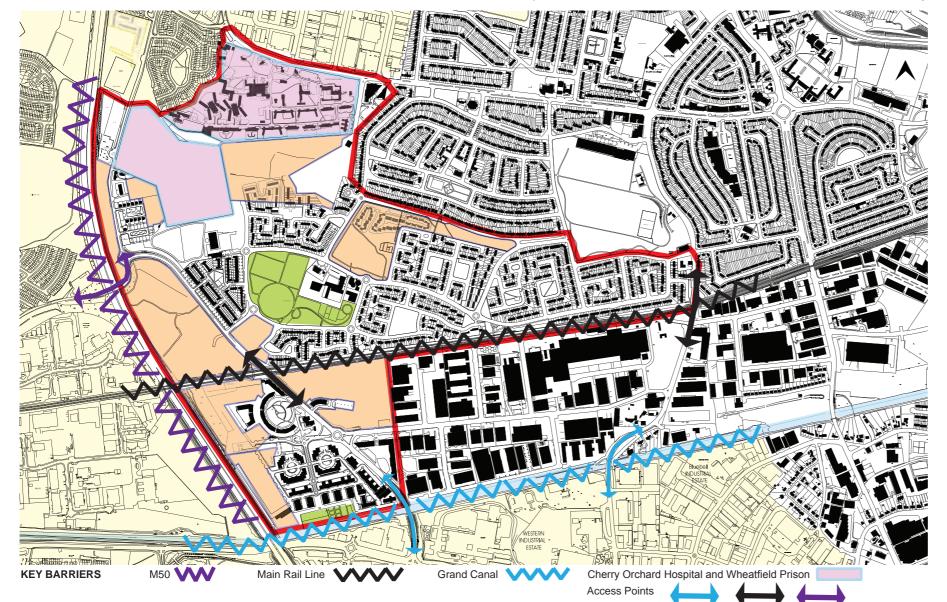


Fig.17 Barriers Map

2.4 Population and Housing Profile

The population and housing figures for the LAP area are based on Census Electoral Division Wards of Cherry Orchard A and Cherry Orchard C. In order to obtain a true reflection of the existing population and housing profile the Census Small Area which contains Wheatfield and Cloverhill prisons and the Cherry Orchard Hospital has been omitted from the findings below. It is also noted that while the DED of Cherry Orchard C extends beyond the LAP into industrial lands, the lack of any residential/hotel uses on this land means the census figures relate purely to the residential units (and hotel) within the LAP boundary.

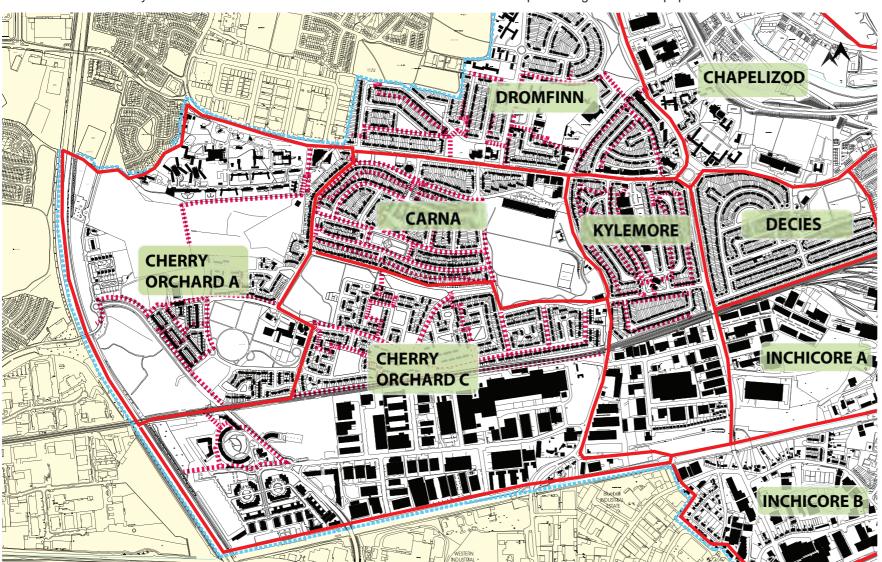


Fig. 18 District Electoral Divisions and Small Areas 2016

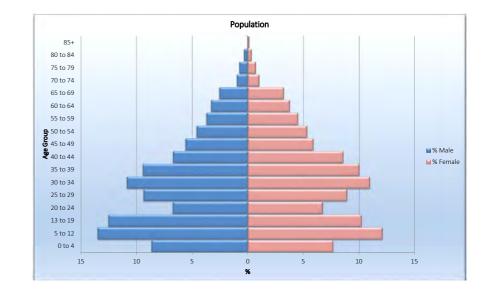
Population

Based on Census 2016 these two electoral divisions have a total stated population of 7,799 persons. If we omit the Census Small Area containing the prisons and the Hospital the figure stands at 6,304; of which 1,205 are based in Park West and 5,099 in Cherry Orchard. Comparing this figure with the 2011 Census there is an increase of 108 no. persons or a 2% increase across the area. From closer analysis this increase relates to the Park West and Cedar Brook areas with many parts of the area such as Croftwood Crescent, Croftwood Grove, Cloverhill Drive and Cloverhill Road experiencing a decline in population.

As can be seen from the population pyramid below the population peaks between the ages of 5-12 and comprises 13% of the population . The 2nd largest cohort is the 13-19 age groups who comprise 11% of the population. The majority of the population falls below the 40 years of age cohort (68%), with a particularly strong representation between the ages of 5-34 (51%) indicating a very young population with particular service requirements on demands for schools, childcare and housing. In contrast there is only 5% of the population over 65 years of age.

In summary:

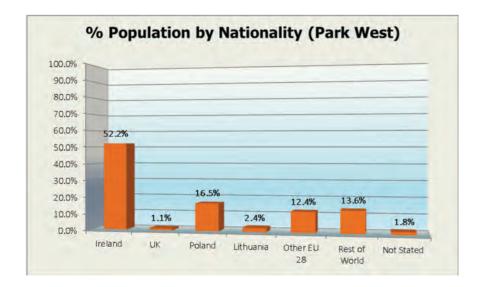
- 32% of the population is under the age of 19 (compared to 21% for Dublin City)
- 7% 20 to 24 (consistent with 8% for Dublin City)
- 30% 25 to 39 (consistent with 31% for Dublin City)
- 23% 40 to 65 (consistent with 24% for Dublin City)
- 5% of the population is over 65 years of age (compared to 14% for Dublin City)

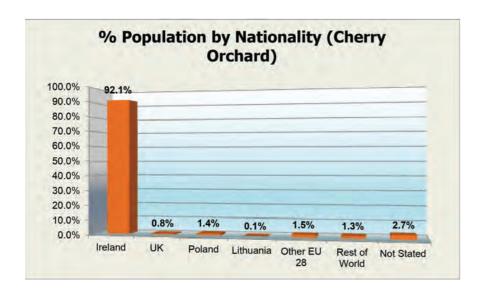


Local Area Context & Analysis

Nationality

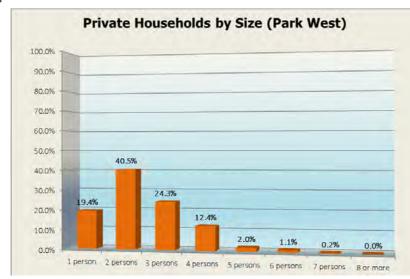
The Census shows a marked difference between Cherry Orchard and Park West in terms of nationality of the population. In Cherry Orchard 92% of the population are recorded as Irish nationals compared to 52% in Park West which has a far more diverse mix of nationalities.

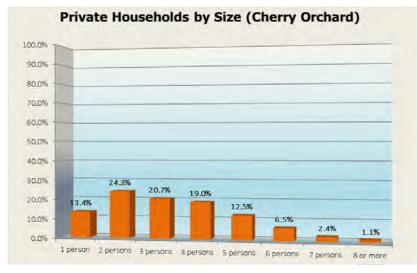




Household Sizes

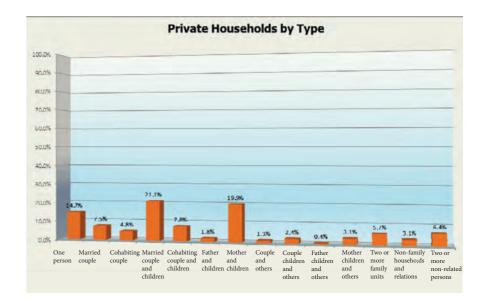
The average household size in the LAP area is 3.1 persons, which is above the average size for Dublin City of 2.4 persons per household. 28% of the total households are made up of two person households, with 21% making up three person households, closely followed by 18% making up 4 person households. However, if we look at the two areas of Park West and Cherry Orchard separately we can see that the average household size in the Park West area is 2.4 persons compared with average household size in the Cherry Orchard area which is 3.3 persons. These figures show that household sizes in the Park West area are in line with the Dublin City average while household sizes in the Cherry Orchard are considerably higher. Furthermore, figures show that 22.5% of the total households in Cherry Orchard are made up of five or more person households.

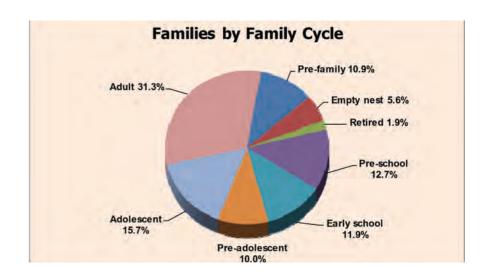




Household (Types of Families)

The largest single cohort of family type is that of 'adult' family (31.3%) while families with children at pre-school, early school, pre-adolescent and adolescent make up a combined 50.3%. In terms of household composition it is also noted that almost 20% of households are composed of lone mothers and children, twice that of Dublin City.

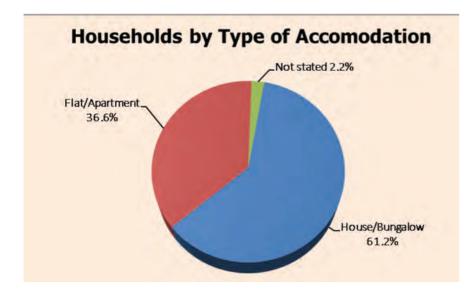




Local Area Context & Analysis

Housing (Types of Accommodation)

Across the entire LAP area 61.2% of households live in houses/bungalows and 36.6% in apartments. This is relatively consistent with Dublin City with 63.1% of households in houses/bungalows and 34.3% in apartments. However, if we look at the two areas of Park West and Cherry Orchard separately there is an obvious divergence with all Park West households located in apartment living, whereas only 19% of households in Cherry Orchard live in apartments, with the remainder in houses/ bungalows.



Traveller Accommodation

The LAP area contains two adjoining traveller accommodate sites located to the west of the LAP on Cloverhill Road. To the north is Bridgeview, which contains 10 no. traveller accommodation housing units and a community/day centre; while to the south is St Oliver's Park, which contains one house unit and 14 no. halting bays.

HSE Supported Accommodation

A 17-bed 'medium-support' communal residence is located adjoining the grounds of Cherry Orchard Hospital, accessed off the new road from Ballyfermot Road, across from the Primary Care Centre. This newly built supported residential unit is designed to house mental health patients living independently, and to facilitate their rehabilitation back into society.

Occupancy levels

Across the entire LAP area, the census indicates that 94.7% of permanent dwellings are occupied, 2.1% temporarily absent with 3.2% or 68 dwellings classified as vacant dwellings. Looking at the two areas of Park West and Cherry Orchard separately we can see that the majority of the vacant dwellings are located in the Park West area (45 No. dwellings) accounting for 9% of the dwelling units in the Park West area. The vacancy rate within the Cherry Orchard is significantly lower at 23 No. units accounting for only 1% of the dwelling units in the Cherry Orchard area.



HSE Supported Accommodation,

Residential Tenure Diversity

The 2016 Census is used to provide the baseline information for residential tenure diversity, with the table below showing the breakdown for households by type of occupancy and the comparisons for Dublin City in 2016.

Private households by type of occupancy (No. of Households) – Census 2016								
	Owner Occupied	Rented from Private Landlord	Rented from Local Authority	Rented from Voluntary Body	Occupied free of rent	Not stated	Total	
Park West - Cherry	665	421	877	214	6	181	2364	
Orchard	28.10%	17.80%	37.10%	9.10%	0.30%	7.70%	100%	
Dublin City	105,273	62,865	24,654	3,274	2,761	12,764	211,591	
	49.80%	29.70%	11.70%	1.50%	1.30%	6.00%	100%	

Updated Tenure Figures 2019

In order to update the housing information for the LAP, data sources from the Department of Employment Affairs and Social Protection, and the City Council were obtained.

Voluntary Housing: Within the voluntary housing sector, the most notable change since 2016 is the development of 72 residential units recently completed by Co-operative Housing Ireland (formerly NABCO) at Orchard Lawns.

New Social Housing Units: There have also been a number of new local authority developments in the area since the 2016 Census including 24 rapid build units at Cherry Orchard Drive which are now occupied and 53 rapid build units recently completed, and a further 19 no. under construction together at Elmdale.

Adjustment of Private Rented Figures: In order to better understand the private rented market in the LAP area, HSE and DCC housing records were examined to determine how much of this sector is effectively a form a "hidden" social housing. Dublin City Council records for 2019 show that the LAP area contains 94 no. units in total subsidised by the Local Authority, of which 17 no. units are provided under the Rental Accommodation Scheme (RAS); 12 no. units in long term leasing; and 65 no. units are provided for under the Housing Assistance Payment (HAP), including figures for Homeless HAP. In addition, figures from the HSE show that 177 no. households in the area are in receipt of Supplementary Welfare Allowance (SWA) payments.

Local Area Context & Analysis

Taking all of the above into account the Table below provides an estimate of the tenure breakdown for 2019 in Park West and Cherry Orchard.

Private households by type of occupancy (No. of Households) – Estimated 2019									
	Owner Occupied	Rented from Private Landlord A	Rented from Local Authority B	Rented from Voluntary Body C	Occupied free of rent	Not stated	Total		
							D		
Park West - Cherry	665	150	1225	286	6	181	2513		
Orchard	26.5%	6.0%	48.7%	11.4%	0.2%	7.2%	100%		

Estimates based on:

- A: Private rented 421 271 supplemented rental sector (94 by DCC +177 SWA) = 150;
- **B**: Rented from LA 877 + 271 supplemented sector + 77 new build (24+53) = 1225;
- C: Rented from Voluntary body 214 + 72 new CHI units = 286
- **D:** 2364 households plus new build since 2016 (77 + 72); note: an additional 16 no. units LA expected by end 2019.

Tenure Imbalance

In order to fully understand the tenure imbalance within the Park West – Cherry Orchard area a number of aspects have been considered.

The percentage of owner occupied households in Park West and Cherry Orchard stands at 26.5%, a figure substantially lower than that of the City as a whole, which in 2016 had 49.8% owner occupancy.

A further key difference pertains to the levels renting from the Local Authority. Within, the LAP area 37.1% of households rented from Dublin City Council in 2016 as per the census, compared to just 12% for Dublin City as a whole. In order to obtain the real level of social renting in Park West – Cherry Orchard adjustments to the census figures were made to take account of those in receipt of Supplemental Welfare Allowance, Rental Accommodation Scheme, Long Term Leasing and the Housing Assistance Payment; in addition to taking account of the local authority housing completed since 2016 (often referred to as Rapid Build housing, provided under Section 179(6)(b) of the Planning and Development Act). This brings the total social rental figure to 48.7%, combined with 11.4% rented from the voluntary sector is 60.1% of the total households.

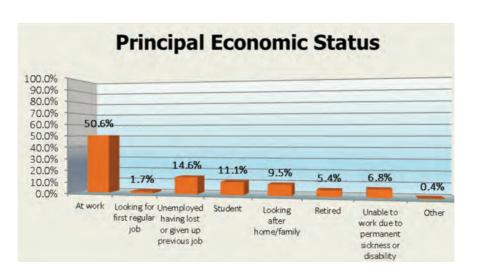
This indicates quite an imbalanced local housing market and creates additional pressures on the area in terms of increased demand for social support services and less disposable income to support and attract economic activity to the area.

Also, of note are the private rented figures. When the "hidden social" figures are excluded from the 2016 private rented levels this percentage decreases from 17.8% to 6%, which is a relatively small percentage of the overall tenure mix in the area, and well below the Dublin City Council statistic of 29.7% indicating a skewed housing market in the area.

2.5 Socio - Economic Profile

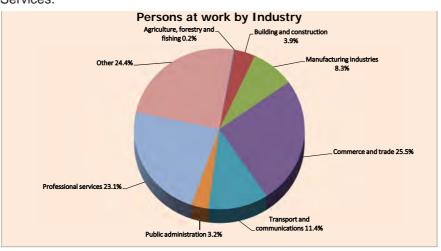
Labour Force & Economic Status

Based on the 2016 Census figures, just over 50% of the population aged 15 years and over are classified as at work, 14.6% as unemployed having lost or given up their previous job and 11.1% as students.



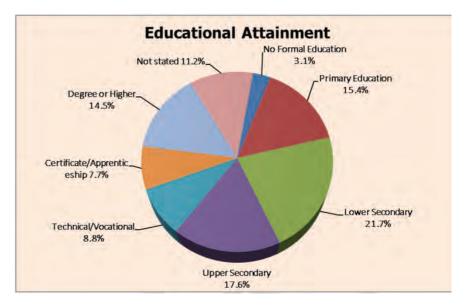
Persons at work by Industry

Of persons at work, 24.4% are classed as 'Other', 25.5% are working within the 'Commerce and trade' sector, with 23.1% working within Professional Services.



Educational Attainment

The pie chart captures the highest level of education attainment figures for the overall LAP population, with the percentages dominated by the larger Cherry Orchard population. Most notably from this is high proportion, 21.7%, of people who completed their education after lower secondary level (Junior Certificate), which compares to 11.6% for Dublin City as a whole. If we break down the census figures between the two LAP areas, the figures portray clear and startling differences in education.



Highest level of education achieved		% Population	
	Cherry Orchard	Park West	Dublin City
No formal education	3,6	0.8	1.5
Primary education	18.3	3.0	11.3
Local secondary education	25.6	5.4	11.6
Upper secondary	18.6	12.7	14.7
Technical/ Vocational qualification	8.2	11.3	6.6
Advanced certificate/ completed Apprenticeship	3.4	5.0	3.7
Higher certificate	3.4	6.5	3.8
Ordinary Bachelor Degree or National Diploma	2.8	9.0	7.1
Honours Bachelor Degree, Professional qualification or both	2.8	18	13.3
Postgraduate Diploma or Degree	2.0	14.3	13.9
Doctorate (Ph.D) or higher	0.3	1	1.5
Not stated	10.8	12.9	10.8

Pobal Deprivation Index

The Pobal Deprivation Index is a recognised method of measuring the relative affluence or disadvantage of a particular geographical area using data from the census and compiled from the following seven indicators:

- Population Change
- Age Dependency Ratio
- Lone Parent Ratio
- Primary Education Only
- Third Level Education
- Unemployment Rate
- Proportion lining in Local Authority Rented Housing

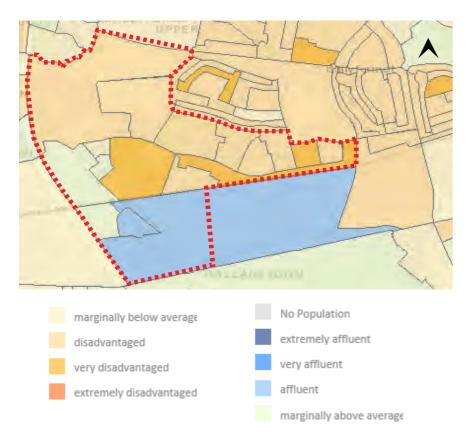


Fig. 19 Pobal Deprivation Index Map 2016

A continuum scoring range is given to each delineated area relative to a national average and ranges from 'extremely disadvantaged' to 'extremely affluent'. In relation to the 17 no. of CSO Census Small Areas relevant to the LAP, between 2006 and 2016 there has been an overall disimprovement with an increase in the number of areas classed as 'very disadvantaged' along with no 'affluent' areas now present in the area. This overall disimprovement in the deprivation index is a concern, and appears to be partly attributed to the outward migration of residents from the Cedar Brook and Park West areas over the past decade.

2.6 Retail and Employment

Retail Uses

At present the LAP area is considered poorly served in terms of neighbourhood retail use. A small group of local shops at Claddagh Green and a single newsagent on Cherry Orchard Avenue provide some local retail facilities for Cherry Orchard, but they do not form part of a hub or village and do not provide for supermarket retail shopping.

A new mixed use neighbourhood centre was provided in Park West at the "Plaza", with undercroft car parking and a central internal public space at podium level. However, the vacancy rates of the offices overhead are reflected in the ground floor retail units, with limited uptake and limited



Local retail facilities at Claddagh Green

opening hours to the single newsagent store present. It is noted that planning permission was granted in 2018 to change the use of some of the vacant office space to residential, which if delivered would provide greater footfall in the area.

In addition to the above, ground floor retail units were also provided to the ground floor of apartment blocks in the vicinity of the train station, but these units have all remained vacant since construction, again a reflection of limited use of the train station as a means of travel and the presence of surrounding vacant lands. Planning permission was granted in 2016 to change the use of a number of these vacant ground floor units from commercial to residential, but no work has taken place to date.

At the higher end of the retail hierarchy the area is reasonable well served by the nearby Liffey Valley shopping centre to the west and Ballyfermot village to the east, and while these areas provide a good source of local employment, their distance means they do not assist in developing a sense of place and community for Park West - Cherry Orchard.

Institutional Uses

The presence of institutional uses including the Wheatfield and Cloverhill prisons and Cherry Orchard Hospital is a dominant feature of the area. Serving wider functional needs these uses are large centres of employment which bring hundreds of employees into the area. However due in part to the nature of their activities, their physical relationship with the surrounding community and the limited services and facilities available in the area, positive benefits from having such uses in the area are not maximised.

Park West Office Park

Park West is predominantly a well-established business and employment area and primarily comprises two distinct areas Park West Industrial Park and Park West Business Park, the latter forming part of the LAP.

Park West Business Park is approximately 35.22 hectares and is zoned Z14 under the Dublin City Development Plan 2016 – 2022 with a land use objective to "seek the social, economic and physical development and/ or rejuvenation of an area with mixed use, of which residential and 'Z6' would be the predominant uses". The Business Park is set within a well maintained landscape of green spaces and high quality artwork and is characterised by own door office developments. However, there are also other commercial uses located within the Business Park area including the Aspect Hotel and the gymnasium at The Plaza. There are significant areas of vacant lands in the Business Park including lands surrounding

Local Area Context & Analysis

the hotel and adjoining the M50. Both the Industrial and Business Parks are maintained to a high standard and offer significant employment in the area

Adjoining the LAP lands to the immediate east is Park West Industrial Park which comprises c. 51.47 ha of employment lands, zoned Z6 under the Dublin City Development Plan 2016 – 2022 with a land use objective to "provide for the creation and protection of enterprise and facilities opportunities for employment creation". These lands are the subject of a review by Dublin City Council in accordance with Objective CE24 of the Dublin City Development Plan. It is also noted that the City Council was granted funding by the Department of Housing, Planning and Local Government to carry out a detailed analysis of these lands and to explore their potential for rezoning, to deliver a greater intensity of use. The LAP is therefore cognisant of the need to deliver a functional land-use proposal that can work with the existing adjoining land uses, but also anticipating future change.



Park West Office Park - Employment and Business area

2.7 Community, Education, Recreation and Childcare Facilities

The provision of community, education, recreation and social infrastructure facilities has been audited for the Park West – Cherry Orchard area, see Figure 20. Cognisance was also taken of the immediate areas of influence i.e. Carna and the surrounding Ballyfermot areas.

There is a cluster of facilities at the corner of Cherry Orchard Avenue with Cherry Orchard Grove including St Ultan's NS, the Cherry Orchard Family Centre and the Orchard Community Centre. The latter community centre is host to a wide variety of groups and activities, with a boxing club, dancing troops, afterschool club and bingo night it is a hive of local activity. There are also a number of organisations dispersed throughout the LAP area who actively provide important supporting services to the residents of the local area, for example the Cherry Orchard Family Resource Centre (the bungalow).

The Cherry Orchard Equine Education and Training Centre which opened in 2003 is a multi-purpose facility which provides important services and facilities for the local community including a community training centre, youth services and an equine centre.

In terms of sporting facilities, Cherry Orchard Park is well used by local clubs in the area such as Orchard Celtic Football Club and Cherry Orchard Running Club, however it is noted that there are no dedicated changing facilities for such activities (and limited changing available at the Orchard Centre). Cherry Orchard Football Club is based at Elmdale and their facilities include a clubhouse and a floodlit 3G astro turf pitch. The nearest GAA facility in the area is the Ballyfermot De La Salle GAA club at Gaels – Drumfinn Avenue Park.

Within Park West there is a commercial gym at the Plaza, while further east along the canal in the Park West industrial estate is a unit run by the Ballyfermot Youth Service providing kayaking, canoeing and fishing facilities.

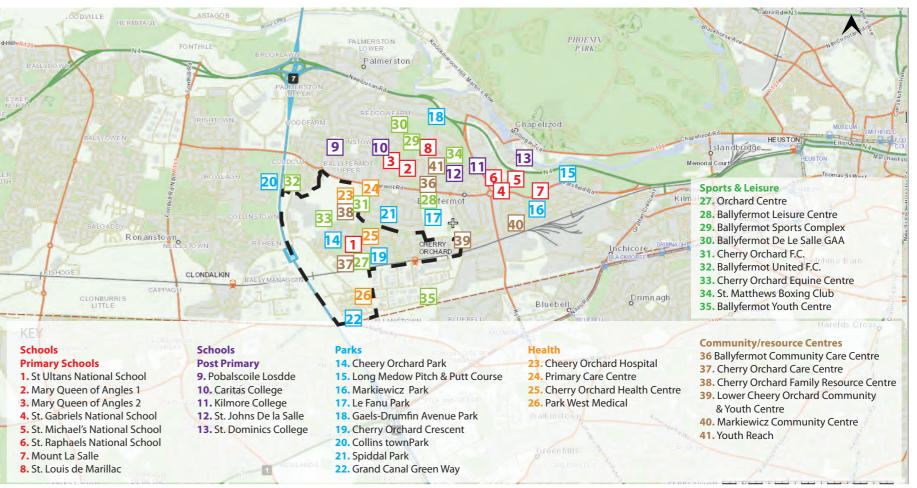


Fig. 20 Community Facilities Map

With respect to the surrounding context, the LAP area is also within reasonable proximity to a host of other amenities and parks, including Le Fanu Park (also known as The Lawns) to the east, Spiddal Park to the north and California Hills (also known as Gaels – Drumfinn Avenue Park) further to the north of Ballyfermot. Le Fanu Park is immediately to the south of Ballyfermot Leisure Centre and currently has playing pitches and changing rooms. There are proposals to partially redevelop this park to provide a new 'play / active' park that will combine a play area and skate/BMX park, which will be located to the south of the existing leisure centre. Whilst, further north of the LAP area, Gaels – Drumfinn Avenue Park is used for GAA, soccer, cross country runs and walks and includes children's play area and outdoor gym equipment.

Education

St Ultan's Primary School is the only primary school located in the Park West – Cherry Orchard area. The school forms part of an integrated education and care facility offering a pre-school, care unit and after-school care in addition to the primary school curriculum, and it is widely recognised by the local community as the cornerstone of the community. Temporary accommodation has been provided on the school grounds over the past decade however the school is operating at capacity and there is a demand for additional spaces at the school. The existing enrolment number is in the region of 420 pupils.

There is no secondary school located within the LAP area with secondary schools in Ballyfermot such as St Dominic's, St John's De La Salle, Kylemore College and Caritas College primarily serving the area.

There are also several centres in the area including the City of Dublin Education and Training Board, which provide adult and further education and training for young people and adults.

Childcare Facilities

There are a number of childcare providers operating throughout the LAP area, many of which are located in new purpose built facilities, such as Cherry Orchard Community Childcare Crèche, St Ultan's Childcare Centre, the Babes in the Wood Crèche within Cedarbrook and Giraffe Childcare in Park West.

Healthcare Facilities

The LAP area is served by the the Ballyfermot Primary Care Centre on Ballyfermot Road and a number of GP practices in Claddagh and the Ballyfermot area, and a GP practice in Park West at the Plaza. On the

corner of Cherry Orchard Avenue and Cherry Orchard Grove, the former HSE health care facility is occupied by a number of family and addiction support services.

The Cherry Orchard Hospital accommodates a variety of healthcare services including residential care, day patients, the Dublin West Local Health Office, a Public Health Laboratory, Tusla and a Child and Adolescent Mental Health Facility.

Open Space

The main areas of public open space within the LAP area are Cherry Orchard Park west of the Orchard Community Centre and old Cherry Orchard Park north of St Ultan's primary school. These spaces comprise a mix of zonings in the current City Development Plan with Cherry Orchard Park zoned as 'Z14' to seek the social, economic and physical development/and or rejuvenation of an area with a mix of uses. The most southern part of old Cherry Orchard Park is zoned as 'Z9' to preserve, provide and improve recreational amenity and open space and green networks.

The (new) Cherry Orchard Park which was developed in the 2000's, is located adjoining the Orchard Community Centre and St Ultan's NS and contains playing pitches, a playground and an all-weather multi-use games area, with these latter facilities unfortunately sometimes subject to anti-



HSE Primary Care Centre - Ballyfermot Rd.

social behaviour and vandalism. The public park is used by a local football club and a new local running club.



Cherry Orchard football grounds



Cherry Orchard Park

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Elsewhere within Cherry Orchard there is a significant amount of smaller local pocket park spaces, all grassed with limited planting, amenity or biodiversity value and many mounded so that they (a) prevent clear lines of sight, and (b) are of limited amenity use. In some cases these open spaces are backing onto private rear and side gardens creating black spots for anti-social activity. It is evident from observation and from submissions received during the public consultation stage that the majority of these spaces attract anti-social activity and are of low amenity value.

Within the Park West area there are a number of high quality well maintained public open spaces, including the large circular space within the crescent building. Park West has a number of public art sculptural pieces set within a series of smaller public spaces spread over the entire area. These areas have potential to form part of a wider network of well-connected high quality green corridors.

The Grand Canal immediately adjoins the southern boundary of the LAP lands. At present the accessibility to the canal is limited and there is little or no passive surveillance of the area which has resulted in anti-social activity in some locations. In places the canal is hidden behind poorly landscaped mounding resulting in poor visible connection between the Canal and the LAP lands. The Canal with its historic locks, waterside setting and towpath walks and greenway cycle / pedestrian route provides a wonderful yet underutilised asset to the residents and workers of Park West and Cherry Orchard and has the potential to offer new possibilities linking to amenity, recreational and other forms of water based activities.



Grand Canal view looking Westwards

2.8 Natural and Built Heritage

The built heritage of an area contributes to its identity, diversity and overall character. The need to protect and enhance the existing built heritage is sought through the current City Development Plan and the Council's City Heritage Plan. The built heritage includes the street pattern, local architectural features and the form of buildings and spaces. The protection, enhancement and management of the built heritage must be considered during times of growth. This section presents a brief appraisal of the natural and built heritage of the Park West – Cherry Orchard area.

Protected Structures

The Planning and Development Act, 2000 (as amended) defines 'Protected Structures' as structures or parts of structures which form part of the architectural heritage and which are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. At present there are no Protected Structures recorded within the LAP area however the National Inventory of Architectural Heritage (NIAH) have recommended that the City Council include a number of buildings at the Cherry Orchard hospital campus on the Council's Record of Protected Structures.

Following the NIAH recommendation, Dublin City Council commissioned a detailed study of the hospital lands. The Cherry Orchard Hospital was opened in 1953 as a dedicated fever hospital. It followed the passing of the Dublin Fever Hospital Act in 1936 and the setting up of a municipal board tasked with managing Cork Street Hospital and making provision for a new fever hospital in or near the city of Dublin. Designed by architects Fredrick



Cherry Orchard Hospital

Hicks and Alan Hope, the new hospital was laid out as a series of twenty individual buildings, designed as a coherent group and with detailed landscaping plans. The individual buildings were spread out to prevent the spread of infectious diseases. A small gate lodge signals the entrance to the campus on Ballyfermot Road, while visible from some distance is a tall red water tower.

A number of buildings/structures of the Cherry Orchard Hospital campus form part of the Ministerial Recommendations for additions to the Record of Protected Structures. It includes the following buildings:

- NIAH Ref: 50080471
 Group of ten detached north-facing multiple-bay single-storey former hospital wards and admissions building, built 1953, with Units 1-7 arranged in a line from west to east, and Units 9-11
- NIAH Ref: 50080472
 Detached L-plan four-bay single-storey mortuary, built 1953.
- NIAH Ref: 50080368
 Freestanding single-cell Church/Chapel.

located to the north, from east to west.

NIAH Ref: 50080470

Detached six-bay single-storey gate lodge, built 1953, having taller block to centre, flanked by lower blocks, built to a curved plan with convex front (north) elevation and concave rear (south) elevation, with projecting porter's lodge to front elevation, screen walls to east and west, and gates to west to Cherry Orchard Hospital.

- NIAH Ref: 50080457
 Rectangular cast-iron post box, erected c.1955, comprising single aperture, side-hung door and 'P & T' monogram over aperture.
- NIAH Ref: 50080367

 Detached irregular-plan multiple-bay single- and two-storey former fever hospital, built 1953, with rectangular-plan seven-stage water tower to north-east corner, and two-bay single-storey porch to south-east corner.

Details on all of the above buildings/structures available - http://www.buildingsofireland.ie/niah

Accordingly, under Section 53(2) of the Act, the "planning authority shall have regard to any recommendations made to it under this section" the recommendation requires these buildings to be considered as part of the conservation/heritage protection objectives (conserving and enhancing local heritage) for Park West – Cherry Orchard LAP.

Industrial Heritage

The contribution of any features which give identity, enhance and make a locality unique should be given recognition. In this regard the industrial heritage of the LAP area is important. To the south of the LAP area the Grand Canal which is one of Ireland's greatest engineering achievements runs through the entire length of Park West. In the 18th Century it was essential for industry and today it is a leisure amenity for water-craft, anglers, runners and cyclists.

In recognition of the role of industry in the development of the City, in 2009 the City Council in conjunction with the Heritage Council commissioned a comprehensive survey of the city—the Dublin City Industrial Heritage Record. This focused on the area within and surrounding the LAP lands. The Dublin City Industrial Heritage Record (DCIHR) survey made recommendations for eight sites within or adjoining the LAP area along the Grand Canal; between Ballyfermot Bridge and the former Dublin Corporation waterworks reservoir to be added to the Record of Protected Structures.

DCIHR Ref:	Name/Location	Description	Interest/Merit	Significance	Date
17 12 001	Great Southern Railways	Railway	Historic/ Industrial Heritage/Social/ Technical	National	c.1845
17 16 001	Great Southern Railways	Railway	Historic/ Industrial Heritage/Social/ Technical	National	c.1845
17 16 007	Ballyfermot Bridge	Single-arch masonry bridge	Architectural/ Industrial Heritage	Regional	c. 1770
17 16 005	7th Lock	Canal Lock	Historic/ Industrial Heritage/Social/ Technical	National	c. 1770
17 16 003	Grand Canal	Canal	Historic/ Industrial Heritage/Social/ Technical	National	c. 1763-79
17 16 004	Towing Path	Canal tow path	Historic/ Industrial Heritage/Social/ Technical	Regional	c. 1763-79
17 16 008	8th Lock	Canal Lock	Historic/ Industrial Heritage/Social/ Technical	National	c. 1770
17 16 009	Former Water Works	Waterworks	Historic/ Industrial Heritage/Social/ Technical	Regional	c.1862-63

Dublin City Industrial Heritage Record: Recommended Sites of Industrial Interest/Merit

Of these surveyed sites it was found that: -

- 5 no. are of national merit
- 3 no. are of regional merit
- 4 no. held no remains

The 'national merit' sites are linked to the Great Southern and Western Railway line, which was opened in 1846 and sections of the Grand Canal which are located within the administrative area of South Dublin County Council. Both the locks and Ballyfermot Bridge are also listed on the National Inventory of Architectural Heritage, recommending protection.

Of particular note for the LAP is the former Gallanstown Waterworks located to the south of the existing Park West development, adjoining the Canal. The site contains old filter beds (now filled in), a covered storage reservoir (visible only as a slightly raised grass area), and a Stilling Pond (an open pond). Its unique underground reservoir and brick arches are considered to be of historic 'regional merit' and provide a unique and valuable industrial heritage feature with the potential to make a significant contribution to the physical, social and economic regeneration of the area.

The LAP affords an opportunity to utilise heritage assets in line with Development Plan policy, to develop an identity and sense of place. Heritage assets can be used to frame future development and can become memorable focal points, thereby giving legibility to the area. Structures of architectural and/or historical importance can also have potential for integration into the emerging urban fabric in a manner which safeguards their long-term survival.



Former Gallanstown Waterworks

Archaeology

There are limited known prehistoric sites or features within the LAP lands. One recorded national monument site (Ref: DU017-083) is present in the Park West area (Gallanstown townland) and is thought to be an early Christian Burial mound. The original mound which measured approximately 60m x 80m (report submitted by Coilin O'Drisceoil to DCC in March 1999), is located roughly under the circular open space to the front of the Crescent apartment buildings in Park West. Human remains were found on this site in excavation works carried out in 1999 during the preparatory works for Park West.

Three other National Monument sites have been identified just outside the study area, in the south eastern corner of Le Fanu Park and are listed along with their SMR number:

- DU018-031001: Castle Tower House, Ballyfermot Upper Townland
- DU018-031003: Church, Ballyfermot Lower Townland
- DU018-031004: Graveyard, Ballyfermot Upper Townland

Local Area Context & Analysis

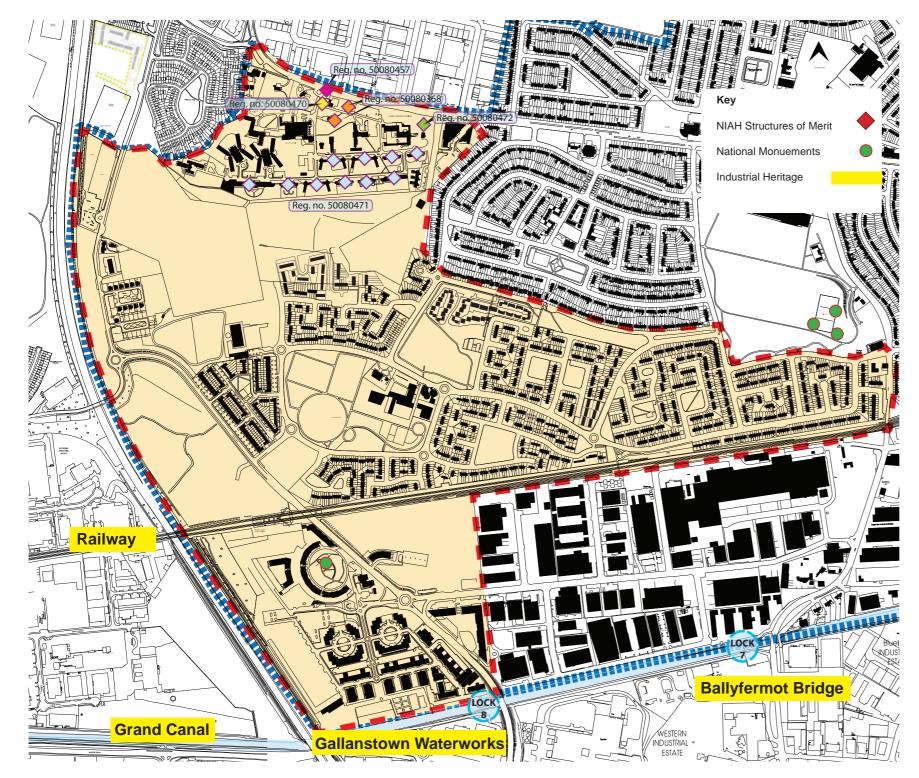


Fig. 21 Local Heritage Features

Green Infrastructure and Biodiversity

Much of Park West – Cherry Orchard is covered in hard surfaces associated with buildings (residential, office, institutional etc). The LAP area contains a number of parks and smaller areas of green open space. One of the larger Parks, Cherry Orchard Park, which is relatively new contains a number of local community facilities and a semi-natural wetland area. Unfortunately this park is often the subject of anti-social activity and is perceived as unsafe by some. There is another area of open space to the north of St. Ultan's primary school and to the south of the housing under construction by Co-operative Housing Ireland. Of the remaining smaller areas of open space mowed grassland is the dominant characteristic offering limited biodiversity or amenity value.

Existing green infrastructure of note within the key development sites, includes the planted buffer with the M50 and remnants of existing field boundary hedgerows within Site No. 4.

Just outside the LAP boundary are two key areas of open space:

Grand Canal – running along the southern boundary of the Park West lands is the Grand Canal. Constructed in the 18th Century it was once essential for industry and today is a leisure amenity for water-craft, anglers, runners and cyclists. The canal forms a natural border to the south of Park West and incorporates the Grand Canal Greenway route; a recently upgraded 8.5 km pedestrian and cycle facility.



Grand Canal viewing Eastwards

Local Area Context & Analysis

The Canal is a designated proposed Natural Heritage Area (pNHA), which is a site of significance for wildlife and habitats. The pNHA comprises the canal channel and the banks on either side of it. In general the ecological value of the canal lies more in the diversity of species it supports along its linear habitat than in the presence of rare species. The open reservoir associated with the former City Council waterworks to the north of the Grand Canal (not linked), and within the LAP lands makes a significant contribution to the wildlife and biodiversity of the area.

Le Fanu Park – located to the east of the LAP boundary is Le Fanu Park which is comprised of wide open spaces, grassed playing fields and an open canopy of trees of varying maturity. Although, there are no species or areas of conservation value noted in the Park the park is of local biodiversity interest and is a key feature of the area.





The Canal is a designated proposed Natural Heritage Area (pNHA), which is a site of significance for wildlife and habitats.



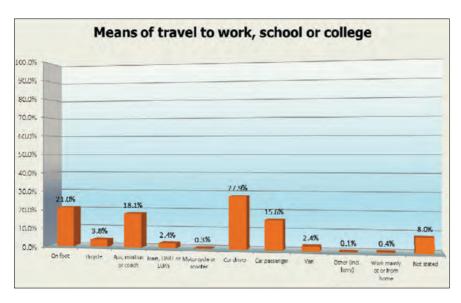
Fig 22 Existing Green Infrastructure

2.9 Physical Infrastructure

During the preparation of this LAP a high level opportunities and constraints study in relation to transport, drainage infrastructure and utilities was undertaken in order to inform the preparation of the LAP. The LAP lands are crossed by a multitude of utilities including underground and over ground electrical transmission lines, ducting, arterial water mains, foul and surface water sewers and gas mains.

2.9.1 Transport and Movement

The existing street network in the area is dominated by a car led approach, with wide distributor type roads and little focus on pedestrian or cycle infrastructure. Physical connections with surrounding areas and within the LAP are also extremely limited with restricted access points onto Ballyfermot Road and over the railway line and the Canal. The enclosed nature of the larger institutional sites at Cherry Orchard Hospital and Wheatfield and Cloverhill Prisons form large impermeable blocks to the north and west, while the M50 to the west further restricts movement (See Fig.17 Barriers Map within section 2.3)



The car dominated environment is born out in the census figures in terms of means of travel for the local population. The majority of the population aged 5 years and over travel to work, school or college by car (43.5%). This is followed by those travelling on foot (21%) and bus or train (20.5%). Only 3.8% travel by bicycle. In comparison to the rest of the city where travel on foot (25.5%) or bicycle (9.6%) accounts for 35% of all journeys.

Bus

At present the Park West – Cherry Orchard area avails of a reasonable bus service provision. There are two Dublin Bus routes which directly serve the LAP area; the 79 and 79a. In addition, there are a number of other Dublin Bus routes running along the Ballyfermot Road and Nangor Road where bus priority measures are in place. There are also two Express Bus Ltd bus routes from Park West serving the City Centre and Kylemore Road Luas stop. It was however noted during the initial public consultation stage of the LAP that residents are concerned over the level of bus services that are withdrawn due to anti-social behaviour resulting in lack of service. Further concerns were raised regarding the lack of adequate bus shelters and facilities.

The NTA have commenced a full review and re-design of Dublin bus routes under the Bus Connects project with the aim of improving efficiency and increasing bus patronage. Under the initial draft phase of this study 'Bus Connects Transforming the City Bus Services, the Park West — Cherry Orchard area will benefit from of a number of new Radial and Orbital bus routes that will serve the vicinity, notably radial route No. 7 Liffey Valley to City Centre, which runs along Ballyfermot Road. Public consultation remains ongoing in relation to the emerging preferred routes for the proposed Radial Core Bus Corridors, with an formal application to An Bord Pleanála expected in 2020.



Fig. 23 Core Bus Network (NTA) 2016-2035 Cherry Orchard Park West area

Rail

Centrally located between the two areas is the Park West - Cherry Orchard railway station which opened in 2008 replacing the former Cherry Orchard Station further east. The station is located on the Dublin – Kildare main line which is served by commuter and inter-city services. The station has four platforms and is served by commuter and intercity services serving Heuston and Connolly stations however the infrequent services including during peak times currently do not make travel by train an attractive option. In examining the Census data and the breakdown of sustainable modes of transport, rail users represent a very low 2%. This is despite its central location and despite 2,550 people having access to the station within a 15 minute walk.

The National Transport Authority's (NTA) Transport Strategy for the Greater Dublin Area 2016 – 2035 identifies a number of future rail infrastructure projects which would further develop the light rail infrastructure within and surrounding the Park West – Cherry Orchard area. The Strategy identifies the provision of fast, high-frequency electrified services to Park West – Cherry Orchard and onwards to Celbridge / Hazelhatch on the Kildare line (i.e. DART expansion programme) as well as the long term proposal for a new Luas line to Lucan along the Ballyfermot Road linking Lucan to the City Centre.



The National Transport Authority's (NTA) Transport Strategy for the Greater Dublin Area 2016 – 2035, DART expansion programme)

Cycling

There is limited cycle infrastructure present throughout the LAP area. On and off-road cycle facilities exist along the majority of Park West Avenue and Ballyfermot Road however the lack of continuity along these routes results in a poor offer for cyclists and would benefit from upgrading. There is also a notable lack of cycling facilities provided in conjunction with the Train Station. The lack of cycle infrastructure has resulted in poor uptake in cycling among local residents and workers. Census data indicates that only 4% of people living in the Park West – Cherry Orchard area use cycling as their preferred mode of transport compared to the rest of the city where cycling accounts for 10%.

The NTA Greater Dublin Area Cycle Network plan identifies a number of primary and secondary cycle routes in the area surrounding Park West and Cherry Orchard:

- Primary cycle route 7A along Ballyfermot Road connecting to Bridgefoot Street to Lucan South and passing via Kilmainham, Inchicore and Liffey Valley Shopping Centre.
- Primary cycle route 7B (and National Route 10 towards Cork) along Grand Canal connecting Dublin City Centre to Rialto, Clondalkin and Adamstown via Grand Canal.
- Secondary cycle route 8C along Park West Avenue and Cloverhill Road providing cross-links to Ballymount and Crumlin via Nangor Road and Long Mile Road with spur 8C1 connecting to Route 7A at Palmerstown and Spur 8C2 to Grange Castle.
- Secondary orbital route SO4 along Kylemore Road connecting to Chapelizod Hill.
- In addition to the above there are a number of feeder routes along Le Fanu Road, Park West Road, Cherry Orchard Avenue, Blackditch Road, Clifden Road and through new Cherry Orchard Park.

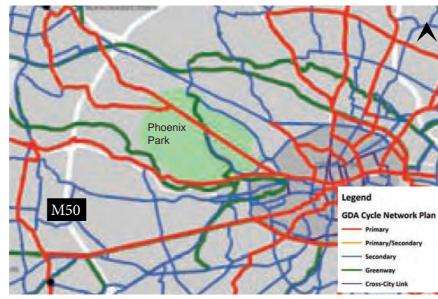


Fig. 25 NTA Cycle Network Plan Greater Dublin Area

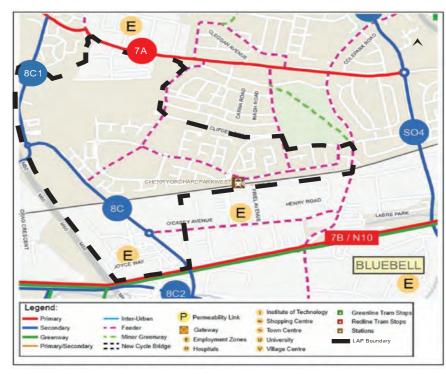


Fig. 26 NTA Cycle Network Plan Cherry Orchard - Park West area

Local Area Context & Analysis

2.9.2 Utilities

The Cherry Orchard area has evolved as a result of the incremental development of various residential estates since the 1960's, followed by the development of the Park West area south of the railway line in the early 2000's. The physical barriers in the area such as the Dublin – Kildare railway line, Grand Canal and M50 provide a challenge to the future development of infrastructure in the area.

Drainage Network

Topography& Ground Conditions

An analysis of the topography of the Study Area has identified two primary drainage catchments within the lands. The LAP lands generally fall gently from North-West to South-East, with the highest point of the lands (at approximately 60mOD) located adjacent to the M50 motorway, which forms the western boundary of the LAP lands. The lowest area within the LAP lands (at approximately 44mOD) is located in the south-eastern corner of the lands in Park West Business Park. At a strategic level the groundwater vulnerability within the majority of the LAP area is identified as moderate, however the lands adjacent to the M50 are identified as high. Any development within the LAP lands, particularly within the area identified as having High groundwater vulnerability, will need to carefully consider groundwater impacts. It is recommended that further ground investigations are carried out at each of the proposed development sites in order to determine the suitability of each area for the incorporation of SuDS mechanisms.

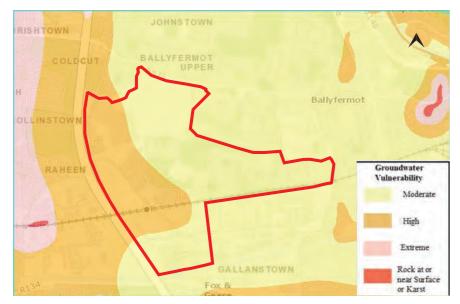


Fig.26 Ground Water Vulnerability (source GSI)

Surface Water Drainage Catchments

An analysis of drainage catchments and the existing surface water infrastructure within the lands has concluded that the majority of the LAP lands are located within the catchment of the River Camac, which rises in the Dublin Mountains, and runs in close proximity to the southern boundary of the lands. While a small area near the northern boundary of the LAP lands (mainly the Cherry Orchard Hospital lands), and another small area near the eastern boundary of the lands north of the railway line and adjacent to Killeen Road are located within the Lower Liffey Lyreen Ryewater catchment.

The lands within The River Camac Catchment drain to a single outfall (Outfall A) at the south-eastern corner of the Park West Industrial lands. The two smaller areas of land which lie within The Lower Liffey Lyreen Ryewater Catchment drain to two separate outfalls; lands within the northern section of the LAP in the vicinity of the Cherry Orchard Hospital drains to (Outfall B) Ballyfermot Road and north towards Gaels-Drumfinn Avenue Park, while the smaller area of land within the eastern section of the LAP drains to (Outfall C) Le Fanu Road.

A number of tributaries of the Camac River traverse the LAP lands. The Gallanstown stream rises west of the M50, is piped in a 1.7m diameter

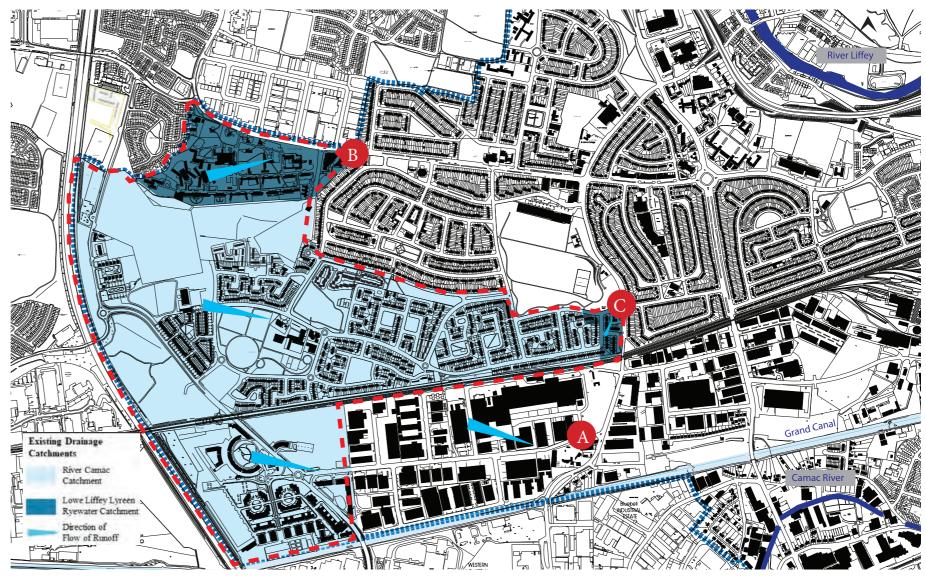


Fig. 27 Existing Surface Drainage Catchments (Opportunities and Constrants Study 9th August 2018)

sewer beneath Hume Avenue in the Park West Business Park adjacent to the Grand Canal, and exits the LAP lands at Killeen Road at the south-east corner of the lands, where it meets with the piped Blackditch Stream. Once these two streams meet they are referred to as the Galback Stream. The entire Park West business park area south of the railway line drains to the piped Gallanstown stream.

The majority of the Cherry Orchard lands to the north of the railway line drains to the piped Blackditch stream. The Blackditch Stream is piped along the southern boundary of the prison, through old Cherry Orchard Park and underneath Cherry Orchard Avenue. This pipe is then culverted

underneath the railway line, and follows the alignment of Friel Avenue. This culvert is the only surface water sewer crossing of the railway line within the LAP lands, through which a large portion of the Cherry Orchard area drains to the Camac River. As this is the only surface water drainage crossing of the railway line there is a potential pinchpoint in the network at this location. This pipe is then routed south where it joins the piped Gallanstown Stream at Killeen Road. Both piped streams then appear at surface level within an open channel as the Galback Stream within the Kylemore Industrial Park. This open watercourse is later culverted as it travels south and passes under the Grand Canal where it eventually feeds into the Camac River.

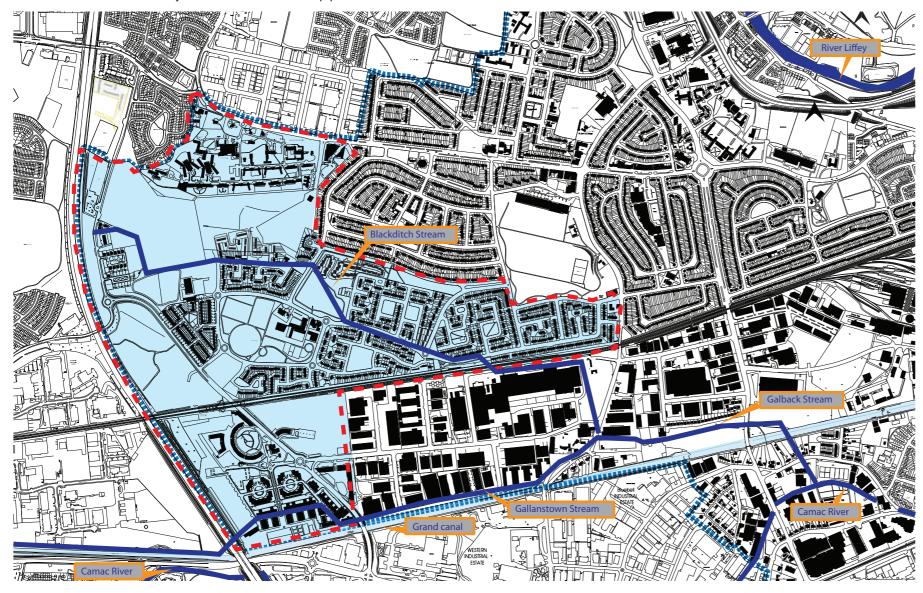


Fig. 28 Existing Watercourses (Opportunities and Constrants Study 9th August 2018)

A small portion of the existing Cherry Orchard area drains to a sewer on Le Fanu Road, while the area in the vicinity of Cherry Orchard Hospital and Ballyfermot Primary Care Centre drain to a sewer to the south of Cherry Orchard hospital.

Chapter

Local Area Context & Analysis

Surface Water Drainage Infrastructure

The entirety of the Park West area, south of the railway line, drains to the piped Gallanstown Stream, which exits the LAP lands at the south-east corner (Outfall A) and eventually drains to the Camac River. The majority of the Cherry Orchard area, north of the railway line, drains to the piped Blackditch stream, which also exits the LAP lands at their south-east corner (Outfall A) and eventually drains to the Camac River. As previously alluded to, a small portion of the Cherry Orchard area drains to Le Fanu Road, exiting the LAP lands at Outfall C. The area in the vicinity of the Cherry Orchard Hospital and the the Ballyfermot Primary Care Centre drain to a

1.5m sewer which runs along the southern boundary of the hospital and exits the LAP lands at Outfall B.

A network of surface water sewers feed into this strategic network which is well developed in the built-out areas of the Park West Industrial Estate and Business Campus and the Cherry Orchard residential area, however there is a lack of existing drainage infrastructure in the vicinity of some of the proposed development sites, in particular in the vicinity of the M50 at the western boundary of the LAP lands.

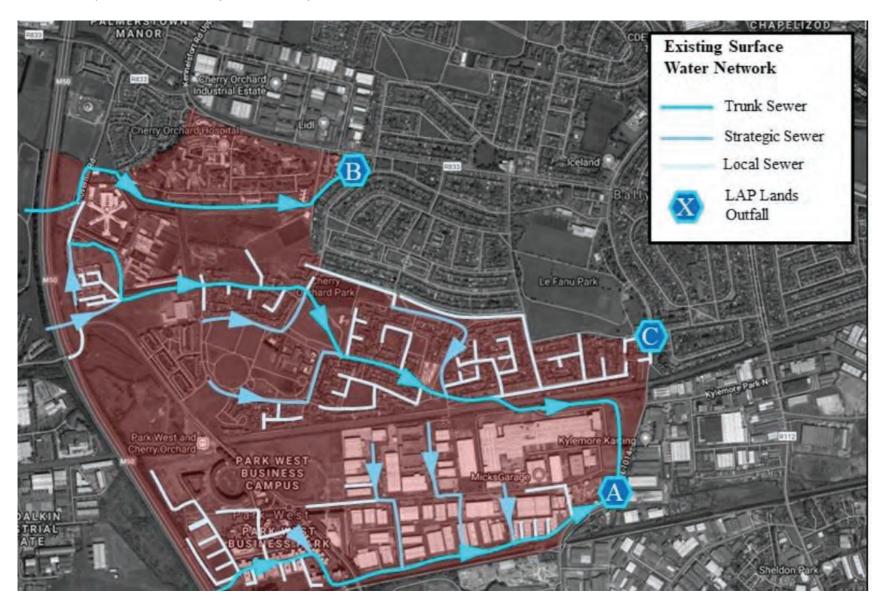


Fig. 29 Existing Surface Water Network

Compensatory Flood Volume Storage

Within Cherry Orchard Park there is an existing area of c. 0.6ha in use as a compensatory flood storage system, understood to be linked to the adjoining Cedar Brook residential development. It comprises a large sunken basin to the southern boundary of the park. Designed to accommodate severe storm conditions, the "basin" is otherwise dry for significant periods of the year.

In undertaking a redesign of the Park as proposed within the LAP, various options for flood storage will be examined. This may include for example the inclusion of a swale to the south of the park which would free up recreational space, while simultaneously providing for flood storage. This approach was successfully applied in Coultry Park in Ballymun where the swale is filled with wild flower seeds and provides an attractive and functional feature within the park.



Existing Compensatory Flood Volume Storage in Cherry Orchard Park

Foul Drainage

Existing foul water drainage infrastructure within the LAP lands have been supplied by Irish Water and Dublin City Council while a review of the GDSDS has been conducted in order to identify the foul water network within the wider area.

An analysis of the existing foul drainage infrastructure within the LAP lands identifies two wastewater drainage sub-catchments, namely the 9B trunk sewer to the South and West and the City Centre sub-catchment to the North and East both of which are within the Ringsend WWTW Catchment.

As a result of the piecemeal and incremental nature of how the area has developed it is necessary to review the LAP area in terms of the supply/ capacity for both surface water and wastewater drainage services. As part of the LAP process, and following a submission from Irish Water at the Issues Paper stage, in order to get an accurate picture on supply capacity information and identify necessary infrastructural upgrades for this LAP, Irish Water (IW) are carrying out a detailed study in collaboration with Dublin City Council which informs this LAP.

The LAP area is constrained by a number of hard boundaries such as the M50, Canal and Railway Line which are physical barriers which constrain the delivery of new drainage infrastructure and new drainage outfalls. Irish Water have noted in their submissions to date that a more deatiled study will be required to determine if new large capacity foul drainage outlet would be required to facilitate the full development of the LAP lands. At present the development of the LAP lands is constrained by the capacity of the existing twin 300 diameter sewer crossing under the railway at Le Fanu Road. The Cherry Orchard Avenue area has some history of sewer surcharge which will require further investigation.

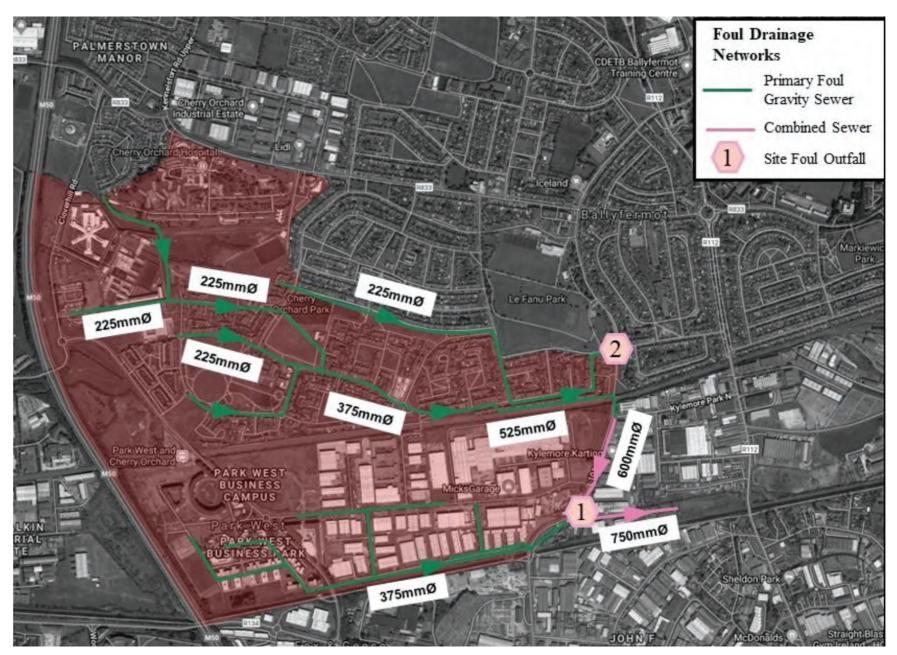


Fig 30. Existing Foul Water Drainage

Local Area Context & Analysis

Water Network

An analysis of the existing potable water supply infrastructure within the LAP lands identifies that the LAP lands are currently served by the Ballymore Eustace supply via the Saggart reservoir and the Belgard reservoir. There are two main trunks serving the LAP lands. A 300mm Ductile Iron trunk main traverses the M50 at Coldcut Road, north of the LAP lands and continues along Ballyfermot Road along the northern boundary of the LAP lands. From the trunk main there is a 300mm asbestos main spur that branches off into the LAP lands west of Wheatfield and Cloverhill prisons, underneath Cloverhill road to serve the LAP lands.

In addition to the above, there is a 300mm trunk main traversing the M50 at Cloverhill Road, which connects to the 300mm asbestos main spur at the Cloverhill Road roundabout. From here a 450mm ductile iron main branches off and runs south along Park West Avenue, exiting the LAP lands at the southern boundary.

Irish Water have confirmed that there is a good water supply network in the area however some of the existing older watermains and infrastructure may need upgrading.

ESB Network

There are a number of high voltage power lines and pylons traversing the LAP lands, both overhead power lines and underground power lines. In addition, there is a network of medium and low voltage power lines which service the developed residential areas and industrial/business areas. The number of high voltage power lines and pylons located both in Park West and Cherry Orchard in close proximity to the M50 and also the Barnville area are a potential constraint on the development potential of the LAP lands.

In order to maximise the development potential of the lands within the LAP area a number of these overhead power lines and pylons will require undergrounding of these services and additional electrical infrastructure such as transformer/substation may be required.

Gas Network

The LAP is well served in terms of gas supply, the network is well developed however additional infrastructure will be required in order to service the development lands in the area. Gas Networks Ireland has indicated that the Park West area is primarily served by a medium pressure distribution system, while the Cherry Orchard residential area is served by a low pressure distribution system.

Future development of the area will likely require provision of a low pressure distribution main in the Park West area in order to serve any future residential development in the area within the appropriate pressure regulation.

2.10 Flood Risk

A Strategic Flood Risk Assessment (SFRA) for the city was prepared as part of the Dublin City 2016-2022 Development Plan. The composite flood map, for river and coastal flooding in Appendix 7 of the City Development Plan identifies the LAP area as being located within "flood zone C" where all forms of development are generally acceptable. OPW historical information shows no record of a flood event in the LAP area. As part of the preparation of the LAP, a Flood Risk Assessment accompanies the LAP.

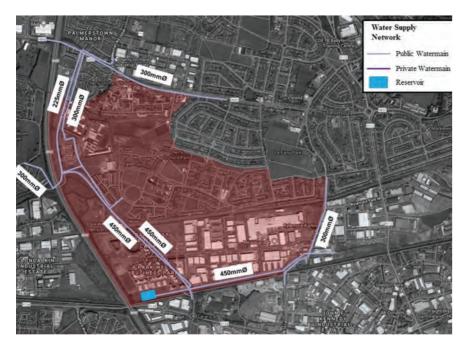


Fig 31. Existing Primary Water Supply

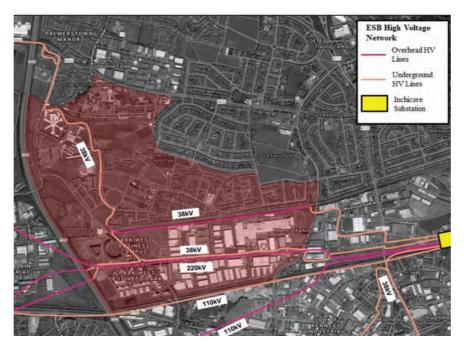


Fig 32. Existing ESB High Voltage Network

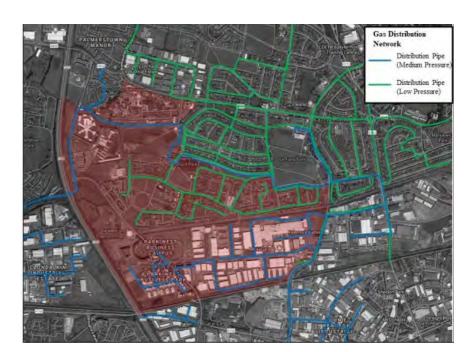


Fig 33. Existing Gas Network

Local Area Context & Analysis

2.11 Public consultation Issues Paper stage for the Park West – Cherry Orchard Local Area Plan

Prior to developing the Local Area Plan, a non-statutory "Issues Paper" was published in February 2018 to allow members of the public to voice their opinions and concerns as to what the new plan should contain. A range of stakeholders including Councillors, TD's, prescribed bodies, local community groups and organisations, social enterprises, schools and sports clubs were notified of the proposal to prepare a new Local Area Plan and were invited to make submissions.

Key themes identified during the Public Consultation to be considered during the formulation of the Local Area Plan included:

- Improve the physical appearance and image of the area
- Create a centre/heart/focal point in Cherry Orchard Park West with services and facilities
- Improve community, social and recreational facilities in the area
- Deliver a mix of housing in the area
- Improve transport links
- Provide local employment opportunities

2.12 Key Challenges for the Local Area Plan

Having regard to the above analysis and taking into account the submissions from the public consultation received during the Issues Paper stage there are a number of key themes and challenges for the LAP to address:

1. Placemaking

- To provide for vibrant mixed use village/neighbourhood centres.
- To improve the overall appearance and image of the area.
- To develop and to make best use of the large, unattractive and vacant areas of land.
- To maximise the amenity of the Grand Canal at a local and City wide level and to explore the potential of the Gallenstown Waterworks to act as a new destination.

2. Housing

- To meet local and City-wide housing need and rebalance housing tenure within the LAP area.
- To make the most efficient, effective and appropriate use of land having regard to public transport infrastructure and all other planning considerations.

3. Economic Development & Employment

- To attract inward investment into the LAP area.
- To support and facilitate the development of local enterprise and employment space.
- To support and facilitate the development of education and training facilities.

4. Open Space and Recreational Facilities

- To improve and enhance existing open space areas and recreational/sporting facilities.
- To provide quality open spaces within new developments.
- To develop a green network.
- To explore opportunity to maximise the canal as an amenity while protecting and enhancing its natural biodiversity.

5. Transport and Movement

- To facilitate the provision of improved public transport infrastructure and services.
- To improve physical connections within the LAP area and to surrounding areas.
- To develop a clear street hierarchy along with public realm enhancements which promote a sense of place, promotes lower traffic speeds and encorages cycling and walking.

6. Implementation and Infrastructure Provision

- To ensure any necessary investments in infrastructure including social and community facilities are delivered in tandem with new development or front loaded where necessary.
- To recognise the role and value of community engagement in the implementation of the LAP.



VISION & KEY PRINCIPLES / KEY OBJECTIVES

3.1 Vision

Park West - Cherry Orchard will be an attractive and identifiable place with a vibrant and active community. A good mix of residential typologies will cater for people across all spectrums of their lifecycle, and residents will have the benefit from the provision of local shops, schools, parks and community and recreational facilities. New commercial and enterprise space will provide opportunities for local employment and both residents and workers will benefit from a high quality intergrated public transport network system, and a permeable and safe environment.

This vision for the Park West – Cherry Orchard Local Area Plan has regard to, and seeks to capture the key points of the Dublin City Development Plan 2016 – 2022 guiding principles under Strategic Development and Regeneration Area No.4, in addition to the vision statement set out within the "Making Cherry Orchard Better" Area Action Plan 2017 and the submissions received during the public consultation Issues Paper stage for the Park West – Cherry Orchard Local Area Plan.

3.2 Key Principles

The aim of this Local Area Plan is to facilitate the vision for Park West – Cherry Orchard, by providing a framework within which new development in the area can take place. It is important that the LAP ensures that in developing individual land parcels opportunities for regenerating and enhancing the area as a whole are not missed. Taking account of the key themes and issues raised during the pre-draft public consultation stage, analysis of the area and the guiding principles set out in the City Development plan, the overarching principles considered essential to deliver the vision for Park West – Cherry Orchard are set out below and are elaborated on in greater detail within Chapter 4.

Vacant Sites

Develop the remaining vacant sites in the area in a sustainable manner to create a vibrant sustainable new (neighbourhood) Urban Area.

Housing & Tenure Diversity

Deliver new residential units in a mix of unit types and tenures to cater for people across all spectrums of their lifecycle, with higher densities sought in proximity to the railway station.

Placemaking

Create a local neighbourhood focal point within Cherry Orchard neighbourhood enhancing existing services and amenities.

Create a new commercial destination in the vicinity of the train station, with landmark buildings and civic spaces.

Improve the appearance and image of the area and create a content, caring and vibrant sustainable community which integrates the new community with the existing established community.

Economic Development & Employment

Facilitate the provision of local retail provision as part of enhancing the neighbourhood centre within Cherry Orchard.

Create a new mixed use environment incorporating a supermarket and other commercial/ employment opportunities in the vicinity of the train station.

Support opportunities and initiatives which promote education and aim to address unemployment supporting economic activity through the provision of existing and future services and businesses in the area.

Support and facilitate the provision of additional school places to serve the existing and emerging communities.

Support and facilitate the development of a Community and Social Enterprise Hub.

Support the provision of mixed-employment uses in proximity to the M50 boundary.

• Open Space and Recreational Facilities

Consolidate and improve the existing sports and recreation facilities and promote the provision of new recreational facilities.

Enhance existing open space areas and develop a connected network of green spaces and green infrastructure to maximise their potential use by the existing and future generations.

Transport and Movement

Enhance accessibility and connectivity both within the Park West - Cherry Orchard area and to the surrounding areas to service the remaining development sites.

Promote sustainable modes of transport by making them convenient and attractive (including walking and cycling) through the implementation of a well connected, permeable, coherent street network with high levels of accessibility to an integrated public transport network with improved infrastructure to maximise its potential use.

• Infrastructure Delivery and Implementation

Ensure timely provision and investment in infrastructure including water and drainage provision, public transport, telecommunications network etc. to support new development opportunities

Underground overhead ESB pylons where-ever possible to enhance the urban form of this part of the city.

Green Infrastructure & Biodiversity

To protect and promote the natural and built heritage of the area and provide a network of well maintained parks and civic spaces connected by tree lined streets taking the opportunity to incorporate best practice SuDS infrastructure as appropriate.

Support the aims and objectives of the Water Framework Directive for the Camac River Catchment, particularly in relation to hydromorphology and improvements in water quality and the streams that drain the LAP lands.

LOCAL AREA PLAN DEVELOPMENT STRATEGY

4.1 Introduction

This chapter sets out the overall strategies that will shape the future spatial development of the LAP area. These relate to broad issues such as urban function, land use, access and movement, public transport, development and place. Key to the implementation of the overall 'Vision' for the LAP area will be the development of the vacant sites and their successful and sustainable integration into the existing urban fabric of both the immediate area and the wider city.

It is important that the development strategy recognises the supporting infrastructure requirements of delivering sustainable communities and therefore each strategy seeks to identify and facilitate the delivery of supporting infrastructure in tandem with development, including social and community facilities as well as physical infrastructural improvements.

The development strategy of the LAP is in accordance with the land use strategy and zoning objectives set out in the Dublin City Development Plan 2016 – 2022, in addition to the Development Plan's strategic development and regeneration guiding principles, summarised as follows:

- Create a vibrant and sustainable new urban area
- Create a distinctive urban character
- Provide sufficient densities of development to sustain public transport and mix of uses
- Integrate public transport
- Integrate new and established communities
- · Provide a mix of residential tenure
- Develop a coherent spatial framework with a physical structure which links the rail station with Ballyfermot Road and Park West Road, provides a main street with a mix of uses including a supermarket and provides a new civic space adjacent to the main street and linked to the existing civic space adjacent to the rail station
- Provide mid-rise landmark buildings
- Create a new town that addresses the key historic and existing deficits with regard to layout, community under-development, policing, anti-social activity, lack of provision for childcare etc.

Further development objectives for specific sites to support the overall strategies of the LAP are set out in Chapter 5.

It should be noted that all policies and objectives of the Dublin City Development Plan (in operation at time of submitting a planning application) apply to the Park West – Cherry Orchard LAP area.

4.2 Urban Framework & Land Use Strategy

The overarching aim of the land use strategy is to achieve the efficient and effective use of undeveloped land through active land use management.

Key to achieving a successful and sustainable land use strategy is the requirement to link land use and transport to maximise the lands resources and development potential. Environmental considerations have also played a key role in the land use strategy, in particular having regard to noise levels and air quality in proximity to the M50.

Other determining factors include the desire to create new hubs serving both Park West and Cherry Orchard, and the need to integrate with and support the existing community.

The overall land use strategy for the LAP shows two new retail/ neighbourhood centre hubs; employment uses along the M50 boundary; new connections and residential use, with varying densities and typologies reflective of each location; and the need to integrate with the existing environment while simultaneously making efficient use of urban land.

The Urban Framework strategy for the LAP area shows the long-term plan wide concepts for land use and function as they should evolve in the future and contribute to the vision. It is important that the LAP facilitates and coordinates the development opportunities on a number of key sites while at the same time integrating with the existing community and addressing important local issues such as economic activity, housing, transport, urban design, and community and social infrastructure.

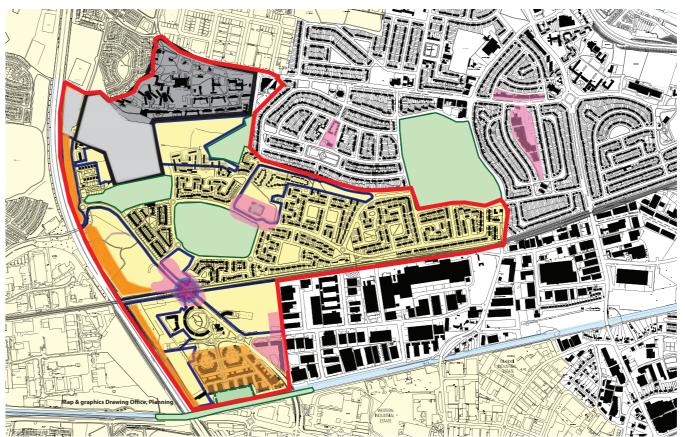


Fig. 35 Proposed Land Use Strategy

Institutional Lands

Neighbourhood/Commercial

Residential

Employment/Office/Enterprise/ Non Residential

Park West Train Station



Chapter

Local Area Plan Development Strategy

This chapter sets out key aims and objectives for Park West – Cherry Orchard under the following headings:

- 4.3 Economic Development and Employment
- **4.4** Housing and Tenure
- 4.5 Access and Movement
- 4.6 Urban Form and Design
- 4.7 Community and Social Infrastructure
- 4.8 Heritage
- 4.9 Green Infrastructure and Biodiversity
- **4.10** Physical Infrastructure and Services (Drainage and Water)
- **4.11** Development Management Strategy Summary

4.3 Economic Development & Employment

4.3.1 Introduction

The LAP contains a number of sites suitable for future economic development and employment opportunities, most notably lands adjoining the M50 and in the vicinity of the train station. The Plan will seek to compliment and integrate with existing employment uses at Park West Business Park and also supports the continued institutional employers within the area at the Prisons and the Hospital.

While identifying lands for economic development is an important component of the Plan, the LAP multi-faceted strategies are equally about creating the right environment in which economic activity can be developed and thrive. Key to achieving these goals will be the delivery of supporting infrastructure, including social and community infrastructure, parks, schools etc.; physical infrastructure including roads and drainage, and also the delivery of a mixed income housing stock that can support economic activity within the area. These elements are not as easily identifiable as 'economic development interventions' however they are key ingredients needed to create the environment to attract and promote economic activity in the area and in creating sustainable communities.

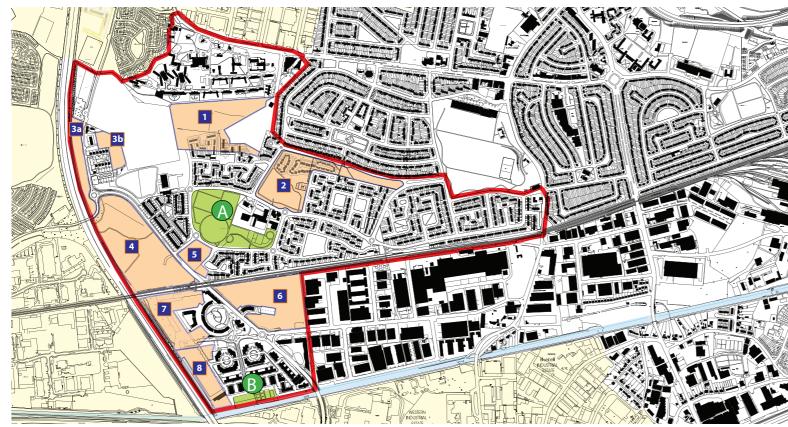


Fig 36. Key Development Sites

4.3.2 Retail Provision

The provision of local retail shops is an essential component for sustainable communities, whilst also providing local employment opportunities. Two areas have been identified for new local retail provision, in addition to supporting the existing Park West Plaza.

Cherry Orchard Avenue

Across from the existing local amenities of St Ultans National School, the Cherry Orchard Health Centre and the Church of the Most Holy Sacrament, it is proposed that a small number of local retail shops should be provided to serve a local need and to consolidate the existing local facilities (Site 2). This location is considered suitable for c. 3-4 small shops (e.g. newsagents, pharmacy, hairdressers, cafe), with the location optimising opportunities for walking and single trip destination. These units should form part of a larger scheme in order to provide a good urban design response to the site, with residential units considered appropriate above ground floor retail to provide passive supervision and an appropriate urban form. Given the proposal for local retail, together with the adjoining local amenities, this site is also considered suitable for the provision of senior citizens housing (see section 4.4 on housing below).

Station Retail

There is a need for a large convenience store to serve both the Park West and Cherry Orchard neighbourhoods. The LAP identifies the site to the immediate north of the train station (Site 4) as the most suitable location for such a use. Here opportunities exist to optimise level differences at this location, and to provide a non-noise sensitive use next to the train line. The train station and the distributor road will provide good footfall at this location and it is well placed to serve both neighbourhoods. Other opportunities for retail use in the vicinity of the station will be encouraged, in particular the provision of ground-floor retail to Park West Avenue.

Given the importance of local retail in serving local communities, it is considered that new developments within Site 2 and along Park West Avenue should be required to fit-out ground floor commercial units to a specification that facilitates turn-key letting.

The Plaza, Park West

The LAP supports the continued use and development of local retail facilities within The Plaza at Park West. Opportunities to enhance this space and further address Park West Road and Park West Avenue, enhancing the pedestrian interface and use of this space, will be encouraged and welcomed as part of any future development proposals.

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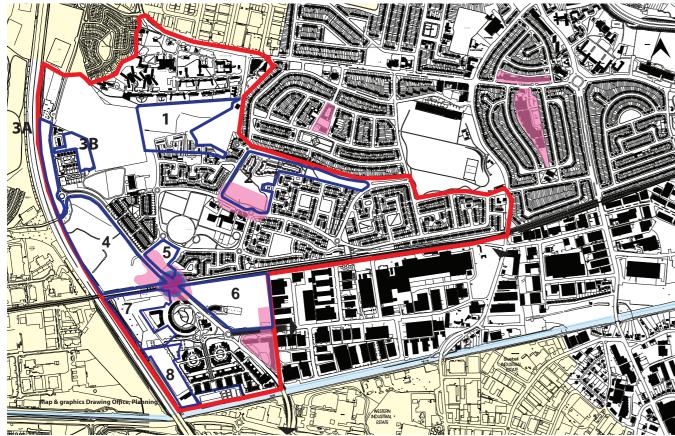


Fig 37. Retail Zones



Park West Business Park



Development Sites

Park West Train Station

Existing view of Site 3a identified for use as an enterprise centre

4.3.3 Other Commercial: Office and Enterprise Provision

The LAP contains significant vacant lands abutting the boundary with the M50 and adjoining the Park West – Cherry Orchard Train Station, identified in the LAP as suitable for commercial development (office and enterprise). These lands are predominantly zoned as Z14 'to seek the social, economic and physical development and/or rejuvenation of an area with mixed use, of which residential and 'Z6' would be the predominant uses'.

South of the railway line, the vacant lands adjoin the Park West Business Park which provides high specification office accommodation and is currently home to a number of global and multinational companies. Consolidating this use is an objective of the LAP.

Taking account of the scale of the vacant sites and the objective to create a mixed-use area, the land use strategy of the LAP is to seek the provision of employment generating office/ enterprise use along the M50 boundary which will build on the success of the Park West Business Park. Such uses will also provide an important buffer between new residential development and the M50 motorway. Commercial activity will also be encouraged in the vicinity of the train station to create a diverse mixed-use development, supporting a vibrant community. It is thus an objective of the LAP to facilitate mixed-use development with employment generating uses buffering the M50 boundary and adjoining the Park West-Cherry Orchard Train Station.

Site 3a is a long relatively narrow strip of land buffering the M50 boundary. Zoned "Z1" within the City Development Plan, this land was examined for a number of alternative uses, including residential development (set out as an alternative within the SEA). Taking into account a number of factors in particular noise and air quality, it is considered that this site is best suited for the provision of enterprise and employment space.



Plato Business Park, Damastown, Dublin 15 shown as an example of an enterprise centre appropriate for this site.



4.3.4 Community and Social Enterprise Hub

The 'Making Cherry Orchard Better' social and economic action plan, published in 2017 identified the specific need for a new community and social enterprise hub within Cherry Orchard Park that would provide support, training and space for local start up enterprises, particularly social enterprises. The Plan identified a site adjoining the Orchard Community Centre within Cherry Orchard Park as a suitable location for this new facility.

The LAP supports the provision of this centre, and notes a number of locations which could accommodate this facility, subject to timing considerations and further information on the size and nature of activities which the centre will offer; or indeed it could be a multi-campus approach depending on the requirements. Further consultation with the Cherry Orchard Development Group is required to identify the optimal site location. Suitable sites include:

- (i) Within Cherry Orchard park as identified in 'Making cherry Orchard Better', in conjunction with proposals to redesign the park to provide a more user-friendly and safer space.
- (ii) Site 2, alongside the provision of local shops and senior citizen housing.
- (iii) Site 5, would provide a good link between the local neighbourhood centre at Cherry Orchard and the train station.
- (iv) Sites 3a and 4; enterprise space along the boundary with the M50.



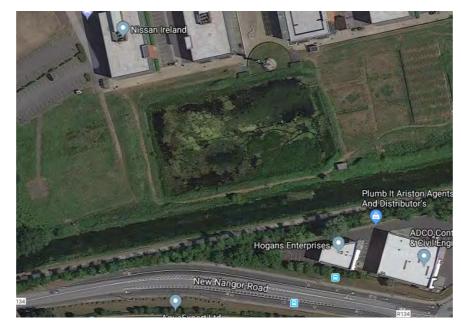
Park West Biodiversity Area

The community audit undertaken for the LAP identified a number of small community enterprises based in houses within residential areas. These centres provide a valuable community resource and have to date made the best use of the spaces available to them. Other local training centres include St. Oliver's Training Centre on Clover Hill Road, a single-storey structure with limited potential; while just outside the LAP on Lavery Avenue are a number of small enterprise units within the Park West Industrial estate. It is considered that in developing proposals for a new Community and Social Enterprise Hub for Cherry Orchard, that consideration should be given to relocating existing providers based in houses and other dated structures, to this new purpose built facility, thus providing them with more suitable spaces and freeing up houses and sites for residential use. The LAP area contains an alternate site suitable for a new traveller training centre just south of Oliver Plunkett Avenue, which would allow for the provision of a modern training facility and allow the existing site to be redeveloped for residential use.

It is an objective of the LAP to support the delivery of a new community and social enterprise hub within the Cherry Orchard area.

4.3.5 Local Employment & Training Opportunities

As the construction of the development progresses within the LAP area there may be opportunities for both employment of local residents and provision of training. This has the potential to greatly benefit the community. The council will aim to facilitate agencies and organisations, particularly those engaged in employment and training initiatives in the Cherry Orchard and Park West area, to work together with a view to maximising employment, volunteer and training opportunities for the residents of Cherry Orchard,



Aerial map showing showing the Basin, Gallanstown Waterworks

Park West and the surrounding area. It is an objective of the LAP to liaise with relevant organisations and agencies in order to maximise education opportunities and support access to employment for local residents.

4.3.6 Tourism Economy

The Grand Canal Greenway (cycle and pedestrian route) passes along the southern boundary of the LAP area. It is considered to have great potential for developing a recreational and tourism economy in the LAP area. Building on the 'Dublin City Canals' study (2010) which identifies the recreational, tourism and commercial potential of the Dublin City Canals and Docklands, it is an objective of this LAP to support the development and enhancement of the land adjoining the Grand Canal. Opportunities identified in the 2010 Canal study include enhanced linkages from the Canal to surrounding businesses and communities; the importance of engaging canal side communities in valuing and using the canal as recreational space; and the development of a safe and secure canal basin at the former filter beds associated with the former waterworks.

The former waterworks at Gallanstown, lie within the Park West area to the south of the LAP, adjacent to the Grand Canal. The waterworks which date back to the 1860's was likely the first municipal waterworks to supply treated water in the City. It comprised three components; the underground brick arched reservoir, a sand filter bed and a settling pond. The waterworks no longer form part of the Dublin water supply, and the various components are within the ownership of Dublin City Council. It is considered that this location has the potential to act as a base for tourism and recreational use along the canal, and it is identified in the LAP as a key amenity site (see Chapter 5 for further detail). A good comparable



Grand Canal viewing Westward

example of reusing older buildings for tourism is that of the former famine workhouse at Kilmacthomas, now located along the Waterford Greenway route and a hive of tourism activity. It is an objective of the LAP to liaise with relevant agencies, organisations and relevant stakeholders to maximise the potential for recreational and leisure use of this unique asset, and its relationship to the Canal.

4.3.7 Park West Industrial Park

The LAP adjoins the Park West Industrial Park, which is currently zoned Z6 'to provide for the creation and protection of enterprise and facilitate opportunities for employment creation' and accommodates a wide range and mix of uses.

In preparing this LAP regard is had to objective CEE04 of the Dublin City Development Plan 2016-2022, where it is an objective to carry out targeted surveys of existing industrial estates with likely redevelopment potential, along with the policy direction of the National Planning Framework which aims to relocate less intensive land uses outside of the M50 ring. On foot of this Dublin City Council sought and received funding from the Minister for Housing, Planning and Local Government for financial assistance under the Urban Regeneration and Development Fund, to undertake a detailed examination of these Z6 lands extending east to Inchicore, to determine the potential for rezoning to higher intensification uses, including the potential for residential development in the vicinity of the Grand Canal.

The LAP will ensure that the proposed uses set out in the LAP are compatible with both existing uses and possible future development at this location.

Economic Development Objectives

It is an objective of Dublin City Council:-

ED01 To seek the provision of local retail shops along Cherry Orchard Avenue to consolidate existing neighbourhood centre uses.

ED02 To seek the provision of supermarket retailing to the immediate north of the Park West – Cherry Orchard Train Station, and other retail opportunities in the vicinity of the train station.

ED03 To support the existing retail at "The Plaza" in Park West, and in particular any amendments that improve the interface with Part West Avenue and Park West Road.

ED04 To seek the provision of "turn-key" ground floor retail units within Site 2 and along Park West Avenue.

ED05 To support the development of additional office space including own-door office units and enterprise space on lands adjoining the M50 motorway, and in proximity to the train station.

ED06 To facilitate employment and training uses to include for microenterprise and start up units on lands adjoining the M50 Motorway.

ED07 To support the development of a new community and social enterprise hub within the LAP lands north of the train line.

ED08 To explore and support the development of potential tourism, recreational and leisure related facilities, in particular those linked to development along the Grand Canal and at the Gallanstown Waterworks site.

ED09 To liaise and work with agencies and organisations working in the Park West – Cherry Orchard area to maximise education opportunities and support access to employment for local residents of Park West – Cherry Orchard and the surrounding area.

ED10 To require social labour clauses in any City Council projects, and to aspire to and encourage them in other projects.

ED11 To support the implementation of the employment and training objectives (ET1-ET6) of the *Making Cherry Orchard Better Action Area Plan* (2017).



4.4 Housing & Tenure

4.4.1 Introduction

A core aim of this LAP is the successful delivery and integration of residential development on vacant and undeveloped lands within the area. The LAP area has potential to provide more than 2,000 new homes in an area served by existing and future infrastructure and amenities within a reasonably short time frame. As such it can play a key role in addressing the shortfall in housing supply within Dublin and the wider metropolitan area

Chapter 2 of the LAP sets out the existing population and housing profile for the area and highlights the skewed variances between Park West and Cherry Orchard and the also the skewed tenure mix among the existing housing stock. The LAP seeks to promote the development of new housing which delivers integrated, balanced communities and a sustainable social mix. There will be a need to balance the conflicting demands for addressing the significant social imbalance that currently exists in Cherry Orchard with the demand for additional social housing in the area. It is important that a balanced residential population is achieved by ensuring the LAP promotes the provision of a broad mix of residential units delivering a wide range of housing typologies, sizes, and forms of tenure catering for families of all sizes and people of all ages.

4.4.2 Senior Citizens and Special Needs Housing

At present both the Park West and Cherry Orchard LAP areas have a low proportion of older and retired people. However it is important to plan for the future when allocating scare land resources and all neighbourhoods should have provision made for older person's accommodation such as independent living, step-down housing and nursing home accommodation. Furthermore, the Carna and Kylemore Electoral Divisions immediately to the north and east of the LAP area are characterised by an older and ageing population with limited opportunities locally for downsizing and/ or supported living. The Dublin City Age Friendly Strategy 2014 – 2019 recognises that there is insufficient alternative accommodation for older people in local communities.

In keeping with the City Development Plan older persons housing should be located in close proximity to village/neighbourhood centres where residents have easy access to a range of local amenities. Being able to relocate to step-down housing within existing communities also allows people to retain their relationships with the community. Site 2 on Cherry Orchard Avenue is identified within the LAP for senior citizen housing, located across from the church, health centre and community centre, this site is also ear-marked for a number of new local shops, and is in close proximity to Cherry Orchard Park. It will help ensure that future residents do not become isolated, allowing residents easy access to a host of local

services and amenities. Other opportunities for older persons housing in Park West will be sought as these lands are developed.

In addition to identifying housing for senior citizens, other vulnerable users exist in our society for whom independent living is not an option, and who require supported living accommodations. In order to ensure that as a society we embrace inclusivity as part of our sustainable communities, the City Council will work with the HSE and other interested voluntary housing bodies to identify suitable sites for assisted housing.

4.4.3 Tenure Mix

Achieving a balanced tenure mix is to the forefront of the City Council's Housing Strategy, ensuring all sectors of society have access to good quality housing supply. It is also used as a tool for economic regeneration as it is recognised that areas need a balanced economic profile to support the establishment and success of local shops and other commercial amenities.

The tenure mix for Cherry Orchard and Park West is currently highly skewed compared to the rest of the City. The figures shown in Chapter 2 (taken from the 2016 Census) show the proportion of DCC/ Social Renting within Cherry Orchard currently standing at 46.2% compared to 13.2% for the rest of the City. The figures also show that the portion of owner occupied households within Cherry Orchard currently stands at 28% compared with 49.8% for the rest of Dublin City. These figures become even more divergent when we take into account of newley constructed Local Authority and Voluntary Housing; and also add in those in reciept of housing subsidies which bring the real social housing figure to 60.1% (See Chapter 2).

Notwithstanding the above it is recognised that there remains a high demand for new social housing in the area. In developing the remaining vacant lands within Park West – Cherry Orchard it is considered that all tenure options should be provided for, and that provision should be made for:

- New social housing as per Part V of the Planning and Development Act 2000 (as amended) and on Council owned land
- Affordable / co-operative housing
- Senior citizens housing (both private and social)
- Special needs housing
- Private housing, both for rent and for owner-occupancy
- Cost-rental housing

The tenure mix for each of the City Council owned sites (sites 1-5 inclusive) shall be agreed with the members of the City Council prior to development, with the objective to achieve a mixed-tenure sustainable community in the overall Chery Orchard area.

Dublin City Council recently sought funding under the Serviced Sites Initiative with the aim to deliver affordable housing provision on Site 1 within the LAP. This scheme allows for the servicing costs of the site, (roads, drainage, water) to be funded directly from central government, thus reducing the overall cost of development to provide affordable housing provision. It is envisaged that this site will be the first deliverable site of the LAP (subject to future planning consent).

4.4.4 The 'Kick Start' Approach

As part of addressing the housing imbalance, there is a need for people to be able to buy in the area at different market levels, with different house/ apartment types to accommodate those at various stages of their lifecycle, those flying the nest, starter homes, upsizing, downsizing, step-down housing etc. Whilst, it is important that medium to higher densities are achieved across the area it is equally important that a reasonable level of traditional semi-detached and terraced family homes with gardens are provided in order to attract and retain working families in the area.

Having regard to local circumstances including the current socio-economic profile of the area and concerns regarding the viability of residential development it is important to ensure that the planning process is



4

Local Area Plan Development Strategy

appropriately flexible and adaptive in anticipating and addressing changing economic circumstances. At the same time achieving strategic objectives such as delivering appropriate residential densities, making efficient use of scarce urban land, capitalising on existing and future investment in infrastructure and addressing the existing housing imbalance in the area are important planning considerations.

The Dublin City Development Plan 2016 - 2022 notes the benefits of the 'kick start' initiative outlined in the governments 'Construction 2020' document. This plan-led approach for the incremental development of strategic residentially zoned land is a useful approach which leverages existing infrastructure and allows for some initial development at a lower density. This approach has been adopted in other SDRAs and has resulted in the delivery of additional homes and the continued development of new neighbourhoods in others parts of the city including Pelletstown and Clongriffin.

In current economic circumstances, the financial viability of higher density projects in locations such as Park West – Cherry Orchard which are outside of the city centre or outside of mature high-value residential locations is a concern in terms of deliverability of the LAP. Having regard to the prevailing economic and social circumstances in the area, it is considered important that greater flexibility is warranted in the early stages of new larger-scale developments in Cherry Orchard in order to 'kick start' a valuable project that might otherwise not be market-viable. However, this shall only be appropriate on sites furthest from the train station at which point there should be a commitment to achieving higher densities and sustainable development. Addressing the current lack of one and two bed units in the Cherry Orchard area will form an important consideration in strategies for sites 1, 2, 4 and 5 in particular.

4.4.5 Housing Sites

The LAP contains eight key sites available for development, which have the potential to deliver in the order between 2200-3000 new residential units. The estimated unit numbers shown are based largely on the provision of 1 and 2-bed units with provision for some 3-beds. Other housing typologies including for example shared accommodation and built-to-rent schemes may yield an uplift on estimated numbers, and will be assessed on their merits. Further details on each of these sites is set out in Chapter 5.

Cherry Orchard

Within the existing built-up area of Cherry Orchard it is considered that there are opportunities for infill developments that could deliver additional housing provision, outside of the eight "key development sites". These are sites that were identified previously in the 2007 Donal Walsh Study, which has guided a number of in-fill developments to date. The sites identified in the Study are a mixture of Z12, Z1 and Z9 zonings, and in the case of the latter would require further public consultation and analysis, and would be dependent on Council decision to rezone lands. The lands have the potential to address existing deficits in urban form, while simultaneously

providing enhanced landscaping to a number of local neighbourhood parks. It is considered that these sites have the opportunity to address existing local housing needs, and it is an objective of the LAP to examine the potential of these lands.

Site	Use	Estimated Unit Numbers
Site 1	100% Residential (with opportunity for créche facility)	c. 130 - 230 new units (in addition to the 72 no. units on-site / under construction)
Site 2	Residential, including senior citizens accommodation and some local retail (3-4 shops)	c. 130 - 230 new units (in addition to the 77 no. units near completion)
Site 3a	3a Enterprise / Employment Use	N/A
Site 3b	100% Residential	c. 40 - 60 units
Site 4	Predominantly residential, some mixed-use: Residential: 70% - 80% Enterprise / Commercial: 20% - 30%	c. 600 - 700 units
Site 5	Predominantly residential, some mixed-use: Residential: 80% Enterprise / Commercial: max. 20%	c. 150-200 units
Site 6	Predominantly residential, some mixed-use: Residential: 80% Enterprise / Commercial: max. 20%	
Site 7	Mixed Use - Residential and Commercial c. 50/50 split	c. 400 - 500 units
Site 8	Mixed Use - Residential and Commercial c. 50/50 split	c. 250 - 350 units
		Total new units c. 2250 - 2920

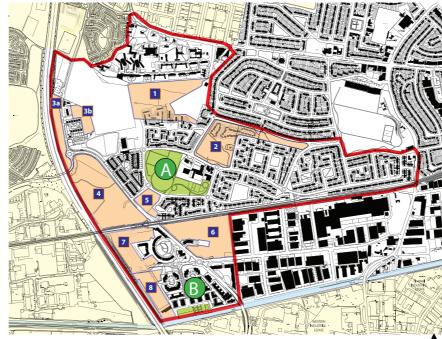


Fig. 38 Key Development Sites

Housing Objectives

It is an objective of Dublin City Council:

- **H01** To develop the vacant lands earmarked for residential use within the LAP area to address the shortfall of housing supply in the Dublin area.
- **H02** To provide high quality, environmentally sustainable, adaptable homes, providing for a range of housing typologies.
- **H03** To create a socially integrated neighbourhood which encourages tenure diversity and creates a good mix of housing typologies integrated into the area.
- **H04** To promote/ provide purpose built housing for senior citizens within the LAP area.
- **H05** To work with the HSE and other voluntary bodies as appropriate to provide disabled persons housing.
- **H06** To provide for new social / voluntary housing via the Part V requirement under the Planning and Development Acts.
- **H07** To promote the development of affordable housing within the LAP area including collaborations with co-operative housing bodies.
- **H08** To ensure that new residential development is effectively integrated into the existing environment in terms of design, layout, scale and connectivity.
- **H09** To encourage a mix of dwelling types and quality design that will aid legibility and way finding throughout the area.
- **H10** To ensure that new housing is supported by appropriate levels of community and social infrastructure.
- H11 To promote housing layouts that encourage successful community integration both in terms of large-scale physical planning and also in regard to access to supporting services such as retail, leisure, and community uses.
- **H12** To examine the potential for in-fill housing schemes within Cherry Orchard, to address local housing need.



4.5 Access & Movement Strategy

4.5.1 Introduction

Chapter 2 outlined some of the difficulties associated with the existing road network, including permeability constraints due to the location of the LAP lands adjoining/ abutting the M50, the railway line, the Grand Canal and the larger institutional land uses. The wide carriageways within residential areas and the sweeping distributor road next to the train station all place a focus on car travel, rather than pedestrian and cycle movement. The LAP presents an important opportunity to shape the built form of the underutilised and vacant lands whilst also ensuring that existing connections are improved and new connections are provided where feasible.

One of the main aims of this LAP is to create an environment that promotes and sustains a vibrant community where people living and working in Park West and Cherry Orchard can walk, cycle and easily access public transport via a connected network of safe and attractive streets, public spaces, green links; and where people benefit from the clustering of community and commercial services. The movement strategy identifies and incorporates direct lines of movement along desire lines, the creation of highly accessible places supported by a clear street hierarchy that incorporates strategic corridors of movement and increased accessibility to public transport as outlined in the Urban Form and Design Strategy. This will involve establishing a street network that is formed around a clear hierarchy that manages and directs different modes of transport throughout the LAP area and a balanced view in relation to the provision of car parking whilst facilitating public transport and other modes in proximity to the train station. It is an objective of this LAP to support and facilitate development proposals which promote modal shift to more sustainable modes of public transport and other modes such as cycling and walking. In keeping with the objectives of the City Development Plan (Objective MT025 of the 2016-2022 DCDP), the LAP will seek the provision of electric vehicular charging

4.5.2 Vehicular Routes

As part of the preparation of the LAP, a high level traffic analysis was undertaken for the LAP lands. At present the road network serving Park West – Cherry Orchard experiences some traffic congestion during peak hours in areas such as Cloverhill Road, Park West Avenue and Le Fanu Road with the highest delays occurring where these roads connect to regional roads such as Ballyfermot Road and the New Nangor Road. As vacant sits are developed, new employment and residential areas will generate additional demands on the existing transport network. Planning applications for sites will be required to provide detailed junction analysis and to determine the impact of a development proposal on the local road network, identifying any capacity enhancements required.

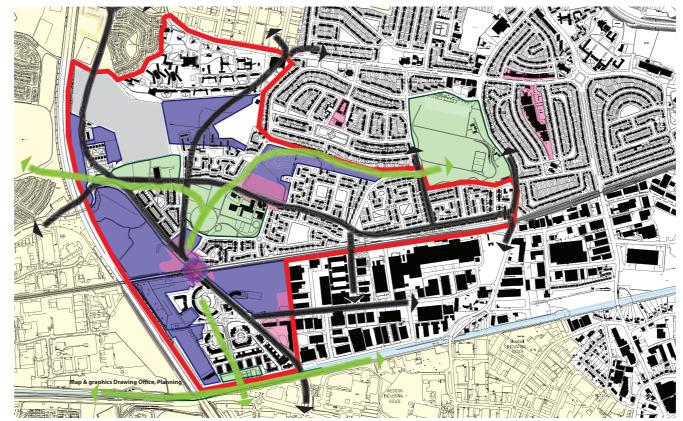


Fig. 39 Strategic Desire Lines

The Dublin City Development Plan 2016 – 2022 (SDRA No. 4), identifies the need for a new north-south road link between Ballyfermot Road (and future LUAS line) and the railway station. There is an opportunity to provide this link as part of the development of Site No. 1. This link offers the potential to provide some relief to the existing road network serving the area

In order to future proof the area for greater connectivity, the LAP identifies the lands south of Cherry Orchard Drive (in the vicinity of the old railway station/ existing pedestrian crossing) as a strategic crossing point over the railway line. Pending the outcome of the review of the Industrial lands at Park West Industrial Estate, this connection could take the form of a new public roadway should lands south of the LAP become available for redevelopment. In addition it is considered that Site No. 6 should make provision for future east-west connections to these lands.

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Strategic Vehicular Links

Strategic Green Links

Key New Connections Proposed:

- (i) New north-south public roadway linking Ballyfermot Road and Cherry Orchard Green (delivered as part of Site no. 1), with provision for cycle paths. In addition ensure the redevelopment of this site and any future development at Cherry Orchard Hospital allows for further enhanced pedestrian/ cycle connectivity between these two sites. At the request of the Irish Prison Service during the Issues Paper Stage of the LAP Site No.1 will also make provision for future connectivity to the north-west of the site, to facilitate linkage to the rear of the Courthouse.
- (ii) Reserve lands for a future new public roadway over the railway line at the junction of Cherry Orchard Drive/ Avenue/ Parade.
- (iii) Seek the provision of a pedestrian/ cycle connection over the Grand Canal in the vicinity of the Gallanstown waterworks, to better link the LAP lands with the Greenway.

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Park West Cherry Orchard Train Station

0-5 minutes 0-10 minutes

0-15 minutes

0-20 minutes

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4.5.3 Public Transport

4.5.3.1 Rail and Luas

The Park West – Cherry Orchard area is served by a modern new rail station centrally located between the two neighbourhoods. It is acknowledged that the potential of the station is not being fully realised, and that this is compounded by the presence of significant vacant lands within a 500m walk band of the railway station. There is a need to obtain a critical mass of population including high density development in and around the station in order to support the delivery of improved infrastructure and enhanced frequency and levels of service.

It is acknowledged that the proposed DART Expansion programme which forms part of the National Transport Authority's 'Transport Strategy for the Greater Dublin Area 2016-2035', identifies the provision of fast, high-frequency electrified services to Park West/Cherry Orchard which will be a significant positive development for the area resulting in much improved levels of frequency. As part of the DART expansion program, the NTA intends to deliver DART levels of service along the Dublin Kildare railway line using battery electric carriages which can run at higher speeds and higher frequencies than the existing diesel engines. This will allow enhanced levels of service to operate along the line in advance of electrification and in advance of the DART underground.

Walking Catchment of Train Station

In addition to the requirements for improved infrastructure, frequency and levels of services as set out above, the accessibility and connectivity to and from the Park West and Cherry Orchard Rail station is an important factor which needs to be addressed as part the future development of the area. It is an objective of this LAP to support the improvement and enhancement of pedestrian/cycle linkages between residential and employment areas and the station to support and encourage greater use of rail based services.

A key element of fostering a modal shift to rail transport is the enhancement of facilities at the train station including the plaza area to the front of the station making it more attractive and pedestrian friendly. The area around the train station would benefit greatly through the provision of improved pedestrian facilities such as pedestrian crossings, new street furniture, better public lighting, and real time information for rail and bus services, bicycle parking and storage, along with the removal of unauthorised car parking to the front of the plaza. Such initiatives would enhance the passenger experience and may assist in increasing usage of rail services. At present Park West – Cherry Orchard train station does not have any designated formal car parking, set down areas, or taxi facilities. However as mentioned above there is unauthorised parking evident on a daily basis to the front of the station plaza which needs to be addressed. There is an opportunity to introduce a designated car parking facility near the station

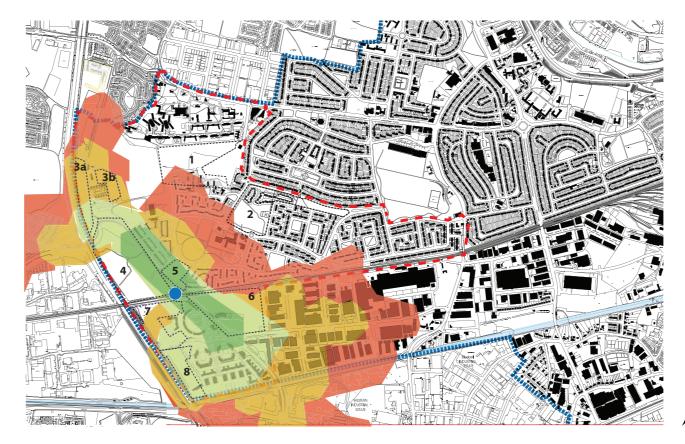


Fig 40. Waking Catchment of Train Station

as part of future development opportunities This 'Park and Ride' facility in conjunction with the future arrival of DART services would facilitate the integration of private and public transport for the local and surrounding area. It is an objective of this LAP to support the development of a local park and ride facility as part of the development of site no. 4.

The Luas Red Line at the Kylemore stop is located approximately 2.1km east of the LAP area and while this may be an acceptable distance for some to walk, the route itself is unattractive, passing through industrial only lands. Is it acknowledged that over time this area is likely to experience change on foot of the proposed rezoning of these lands from industrial to "regeneration" by South Dublin County Council. Direct linkage from Park West to the Inchicore Luas stop is available along the Canal's green link, which provides a flat route away from traffic. Issues of anti-social activity along this route unfortunately also negate against this as an attractive option.

The Greater Dublin Area Transport Strategy 2016 – 2035 identifies a long term proposal for a new Luas line to Lucan along the Ballyfermot Road to the north of the LAP area. Therefore, in addition to the high frequency bus corridors along Ballyfermot Road it is important that pedestrian and cycle

routes to and from the LAP area provide good quality direct links to the planned Lucan Luas Line on the Ballyfermot Road.



No pedestrian crossing at Train Station



Chapter

Local Area Plan Development Strategy

4.5.3.2 Bus

As illustrated in the map below there are a large number of bus stops in the area serving the majority of the LAP lands and approximately 14,680 people within a 5 minute walk to a bus stop. It was however noted during the initial public consultation stage of the LAP that residents are concerned over the level of bus services that are withdrawn due to antisocial behaviour resulting in lack of service. Further concerns were raised regarding the lack of adequate bus shelters and facilities. The City Council will endeavour to work with Dublin Bus to help resolve these issues; some of which may be alleviated through the development of vacant lands, and the provision of more active street fronts.



Bus stop on Cherry Orchard Avenue; no shelter or real-time information, narrow footpath and poor supervision

The National Transport Authority (NTA) is in the process of redesigning Dublin's bus system under the 'BusConnects' project which will identify a network of high quality radial and orbital bus corridors. The project which aims to overhaul the current bus network system in the Dublin region has implications for the Park West – Cherry Orchard area which will avail of a high frequency bus network better connecting the area to the City Centre and other areas of the city such as University College Dublin. While there are a number of strands to the Bus Connects programme, it is the Core Bus Corridors (CBC) and the Metropolitan Bus Network Review that are most relevant to the planning process.

The Liffey Valley (CBC) project, as currently conceived, will deliver full bus priority along Ballyfermot road running along the northern boundary of the LAP delivering benefits to the Plan area by delivering reduced journey times for residents and employees in the Park West Cherry Orchard area. Design and planning work is ongoing for this project and an application to An Bord Pleanála is expected in 2020.

In addition and separately to the above, the ongoing Metropolitan Bus Network Review is seeking to enhance the level of service within the plan area in relation to the existing 79/A bus service providing improved links to the Cherry Orchard train station. A revised second draft (to be published in September 2019) is likely to further improve the offer for the Plan area

in terms of frequency and connectivity to the city centre, heavy rail and LUAS. The revised network will also be more adaptable than the existing network in terms of its ability to expand and serve developing areas such as Park West Cherry Orchard making use of emerging new links / roads as proposed within the LAP.

The City Council with the residents of Cherry Orchard and Park West in mind, will continue to work with and support the NTA and Bus Átha Cliath in particular, in planning and delivering a first class public transport network in and for the area.

Park West – Cherry Orchard, and in particular the vicinity of the train station following the rollout of DART services, provides an opportunity to introduce a bus and rail interchange where local residents and commuters from adjacent areas will be able to catch frequent public transport services to all parts of the city and other areas. The existing Bus Connects proposals show a proposed new orbital route (S4 route) along the Kylemore Road. However it is also considered that following the upgrading of the railway track to DART services, the provision of a new link road between Ballyfermot Road and the train station, and the delivery of higher density development around the train station, that there is an opportunity to create an alternative/additional outer orbital route. Along with the sustainable transport benefits, this approach would have other benefits for the area by attracting more people into the area and in turn assisting in the economic and social regeneration of the area. It is an objective of this LAP to support the development of an integrated transport interchange hub in the vicinity of the train station.

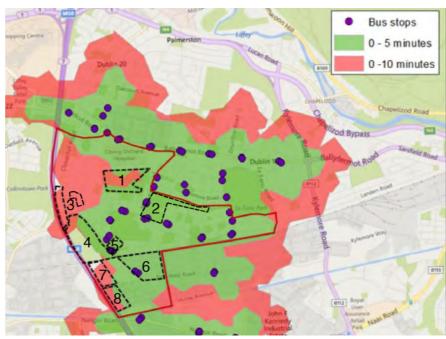


Fig 41: Waking catchment of bus stops

4.5.4 Cycling

As set out in Chapter 2 the NTA Greater Dublin Area Cycle Network Plan seeks to deliver and implement a number of key cycle routes in the LAP area and surrounding environs. The LAP offers the potential to incorporate and integrate these routes into the future planning and development of the area. It is an objective of the LAP to support the delivery of the GDA Cycle Network Plan through the delivery of a co-ordinated cycle network with good quality cycle infrastructure throughout the LAP area thorough the redevelopment of vacant sites and redesign of existing parks and open spaces.



Fig 42: Proposals for cycle network in Park West – Cherry Orchard, extract from GDA Cycle Network Plan

It is important that the development of vacant sites in the area contributes to the delivery of a co-ordinated cycle network and good quality cycle infrastructure. In particular proposals which accommodate safe and attractive routes which reflect desire lines will be supported. For example, the proposed road at Elmdale linking Ballyfermot Road to the Train station has the potential to deliver a good quality pedestrian and cycle route as part of the delivery of Site 1. In addition, a new east-west cycle link in Cherry Orchard linking to Le Fanu Park is sought as part of both the cycle and green infrastructure strategies (delivered as part of Site No. 2, 5 and Cherry Orchard Park).

In addition to the above, the development of a network of Green Infrastructure incorporating green corridors and links is an objective of this LAP which is given further consideration later in this chapter (See Section 4.9 below). Such corridors and routes have many functions and provide the opportunity to develop quality walking and cycling routes. It is an objective of this LAP that wherever possible and practical walking and cycle routes will be encouraged alongside the green corridors and links throughout the LAP lands.

The Grand Canal Greenway route (Primary Cycle Route 7B above) is an existing piece of pedestrian and cycle infrastructure which runs along the southern boundary of the LAP area. However, accessibility to this valuable amenity is limited due to the lack of connections to the route from the Park West – Cherry Orchard area. It is an objective of the LAP to seek an additional connection across the Canal from the Park West Business Park, in the vicinity of the Gallanstown Waterworks, linking to the Greenway. This section of the Grand Canal Greenway and further east through the industrial lands is unfortunately known for anti-social behaviour making it unattractive to use. The lack of passive surveillance and active uses along the Canal is an issue for both the LAP and wider area. Where new opportunities for development are presented adjoining the canal it is imperative that issues of overlooking, animation and urban design are addressed appropriately.

The delivery of a safe attractive coherent network of cycle routes with good quality cycle infrastructure at strategic destinations is critical in fostering a culture of cycling and achieving greater modal shift within the area. It is recommended that as part of the upgrade of public transport in the area



that proposals for secure cycle parking facilities at the train station and possible future bus interchange is encouraged and supported in order to promote cycling and encourage sustainable transport modes in the area.

Where new office and commercial development is proposed, the Council will seek the provision of detailed work travel plans, which shall incorporate the provision of suitable facilities for cyclists including secure bike storage and changing/ locker facilities.

Dublin City Council also works closely with schools across through the Green Schools programme to teach children that their behaviour can have a positive or negative impact on the environment and foster a sense of responsibility and ownership of the environment. It is an objective of the LAP that the Green Schools initiative continue to support and engage with St. Ultan's NS with the aim of achieving a transport flag.

points across each of the key development sites at appropriate locations.

4.5.5 Walking

The LAP area is very much a legacy of late twentieth century suburban planning and development characterised by car led residential and employment development with wide distributor type roads and little regard to pedestrian or cycle infrastructure. Despite the increasing popularity of walking, cycling and public transport across the city, roads and vehicular use is very much prevalent in the LAP area.

In accordance with the LAP vision it is an objective of the LAP to create attractive identifiable legible places, with easy to navigate pedestrian links. The aim is to make walking more attractive to users by introducing new pedestrian links, improving pedestrian footpaths and pedestrian crossings and implementing public realm improvements. This can be achieved through the modification of some existing roads and the construction of new roads in accordance with best practice outlined in the Design Manual for Urban Roads and Streets (2013).

There is an opportunity to significantly improve the pedestrian environment within the existing built-up area in addition to planning for future sites. Of particular importance is the area along Cherry Orchard Avenue in the vicinity of the Church and school where the creation of a more traffic calmed streetscape with a more pedestrian friendly environment is sought. This may include the re-allocation of existing carriageway space to better provide for pedestrians with new footpaths and landscaping as part of overall enhancements to the public realm, along with junction upgrades and/or removal of existing roundabouts to facilitate the provision of new pedestrian crossings along key desire lines.

As part of the delivery of Site No. 2 it is also sought to create an attractive and "green" walking route connecting Cherry Orchard Park to Le Faun Park, which could be used to form part of a new "Slí na Sláinte" route promoting active and healthy lifestyles.

In developing site No. 5 and the build out of site No. 7 there are opportunities to significantly improve pedestrian access to and from the train station, particularly with regard to its relationship with Cherry Orchard. Elsewhere within Park West improvements to the existing pedestrian network will be sought to ensure linkages are safe, well overlooked and provide an accessible and easily navigable routes. Further south a new pedestrian link over the Canal at the Gallanstown waterworks will be sought to provide a direct safe and attractive walking route from the Greenway along the Canal to the Station.



Poor pedestrian crossing outside the school, church and health centre along Cherry Orchard Avenue



Pedestrian / Cycle Greenway Area along Grand Canal



4.5.6 Integration with Existing Development

This LAP places a strong emphasis on sustainable forms of travel such as walking, cycling and public transport and aims to take a proactive approach to influencing travel behaviour and effective traffic management. The quality, directness and attractiveness of walking and cycling routes are key to creating a sustainable neighbourhood. The implementation of a clear street hierarchy and network of open spaces will develop greater legibility for the area which in turn will encourage greater movement and encourage modal shift to more sustainable modes of transport such as walking, cycling and public transport. Development proposals should support and facilitate pedestrian and cyclist routes which follow desire lines and as part of this it is necessary to ensure that all interfaces between proposed new development, existing developments and undeveloped lands are integrated in a manner which creates the opportunity for more permeable layouts and encourages passive and active surveillance of streets and spaces. It is an objective of this LAP to support the upgrading and opening up of cul-desacs for pedestrian access where it shortens trips to community facilities, schools, open spaces, shops, employment and public transport stops.

Movement Objectives

It is an objective of Dublin City Council:

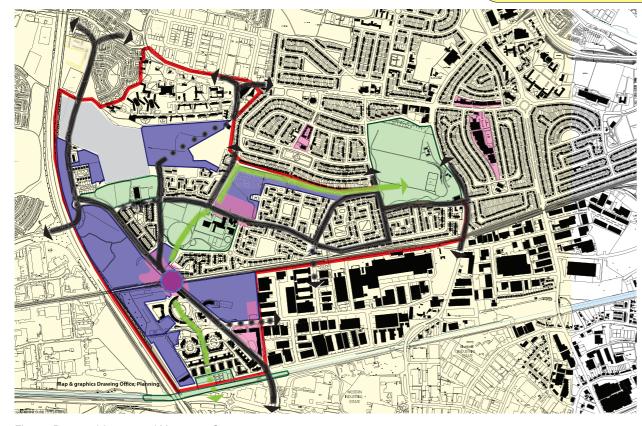
MO1 To seek the development of new north-south roadway linking Ballyfermot Rd and Cherry Orchard Green (delivered as part of Site No. 1).

MO2 Seek future pedestrian/ cycle linkages between Site No. 1 and Cherry Orchard Hospital.

MO3 Allow provision for future vehicular connection between site no. 1 and lands to the rear of Cherry Orchard Court House.

MO4 To provide a "green" walking and cycling route connecting Cherry Orchard Park to Le Fanu Park as part of the delivery of Site No. 2.

MO5 To work in collaboration with the relevant local stakeholders including landowners, and Irish Rail to prepare a co-ordinated approach to the development of additional crossing points on the Dublin Kildare Railway. In particular to seek a road reservation in Cherry Orchard; at the interface of Cherry Orchard Drive, Cherry Orchard Parade and Cherry Orchard Avenue, to facilitate a new bridge connection over the railway line in the future.



Key

Proposed New Vehicular Connection

Existing Vehicular Routes

Proposed New Pedestrian/Cycle Routes

Proposed New Pedestrian/Cycle Connections

MO6 To work in collaboration with the relevant local stakeholders including landowners, South Dublin County Council and Waterways Ireland to prepare a co-ordinated approach to the development of additional pedestrian crossing points on the Canal, in particular in the vicinity of the old reservoir, to provide direct access to the Green way.

MO7 To co-operate and liaise with the NTA in relation to securing appropriate improvements to existing public transport infrastructure and the continued roll out of new public transport infrastructure within the LAP area.

MO8 To work with the NTA to ensure that the DART upgrade and Bus Connects projects are successfully delivered in the LAP area and surrounding areas.

MO9 To liaise with the NTA to support the delivery of key strategic cycle routes within the NTA GDA Cycle Network Plan which serve the LAP area.

MO10 To provide a high quality pedestrian and cycle network within the LAP area with high levels of connectivity and permeability, passive surveillance and supervision to ensure safe, attractive, legible and direct links to key local destinations are provided.

MO11 To ensure that all new developments are designed with accessibility and permeability in mind and deliver layouts which are pedestrian and cycle friendly.

MO12 To support and engage with St. Ultan's NS with the aim of achieving a transport flag under the Green Schools Initiative.

MO13 To ensure that all development proposals for new roads, streets and residential layouts comply with the 'Design Manual for Urban Roads and Streets' (DMURS, 2013) and the NTA National Cycle Plan focusing on the needs of pedestrians, cyclists and public transport users.

MO14 To explore the potential for car parking facilities including local Park and Ride near Park West – Cherry Orchard train station.

MO15 To support the development of an integrated transport interchange hub next to the train station.

MO16 To seek the provision of electric vehicular charging points across each of the key development sites at appropriate locations, in particular next to Dublin City Council community facilities.

Fig 43: Proposed Access and Movement Strategy

4.6 Urban Form & Design Strategy

4.6.1 Introduction

Quality urban form and urban design is essential in creating a built environment that will be successful and in contributing to the long term social and economic viability of the area. The aim of this section is to set out key principles and urban design objectives which will assist in delivering a high quality, sustainable, urban community and in creating a sense of place.

This section of the LAP reviews the current urban structure of the area, identifies key structuring principles required for future development and provides guidance on densities, building heights and building design. The urban form and design strategy seeks to achieve coherent patterns of urban structure within a clear hierarchy of streets and spaces which create a sense of place and create legible walkable developments which enhance the image of Cherry Orchard and Park West. The section below provides over-arching urban design objectives for all new development within the LAP area, followed by specific development objectives for each of the 8 key sites, set out later in Chapter 5.

4.6.2 Existing Urban Structure

Within Cherry Orchard the existing wide distributor roads flanked by twostorey houses, lack of tree-line and numerous underutilised large green spaces, adds little to creating a sense of place and lacks the sense of intimacy sought in a residential area. Furthermore the monotony in urban form together with the large number of cul-de-sacs and terminated roads creates a poor sense of legibility which can make the area difficult to navigate. These characteristics along with the absence of a defined neighbourhood centre in Cherry Orchard illustrate the clear need for physical intervention.

It is an overarching objective of the LAP to not just examine the requirements for new vacant sites, but also to examine ways of enhancing the existing urban form, and to integrate the two where possible. Within Cherry Orchard it is considered that there are a number of sites which would benefit greatly from in-fill development, for example to secure exposed rear boundary walls, providing passive surveillance over-looking landscaped parks, creating tree-lined avenues. It is an objective of the LAP (H12) to examine the potential for in-fill housing schemes within Cherry Orchard, to address local housing need, and importantly that this potential is used to create variety in streetscape and help create a sense of place. The creation of enhanced green links along Cliffden Drive, Cherry Orchard Drive and Cherry Orchard Avenue forms part of the green infrastructure strategy and is also an objective of the LAP, to enhance the existing streetscapes and to help define streets.



Wide sweeping distributor roads with poor pedestrian connectivity or passive supervision at Park West Road.



Example of potential in-fill site: secure exposed rear boundaries and provide landscaping to remaining open space.

In Park West there are some good examples of landscaping and in particular the inclusion of water in the urban form, however the existing residential development is isolated in both form and function. The neighbourhood centre does not link in well with the surrounding area and in particular has poor pedestrian connections; the existing high voltage overhead ESB power lines along the main Park West Road sits at odds in an emerging urban area, while the mono office and industrial uses along the canal bank detracts from the use of this resource as a potential key amenity.



Example of good landscaping within Park West Business Park.



Chaptel

Local Area Plan Development Strategy

4.6.3 Public Realm Strategy

One of the main objectives of the Park West–Cherry Orchard LAP is to improve the image and appearance of the area and to consolidate and improve the existing public realm. The implementation of a public realm strategy for the LAP area will be fundamental in delivering an attractive and identifiable place. The strategy is based on a hierarchy of spaces, which ensures that all public open spaces have a clear role and function and serve a range of recreational needs within close proximity to homes and workplaces. The development of an integrated network of green routes and corridors throughout the LAP is a key element of the public realm strategy and is set out in greater detail below. Key development sites within the LAP area provide opportunities for the provision of new high quality open spaces as part of residential and large scale non-residential developments.

Neighbourhood Centres / Focal Points

There are a number of locations within the LAP where the focus shall be on the public domain. These spaces are the neighbourhood centres and the key commercial and community areas within the LAP. They are about creating 'places' and not just 'spaces'. Visibility, design, high quality materials should all address the need to make these spaces identifiable and unique to their setting.

In Cherry Orchard it is an objective to enhance the neighbourhood setting along Cherry Orchard Avenue to provide a local village feel by consolidating the neighbourhood uses at this location. The LAP seeks the provision of a number of local shops at this location in conjunction with the provision of senior citizen housing, and possibly a community / enterprise hub. This new centre should have an identifiable public use, fronting onto an enhanced public domain with potential civic plaza/ open space. The building(s) should be higher than the surrounding 2-storey residential setting, (c. 4-storeys in height) and should provide passive supervision of the public space. The existing road layout should be addressed as part of this proposal, providing for pedestrian crossing points, bus shelters, and the build out of the footpaths adjoining the existing Health Centre. Consideration should be given to removing the existing roundabouts at the junctions with Blackditch Road and Cherry Orchard Grove, with a design that puts the focus on pedestrian movement as a priority.

Higher level commercial activity and mixed uses are sought to the immediate north of the Train Station, linking to and enhancing the existing public plaza already in place. Here larger scale convenience shopping and commercial activity should be reflected in the public domain. High quality durable materials, public lighting and landscaping that enhances the public space is a priority consideration. Taller landmark buildings that further reinforces this space as a destination and node of activity will be prioritised.

Within Park West the existing neighbourhood centre consists of an internally focused public space with attractive water feature and public seating. While the space works reasonably well once inside the "triangle", it is less successful from the public street; from Park West Road or from Park West Avenue. As part of any future development of this urban block and the adjoining sites, it is an objective of the LAP to seek enhanced pedestrian movement and animation of the spaces linking into the neighbourhood centre.

Local Market Provision

The LAP has a number of locations suitable in principle for the provision of a local market that would help the local economy and also help to develop a greater sense of place. Possible locations include the proposed new neighbourhood centre / civic space in Site 2; proposed new civic spaces in Sites 4 and 5 in the vicinity of the train station; the forecourt of the Cherry Orchard Equine Centre; the Plaza in Park West, and in the vicinity of the Gallanstown Waterworks future key amenity site. It is an objective of the LAP to work with the Cherry Orchard Development Group to further explore options for local markets; ideally links with the Cherry Orchard Community Garden and allotments.

Parks and Open Spaces

Cherry Orchard Park forms a central feature of the LAP area, with large landscaped spaces located adjoining the church, school, health centre and the Orchard Centre. However it is clear from the levels of vandalism to the playground and multi-use games area, that there are issues which need to be addressed. It is an objective of the LAP to carry out a landscaped redesign of this park with an emphasis on creating an attractive park and public space, and which incorporates the following guiding principles:

- i. The park should provide for a safe and direct north-south route that provides a pedestrian path to the train station;
- **ii.** The south-eastern end of the park may be required to accommodate a community enterprise hub, with possible café, that consolidates the community focus and provides for greater supervision to the park itself.
- **iii.** Takes account of the possible extension to the school within the educational grounds.
- iv. Provides for both active and passive recreation with play area.

Elsewhere within Cherry Orchard it is recognised there are a significant amount of smaller local pocket park spaces that are of poor quality and that these spaces need investment. It is recommended that any investment or enhancement of such spaces must be accompanied by an appropriate and focused approach to the management and ongoing maintenance of such areas. It is an objective of this LAP to examine the potential for in-fill housing within Cherry Orchard. Following the outcome of this study, those spaces which are to remain as open space should benefit from enhanced landscaping and amenity investment to increase usage of these spaces and to enhance their biodiversity potential. It is therefore an objective of the LAP to carry out enhancements to a number of local neighbourhood/pocket parks, following an analysis of these spaces.

Within the Park West area there are a number of high quality well maintained public open spaces which include a number of public art sculptural pieces. These areas have potential to form part of a wider network of well-connected high quality green corridors and green spaces and could potentially form part of a "public art trail". However the existing high voltage overhead ESB power lines and pylons detract both visually and restrict opportunity in terms of providing even greater amenity along these potential green corridors. In order to enhance some of these existing spaces it is an objective of the LAP to seek the undergrounding of the existing over-head ESB power lines in this emerging urban streetscape.

The Grand Canal, albeit outside the LAP area immediately adjoins the LAP boundary. The Canal with its historic locks, waterside setting and towpath walks and greenway cycle / pedestrian route provides a wonderful yet underutilised asset to the residents and workers of Park West and Cherry Orchard. The Grand Canal has the potential to form a key part of the urban framework in the area and play a key role within the Public Realm Open Space strategy. To make the most of this asset it is essential that the Canal is given its best possible setting. There is a need to address issues such as increased accessibility and improved safety along the existing canal. There is an opportunity to provide better accessibility and direct linkages to the canal as part of development of an integrated network of green routes and corridors throughout the LAP. The provision of new crossing points or footbridges to provide direct access for residents and workers in the vicinity will be critical in supporting increased usage along the Canal and providing greater supervision of the area. It is an objective of this LAP that any future redevelopment of lands immediately to the north of the Canal in Park West shall have regard to and respond to the presence of the canal providing overlooking to increased passive surveillance and where possible new linkages to the canal to improve accessibility. Retaining water as a feature of Park West will also be strongly encouraged within new developments.

Ensuring that open spaces, both existing and proposed are not viewed independently, but rather part of a wider interconnected series of spaces is central to both the public realm strategy and also to the green infrastructure network, set out in further detail below in section below.

Hierarchy and Function of Streets / Spaces and Linkages

A key element of the public realm strategy is the facilitation of movement along the existing and anticipated local desire lines as part of the wider urban form and design strategy to ensure the successful integration of existing and future developments. It is important that existing pedestrian and cycle routes within the LAP area are upgraded and enhanced as well as providing new pedestrian and cycle routes to improve connections within and outside the LAP boundary. The attractiveness of these routes throughout the LAP area could be improved in a number of ways including improvements to public lighting, enhancing the physical condition of the routes, providing active frontage with good overlooking making routes feel safer by increasing passive surveillance where opportunities arise. Street planting along new roads as well as retro-fitting existing roads to provide landscaping enhancements is also considered fundamental to improving the overall attractiveness of the area, and is an important element of the green network strategy. It is an objective of the LAP to provide new areas of public space and to upgrade existing parks/ spaces/ streets to deliver an integrated network of green routes and corridors throughout the LAP which will help knit together the streets and open space hierarchy so they provide highly amenable spaces for existing and future residents.

The established local road network both within and immediately surrounding the LAP area can be very much characterised as suburban in nature with vehicles assigned the highest priority. The network is mainly comprised of three types of roads; regional roads, local distributor type roads or local access roads. In terms of the design and character, many of the roads in the LAP area appear and function as distributor type roads due largely to their excessive widths and absence of landscaping along with the lack of built form, frontage and active uses. This creates an environment that promotes excessive driving speeds and results in an unfriendly pedestrian environment. Sustainable urban neighbourhoods are diverse, focused on identifiable centres and walkable. The proposed urban form and design strategy shifts away from suburban roads and focuses on the creation of urban streets and the function of these streets. The emphasis placed on each function will depend on the location and context of the street and its place within the overall street hierarchy.

It is an objective of the LAP to redesign some of the roads with the existing wide carriageways, such as Cherry Orchard Avenue and Park West Avenue, to reflect their status within a clearly revised hierarchy of streets. The redesign of such roads to urban streets may include a range of interventions such as the narrowing of carriageways along with the introduction of tree planning and/or landscaping, incorporation of SuDS features, on street parallel parking, enhanced pedestrian/cycle facilities, and increased development frontage where appropriate. This suite of measures will help to create a better sense of enclosure and better sense of place, creating a self-enforced traffic calmed environment resulting in safer more pedestrian friendly streets. As part of the preparation of this LAP a review of the established road network was undertaken with a new urban street hierarchy proposed as illustrated across.

4.6.4 Future Development and Density

For each of the key sites identified in the LAP, it is important that housing density and design is appropriate to its location, reflecting the significance of the SDRA designation as a resource for the future of the city, and cognisant of national planning policy, Development Plan policy and current legislation. The 'Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas' (Department of Environment, Heritage and Local Government 2009) outline that it is Government policy to promote higher residential densities in locations which are served by public transport.

The SDRA and a large proportion of the LAP lands are within the 400/500m catchment of the Dublin - Kildare commuter line and station, which will benefit from significant improvements as part of the DART Expansion Programme over the medium-term. The plan area will also benefit from enhanced bus services as part of the Bus Connects network review and additional

bus priority measures. In consideration of the existing and planned public transport infrastructure in the area, this location is considered appropriate for medium to high density residential and commercial development to maximise this investment in public infrastructure. Building at higher densities makes more efficient use of land and energy resources, creating a consolidated urban form which fosters the development of a compact neighbourhood, and creates a critical mass of population to contribute to the viability of economic, social, amenity and transport infrastructure.

National planning guidelines advise that a minimum net density of 50 dwellings per hectare is sought within existing or planned public transport corridors, with the highest densities being located at rail stations / bus stops, and decreasing with distance away from such nodes. In the previous non-statutory Urban Framework Plan in the early 2000's an average density of 65 units/ha was planned for the vacant lands; and examples of newer developments in Park West Pointe and Cedarbrook reflect this higher density approach. The development of the remaining residential and

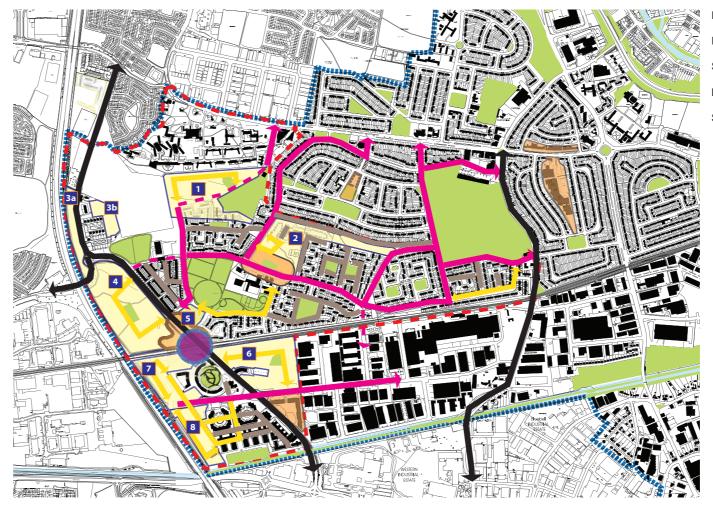


Fig 44. Proposed Street Hierarchy



Chapter

Local Area Plan Development Strategy

mixed use sites in Park West – Cherry Orchard has the potential to provide a significant increase in residential population to assist in generating the critical mass of population needed to deliver enhanced social and community services, improve and sustain shopping facilities and improve public transport provision. The key sites of the Plan are identified as having the capacity to deliver in the order of 2,200 – 3,000 new residential units.

The LAP sets out a graded approach to density, with different density ranges for different sites, considering the built context, proximity to the train station and bus routes and the desire to integrate with existing residential developments.

The proposed density strategy set out here and the development strategies set out for each of the key development sites in Chapter 5 'Site Briefs' has been determined in accordance with the recently published 'Urban Development and Building Height Guidelines for Planning Authorities' as required under Specefic Planning Policy Requirement no. 1 (SPPR1) of the Guidelines.

In this regard the map below identifies the remaining development land parcels and illustrates the indicative density levels across the LAP area as follows:

- Higher density areas (in excess of 100 units/ha) located within the immediate vicinity of the train station.
- Medium density areas (50-100 units/ha) are located within a c. 500 metre catchment of the train station.
- Lower density areas (up to 50 units/ha) are located further from the train station. Here lower densities are reflective of the need to integrate with adjoining low-density housing developments, and/or the desire to provide for "kick-start" housing

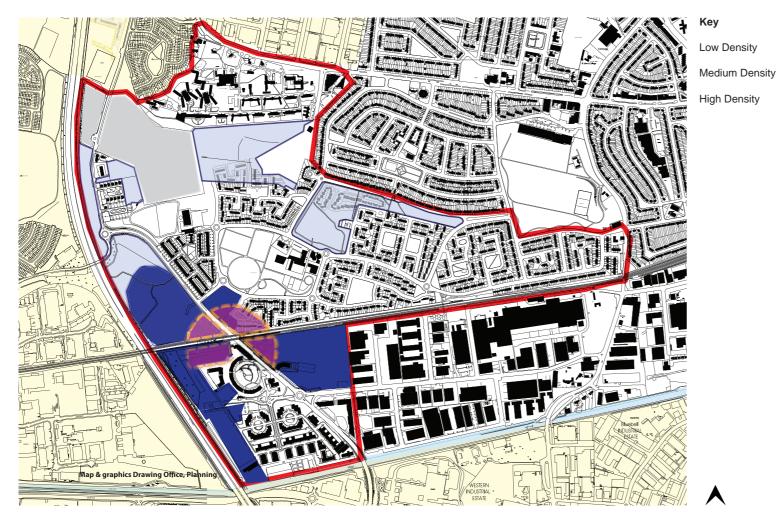


Fig 45. Proposed Density Strategy

4.6.5 Building Heights

Building height, and its relationship with the width of streets or spaces, plays a very important role in developing street and space enclosure. The primary routes tend to be wider and this can provide opportunities for greater building height along building frontages while providing appropriate levels of enclosure. Street enclosure is achieved where a relatively continuous line of frontage buildings, of adequate scale, provide a coherent visual space at ground level.

National planning policy recently published in the 2018 'Urban Development and Building heights Guidelines for Planning Authorities', identifies the needs for our cities and towns to grown upwards and not just outwards in an effort to achieve compact urban growth. The Dublin City Development Plan 2016 – 2022 identifies the Park West - Cherry Orchard LAP area as a location suitable for landmark focal points in the vicinity of the Train Station and next to the M50, to act as place-makers and enhance the new identity of the area. These focal points may take the form of landmark tall buildings. subject to the Development Plan's assessment of design principles and standards, and the 'Development Management Criteria' set out in the 2018 Height Guidelines. All future development proposals will be required to be submitted for planning approval and a strategy of applying performance criteria will be applied when assessing building heights at appropriate locations as opposed to numerical limitations, in accordance with the recently published 'Urban Development and Building Height Guidelines for Planning Authorities' as required under SPPR3.

The height strategy for the LAP sets out guidance for building heights for each of the key sites, responding to considerations including proximity to commercial centres, proximity to the Railway Station, the role of the street or space in the movement hierarchy, views and prospects, the need to respect adjoining residential amenity and the potential to provide important local landmarks for legibility. While the layouts shown for the sites are indicative only, the principles of the height strategy remain fundamental in achieving an attractive and sustainable community.

Development immediately adjoining areas of existing single or two storey housing should seek to ensure a gradual change in building heights with no significant marked increase in height within transitional areas. Development backing on to existing buildings must respect existing context building heights.

4.6.6 Building Design & Quality

The design, quality and finish of buildings in newly developing areas is a key factor in promoting and selling new developments and in achieving a long-term sustainable neighbourhood. Good building design with quality materials will weather well, reduce maintenance costs and remain attractive and pleasing for years to come. Good building design gives the area character and distinctiveness.

The Park West - Cherry Orchard area has already seen significant development over various periods including up to the early 2000's, with each area having its own design approach. It is important that future development integrates well with the existing development in the area. This does not necessitate the repetition of existing designs however to seek new designs which have some regard and express a continuity to adjoining development for example through the choice of materials or links to surrounding elevation design.

Noise/Air pollution mitigation will need to be designed into the layout of developments adjacent to the M50. All planning applications for development proposals adjoining the M50 and the railway line shall submit a detailed assessment and mitigation strategy for noise and/or air quality. In terms of energy efficiency in buildings and the construction of new homes and non-residential buildings the requirements are primarily addressed in Part L of the current Building Regulations. These regulations prescribe requirements relating to thermal performance, overall energy use and CO2 emissions and also require dwellings to incorporate renewable energy sources.

It is an objective of the City Council to promote energy efficiency and it is recommended that development proposals should have regard to the 'Towards nearly Zero Energy Buildings in Ireland - Planning for 2020 and Beyond, (DECLG)', which promotes the increase of near Zero Energy Buildings in Ireland.

On an area wide level, the City Council supports and encourages the production of energy from renewable energy systems such as district heating networks. A key determining factor in the viability of heat networks is the heat demand density across the area covered by the network. Having regard to the Dublin City Spatial Energy Demand Analysis (2016) and due to the predominantly low density development in the area and prevalence of vacant sites the density and development mix in Park West - Cherry Orchard, at present the area does not have the potential for a viable local heat network to emerge. However, it is an objective that in the medium to long term subject to the delivery of appropriate development densities, the development of a heat network such as a district heating system should be explored.

Design Component	Objective	Proje	ect/Area of Focus
Landmark	To provide 2/3 mid-rise buildings (up to a max of 60 metres) in the vicinity	•	Near rail station
Building	of the rail station or adjoining the M50 to enhance the identity of the area.	•	Adjoining M50
V 0	To mark the significance of a number of key corner locations by locating	•	Site 4 northern end adjacent roundabout
Key Corners	buildings which are designed to address the corner and are visible from key streets.	•	Site 6 corner of Park West Rd and Park West Avenue

Activity Node	To provide a focus for active ground floor uses responding to locations in the urban structure.	Adjacent to existing civic plaza at the train station Frontage along Park West Avenue north and south of the train station Site 2 local shop use at ground floor on Cherry Orchard Avenue
Key Frontage	To create a positive street frontage in order to improve the appearance of the area in key locations and create a sense of place.	Site 1: proposed Elmdale Link Road Site 2: fronting Cherry Orchard Ave Site 3a/3b: fronting Clover Hill Rd Site 4 fronting Park West Avenue
Key Street Improvement	To enhance the urban design quality and appearance of key streets in the area by means of public realm enhancements and / or restructuring.	 Park West Ave Park West Road Cherry Orchard Avenue Cherry Orchard Green Cherry Orchard Drive Balckditch Road/ Orchard Lawns / Cliften Drive Cloverhill Road
New Connections	To create new key routes though streets and spaces that connects parts of Park West – Cherry Orchard.	New routes as per section 4.5 above. Direct north-south link through Cherry Orchard park. Site 5: seek a north – south pedestrian link through site. Site 2: provide a "green" link along Blackditch Road, Orchard Lawns and Clifden Drive.

Urban Design & Form Objectives

It is an objective of Dublin City Council:

- **UD1** To make Park West Cherry Orchard an attractive and successful place by creating a legible and coherent spatial pattern of development reinforcing and enhancing the existing urban structure.
- UD2 To seek enhanced pedestrian connectivity to, and animation of the commercial plaza in Park West, and how it relates to the surrounding public streets.
- **UD3** To seek the provision of a new local centre within Site No. 2, delivering local retail facilities and new civic/ open space, framed within an appropriate urban context.
- **UD4** To design or redesign streets to reflect their status within a clear hierarchy of streets, creating a clearly legible well connected permeable network of streets that are tree-lined and pedestrian and cycle friendly.

- **UD5** To carry out enhancements (both amenity and biodiversity) to a number of local greens following an analysis of these spaces for in-fill residential development where appropriate (as per Objective
- **UD6** To seek the relocation/undergrounging of overhead ESB powerlines and pylons throughout Park West and at Site 5.
- **UD7** To safeguard the amenity of the Grand Canal while simultaneously exploiting its value adjacent to new developments.
- **UD8** To disperse densities throughout the LAP area in a sustainable manner that accounts for proximity to transport and services and takes into account local conditions and aspirations.
- **UD9** To create urban blocks/streets with a distinctive and varied architectural character within the overall housing and commercial areas to avoid blandness and promote identity as part of placemaking.
- **UD10** To intensify development in key areas in order to generate a critical mass of development that is needed to promote a sustainable and lively neighbourhood centre.
- UD11 To promote energy efficiency in new buildings and support the use of renewable energy sources.
- **UD12** To allow for the inclusion of 2-3 tall land-mark buildings that will contribute to the creation of a high quality public realm.
- **UD13** To ensure that all new buildings are designed and finished to a high standard.
- **UD14** To seek the submission of detailed assessment and mitigation strategy for noise and/or air quality, for all development proposals adjoining the M50 and railway line, as part of future planning applications.
- **UD15** To implement urban design objectives set out in detail across the key development sites (see Chapter 5).
- **UD16** To work with the Cherry Orchard Development Group to explore options and to deliver a local market in the LAP area.
- UD17 To ensure that all new buildings and spaces take account of the need to design out opportunities for crime, having regard to the Safety and Security Design Guidelines of the Dublin City Development Plan.

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4.7 Community & Social Infrastructure

4.7.1 Introduction

The importance of creating sustainable communities and neighbourhoods in the city cannot be over-emphasised. Ministerial Guidelines on 'Sustainable Residential Development in Urban Areas (2009)', and statements on housing policy stress the importance of integrating housing with the delivery of community infrastructure. In this regard the timely provision of sustainable social and community infrastructure is key to the successful creation of sustainable communities and neighbourhoods and development of this area.

Community or social infrastructure refers to facilities that serve the needs of the community in areas such as education, health, welfare, emergency services, leisure and entertainment. Many of these facilities are provided directly by or supported by the State and there is a requirement to ensure that they are located so as to be used in an efficient and cost-effective manner. The provision of a proportionate level of community and social infrastructure is central to the delivery of a sustainable community.

The 2017 'Making Cherry Orchard Better Plan' is an Action Plan of the City Council and the Ballyfermot partnership to tackle gaps in areas of community, social, policing and education services, and to improve and help co-ordinate services locally. The LAP supports the on-going implementation of this Plan, including the provision of a new community and social enterprise hub, see Section 4.3.

4.7.2 Cherry Orchard Park

An audit of the existing community facilities in the LAP area and the adjoining area of Ballyfermot was carried out during the plan preparation stage. As detailed in Chapter 2, the main concentration of community and social facilities within the LAP area is currently focused on Cherry Orchard Park with St Ultan's National School, the Church, HSE health building and the Orchard Centre all located in the north-east quadrant of the park area. The park itself contains a playground, all weather playing pitch, multi-use games area, two soccer pitches and an attenuation area/ wetland. In close proximity is the Cherry Orchard Family resource centre (the "Bungalow"), the Cherry Orchard Equine Centre and the Cherry Orchard Court (CHI) community centre.

During the pre-draft public consultation stage for the LAP numerous requests were received seeking enhancements to the sporting provisions within the area. Three specific local clubs – the Chery Orchard Running Club, Orchard Celtic Football Club and Del La Salle GAA Club; - came together to request the exploration of an all-weather sports facility in Chery Orchard which could accommodate all three clubs, with this facility ideally providing a GAA pitch, soccer pitch with running track and changing

facilities. These are well established local clubs who between them cater for a significant cohort of the young population and adults alike, and it is an objective of the LAP to support the provision of an enhanced sporting hub within Cherry Orchard Park. It is acknowledged that the existing layout, form and function of the park is not operating optimally, with a large area given over to drainage and the poor interface between the school, Orchard Centre and the park facilities creating opportunities for anti-social activity.

It is hence an objective of the LAP to carry out a complete redesign of the park, which will be subject to further detailed public consultation, with the Department of Education and Skills, the Diocesan Trust, the local school, clubs and sporting organisations. It is proposed to begin this consultation and the design stage of this process in 2020, in order to prioritise this project in tandem with new proposals.

As noted previously in the LAP it is also an objective to enhance the "green" link between Cherry Orchard Park and Le Fanu Park by providing a safe and attractive tree-lined route between these two parks along Blackditch Road, Orchard Laws and Clifden Drive, delivered as part of the built-out of Site no. 2. It is considered that this route will greatly benefit groups such as the local running club.



Cherry Orchard Park - Ariel View

4.7.3 Children's Playgrounds

Play is recognised as being essential to the healthy development of children and young people – not just their physical development, but their social and cognitive development too. The City Council's play strategy 'Play here, Play there, Play everywhere' (2012) encourages families and communities to support children and young people to play outdoors and to take actions in supporting the use of local environments. The LAP area contains one purpose built formal children's playground, located within Cherry Orchard Park. This playground provides an important amenity, however the anti-social activity that takes place in this area detracts from the use and attractiveness of this space. Elsewhere within Cherry Orchard are numerous local pocket parks, however it is clear from the youth consultation undertaken for the LAP and from visiting these spaces, that they are not being optimally used by local children, with fear of horses cited as one of the key reasons.

In order to ensure that existing open spaces are available and attractive for children's play, it is an objective of the LAP to carry out a play assessment and strategy for the area, following a detailed review of the existing open spaces. Creating natural play areas, in small intimate spaces within local greens that is safe and usable for all children is an objective of the Plan.

For new residential developments opportunities for children's play should be addressed as part of the Landscape Plan that is submitted with planning applications. Public open space and semi-private open space in all residential developments shall include opportunities for children's play. Nature based play and natural play spaces that promote children's play will be particularly encouraged. Play features should be sited so that they are universally accessible and are well supervised, without causing nuisance to nearby residents.







4.7.4 Water based Sports

Running along the southern boundary of the LAP lands is the Grand Canal, with good quality cycle and pedestrian facilities on the southern side of this amenity. At present the recreational and sporting use of the canal is somewhat limited, due in part to the poor physical relationship between the canal and its immediate hinterland and the industrial nature of much of this land. One exception to this is the adventure centre for the Ballyfermot Youth Service which operates out of an industrial unit within the south-east corner of the Park West industrial estate. This centre utilises its location along the canal for kayaking, canoeing, fishing and biking.

The Local Area Plan has identified the lands which once made up the Gallenstown Waterworks, south of Park West Business Park as a significant new sporting, amenity and tourism facility. It is an objective to first carry out an assessment of the brick vaulted water reservoir to ascertain its potential as a functional, usable space, and to then develop a strategy for delivering a new destination point along the Canal. It is considered that this location has enormous potential for new community and sporting uses, including for example changing facilities for running clubs, bike clubs, fishing groups who wish to utilise the canal tow-path, in addition to kayaking and canoe clubs. Opportunities for boat docking could also be explored as part of this study. The LAP also has an objective for a new pedestrian/cycle link across the canal at this point which would facilitate access from this new facility to the Canal's "greenway".



Possible Activities on the Canal/Marina

4.7.5 Equine Recreation

Cherry Orchard is noted for having a tradition and culture of horse ownership, with horses frequently occupying public open spaces and parks in the area. This has placed it at odds with the designated use of such local green spaces for use as children's play areas, quite spaces and places of biodiversity value.

The Cherry Orchard Equine Education and Training Centre opened in 2003 in response to local demand. Catering for 24 horses this facility has an indoor and outdoor arena, and was host to the Special Olympic Ireland Games in 2018. Plans for 2019 include the installation of a new sensory pony trail funded by the Department of Rural and Community Development, as part of Dublin City Council's Local Community Development Fund. In addition to their community horse riding school, the centre is also home to Cherry Orchard Community Training Centre, Cherry Orchard Integrated Youth Service and CODY Garda Youth Division Project. It's Strategic Plan 2018-2022, Jobs Change Lives, seeks to further broaden the education and training focus, and expand into the provision of employment related supports for young people engaged in their services. One of the Strategic goals of the centre is to "seek opportunities to expand the facilities, programmes and services provided by the organisation", including for example for the provision of social enterprises on-site. The high demand for the services provided within this centre and its success in reaching out to youths is clear and it is an objective of the LAP to support and facilitate the continued development of this centre where feasible.

In carrying out the community consultation as part of the LAP additional requests for community stabling were put forward. Local group "HorsePower" are seeking the provision of an additional equine facility whereby stables are available to rent to local horse owners, and which has the potential to provide a social enterprise scheme. The group is seeking the provision of lands for stabling within the LAP area, including specifically Site No. 3a. It is considered that subject to further detailed analysis and the putting in place of appropriate management and financial structures that consideration can be given to how this use could be accommodated on site 3a, alongside other appropriate uses.

4.7.6 Education

The provision of schools is an integral part in the development of a compact and sustainable urban community. Local schools allow children to walk to school and help to build community cohesion. Census data indicates that the existing population within the LAP area is currently peaking between 5 and 12 years of age representing 13% of the population. A common theme from the pre-draft consultation stage was the need for further primary school places within the LAP area as the existing primary school, St. Ultan's, is already operating at maximum capacity with a waiting list in place.

Responsibility for the provision of new schools rests with the Department of Education and Skills (DES). Consultation with this Department during

the LAP preparation phase has identified a clear need for an additional primary school(s) in the area. Based on projected growth that will occur as the key sites are developed, it is anticipated that an additional c. 700 primary school places will be required. The analysis of the existing school patterns also revealed a highly dispersed school going population from within Park West, with children travelling to numerous schools in the wider Dublin area. In response to this analysis the LAP has identified a site to the south-east of Site No. 6 as the most suitable location for a new primary school based on the following:

- Allows for a pedestrian connection across to the Park West neighbourhood plaza.
- · Allows for the consolidation of the residential element on Site 6.
- · Presents a civic street frontage to Park West Road.
- The location minimises disruption to the remainder of the site.
- Allows for future expansion eastwards, in the event of possible future redevelopment of the Z6 lands.

In addition, the LAP supports the expansion of the existing St Ultan's NS and/or the provision of an additional primary school, within the Z15 lands surrounding the existing school. Currently underutilised, these lands present a poor interface with the adjoining Cherry Orchard Park. It is considered that there is scope to provide new educational buildings which better relate to and make use of the adjoining park and its facilities.

4.7.7 Childcare Facilities



Jobs Change Lives by Equine Centre



Chapter

Local Area Plan Development Strategy

There are several childcare providers operating throughout the LAP area, many of which are located in new purpose built facilities, such as Cherry Orchard Community Childcare Crèche, St Ultan's Childcare Centre, Babes in the Wood Crèche within Cedarbrook and Giraffe Childcare in Park West. Having regard to the planned level of growth and development it the area it is an objective of this LAP to encourage the provision of additional childcare facilities as an integral part of proposals for new residential developments, particularly the key development sites identified in the plan.

It is understood that the Cherry Orchard Community Childcare centre on Croft Wood Crescent (within Site no. 2), is seeking to expand its current service. Any proposals for the future build-out of Site No. 2 shall take account of, and liaise with the existing childcare providers to facilitate land for such an expansion.

4.7.8 Community Rooms / other community facilities

In keeping with Policy SN5 of the Dublin City Development Plan 2016-2022, any application for a significant large new residential development of over 50 units, shall be required to be accompanied by a social audit and an implementation and phasing programme in relation to community infrastructure, so that facilities identified as needed are provided in a timely and co-ordinated fashion. With regard to community facilities required for the newly emerging Park West community, consideration should be given to the provision of a place of worship, health care provision, community centre and the requirement for a local school.

Communal facilities within apartment schemes shall also be required as per the requirements of the 'Design Standards for New Apartments Guidelines for Planning Authorities' (2018).

4.7.9 Healthcare

It is important that healthcare facilities are easily accessible to all members of the community. The area currently benefits from the provision of a new Primary Care Centre on Ballyfermot Road and the HSE building on Cherry Orchard Avenue, however it is also considered that the provision of other health services including general practitioners, dentists etc. shall be encouraged within the LAP area, and in particular within Park West (furthest from the Primary Centre centre). It is thus an objective of the LAP to support and facilitate the provision of new healthcare facilities, particularly within Park West.

4.7.10 Emergency Services

The provision of Fire Stations and Garda Stations form key community services typically covering a number of local villages/communities. Given the scale of the development proposed in Park West - Cherry Orchard, together with the proposals to examine the adjoining "Z6" industrial lands, consideration and provision for emergency services is critical. Within the LAP lands, it is considered that provision can be made within Site No. 4 to

accommodate such a need if identified, and it is an objective of this Plan to liaise with the emergency services prior to the build out of this site.

Community & Social Infrastructure Objectives

It is an objective of Dublin City Council:

- **CS1** To maximise the use of Cherry Orchard Park for the whole community by undertaking a redesign and physical enhancements to the Park in consultation with local clubs and stakeholders.
- **CS2** To support the provision of an enhanced sporting hub within Cherry Orchard Park.
- CS3 To carry out a play assessment and strategy for the area.
- **CS4** To explore the use of the Gallanstown Waterworks and immediate environs as a new recreational amenity for local clubs and as part of a City wide tourism attraction.
- **CS5** To continue to support the development of the Cherry Orchard Equine centre and the Horse Power Project, and to consider proposals for community stabling on Site 3a, subject to further detailed analysis, including governance.
- **CS6** To seek the provision of a new primary school within Site No. 6, and the provision of additional primary school resources adjoining/part of St Ultan's NS, in conjunction with the Department of Education and Skills.
- **CS7** To require an updated community audit for all developments of over 50 residential units, along with an analysis of need and proposals for community provision.
- **CS8** To seek the provision of additional community facilities including childcare, healthcare, place of worship and community centre, as an integral part of proposals for new residential development, and having regard to existing facilities in the area.
- **CS9** To continue to seek funding for and to implement the actions set out within the *Making Cherry Orchard Better Action Plan*.
- **CS10** To support the development of a community and school arts programme as per Objective CC6 of the *Making Cherry Orchard Better Action Area Plan*.
- **CS11** To liaise with Dublin Fire Brigade and An Garda Síochána to ascertain future requirements for the LAP and wider area.



HSE Primary Care Centre



.....

The Orchard Community Centre

4

Local Area Plan Development Strategy

4.8 Heritage

4.8.1 Introduction

The buildings and structures we inherit from the past often make significant contributions to an areas identity, and to the richness and diversity of the urban fabric. The Park West Cherry Orchard area contains a number of features of historic and social historical merit and it is the policy of the City Council to preserve such features where they make a positive contribution to the character, appearance and quality of the area.

4.8.2 Protected Structures

At present there are no Protected Structures recorded within the LAP area, however as set out in Chapter Two, the National Inventory of Architectural Heritage (NIAH) recommends that the City Council include a number of buildings at the 1950's Cherry Orchard Hospital campus on the Council's Record of Protected Structures (RPS) due to the regional importance of the hospital and the special interest of certain structures. Consideration on including these structures within the RPS will be undertaken in accordance with the 'Strategic Approach' set out in Section 11.1.4 of Chapter 11 of the City Development Plan.

Site No. 1 of the LAP lies to the immediate south of the hospital campus. Currently an undeveloped grassed area, the LAP proposes this site be developed as a new residential area with a north – south vehicular road accessing Ballyfermot Road to the immediate east of the hospital. The section of road to the east of the hospital campus is already in place. Given the scale of the hospital lands and its location immediately adjoining the prison lands, it currently presents as a large impenetrable block. It is thus an objective of the LAP to seek additional pedestrian / cycle linkages between Site 1 and Cherry Orchard Hospital in order to enhance permeability. This could be accommodated as part of the development of Site No. 1 and/or as part of future hospital developments. Given the high level of pedestrian footpaths through the hospital grounds which formed part of the original layout, it is considered that this approach will not have a detrimental impact on character of the Hospital or the NIAH proposed protected buildings. Any proposed connections shall assess the impact on the NIAH buildings.

4.8.3 Archaeological Heritage

The Record of Monuments and Places is the statutory list of all known archaeological monuments provided for in the National Monuments Acts. The archaeological heritage relevant to the LAP area includes one known site of interest, registered as an Early Christian burial mound, located within the existing Park West Area, Recorded Monument Ref. DU017-083. Records show quite a large cemetery located in the vicinity of the open space to the Crescent apartment buildings in Park West. Subsequent archaeological testing in this area (submitted in March 2001 as part of planning application Ref. 3716/99), provided an analysis of charcoal and plant remains suggesting the area was used over a prolonged period, with

soil and seed testing dating to an Early Christian or later date.

Development sites Nos. 6, 7 and 8 of the LAP are all located in close proximity to this know National Monument, and given the presence of other finds in the vicinity it is considered that any development of these three sites shall be accompanied by appropriate archaeological investigation, as agreed with the City Archaeologist.

4.8.4 Industrial Heritage

As set out in Chapter Two of the LAP, the Grand Canal and its associated locks and bridges forms an important feature of industrial heritage located to the immediate south of the LAP area. Now an important amenity and "greenway", the LAP seeks to enhance the connectivity to the Canal towpath through the provision of a new pedestrian/cycle connection over the Canal in the vicinity of the Gallanstown Waterworks. The provision of any such new connection will be required to respect both the industrial heritage of the Canal and the biodiversity value associated with its pNHA status (see section below).

Of particular importance for the Local Area Plan is the former Gallanstown water works adjacent to the canal. The site contains old filter beds (now filled in), a covered storage reservoir (visible only as a slightly raised grass area), and a Stilling Pond (an open pond). Considered to be of 'regional merit' in the Dublin City Industrial Heritage Record, this unique feature is considered to have the potential to make a significant contribution to the physical, social and economic regeneration of the area.

Subject to further review / feasibility study the Gallanstown Waterworks site may have significant potential for recreational purposes, being available as an amenity and that the covered brick arches could be opened up and used for some viable future use for the local community. This site could potentially be an oasis for recreational use for those living and working within the Park West - Cherry Orchard LAP area and become an integral part of an overall public realm strategy for area. As set out in Section 4. 3.6 in relation to the development of a tourism economy, it is an objective of the LAP to liaise with relevant agencies, organisations and stakeholders to maximise the potential for recreational and leisure use of this unique asset, whilst respecting its unique industrial heritage and its relationship to the Canal.

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Heritage Objectives

It is an objective of Dublin City Council:

- **H1** To protect and conserve the special character of all built heritage features both within the plan area as well as those within the immediate surrounding areas.
- **H2** To safeguard known National Monument sites and to agree strategies for the protection of potential future sites in conjunction with the City Archaeologist, with particular reference to Sites 6, 7 and 8.
- H3 To protect the buildings, structures and features of industrial heritage within the Park West Cherry Orchard LAP area along with their related artefacts and plant where appropriate.
- H4 To undertake a feasibility appraisal for the former Gallanstown waterworks which features an underground brick arched reservoir and to explore and identify a compatible, sustainable and viable future use which will ensure the conservation of the built fabric and add to the amenity and vibrancy of the area.

Park West - Cherry Orchard LAP



4.9 Green Infrastructure and Biodiversity

4.9.1 Introduction

Green Infrastructure comprises a network of interconnected green spaces, habitats and ecosystems which can encompass a range of features including wetlands, canals and parks. One of the key benefits of Green Infrastructure is its multi-functionality, performing several functions including reducing storm water flows, cleaning water and air, enhancing biodiversity or improving the visual appearance of the area, all in a single shared space. It can provide ecological, economic and social benefits through natural solutions.

Policies of the Dublin City Development Plan 2016 – 2022 relating to green infrastructure place emphasis on the encouragement of new linear parks and connections (including both pedestrian and cycle access), enhancing biodiversity, and co-ordinating with flood management requirements. At a strategic level the City Development Plan focuses on objectives to strengthen the city-wide strategic green networks, including along the Grand Canal, as shown in the Core Strategy map in Chapter One of the LAP.

At a local level the LAP seeks to create a green infrastructure network of high quality green spaces that permeate through the plan lands while incorporating potential biodiversity enhancements.

4.9.2 Proposed Green Infrastructure and Biodiversity Strategy

The LAP seeks to identify resources and opportunities to improve existing green infrastructure alongside recommendations for new green infrastructure within new development proposals for the LAP area. The strategy contains proposals for (i) green corridors; (ii) street planting, and (iii) local parks, each set out in further detail below.

At the core of the green infrastructure strategy is the desire to develop three principle green routes / corridors within the LAP, notably:



Grand Canal to act as a 'green corridor'

1. Linking Le Fanu Park and the Grand Canal.

Connecting these two hubs of green infrastructure is central to the green strategy of the LAP. Running north to south it comprises a number of identifiable elements:

- (i) A green link provided as part of the build out of Site No. 2, running along Blackditch Road, Orchard Lawns and Clifden Drive. This shall take the form of a well landscaped strip with pedestrian and/or cycle path.
- (ii) Through Cherry Orchard park: to include an attractive tree lined path north / south through the park, as part of its redevelopment to enhance its amenity and biodiversity potential.
- (iii) Through site No. 5: seek to provide a direct route through this site as a pedestrian/ green route; or alternatively providing a tree and shrub lined path around the perimeter of the site.
- (iv) Through the existing Park West development: there is a good planting scheme already in place through Park West, but improvements could be achieved in planting along Park West Avenue, and in upgrading footpaths, in particular along Yeats Way and Park West Road.
- (v) Over the Grand Canal: providing a new link at the Gallanstown Water works, linking to the Canal's Green Way.

2. Along the northern boundary of the Grand Canal.

In order to fully optimise the potential of the Grand Canal to act as a "green corridor" it is imperative that any future development along its bank is set back a minimum of 10 metres from the waters edge to fully optimise its potential as a recreation amenity and as a biodiversity resource for the City. This is of particular importance for any proposals to develop the



Grand Canal to act as a 'green corridor'

Gallanstown Waterworks site. The provision of a new pedestrian/cycle bridge at this location shall ensure that any new structures put in place do not impact on fish passage or water flows.

Given the prevalence of invasive alien species that exist along the canal, notably Nuttall's waterweed and Japanese knotweed, on-going monitoring and eradication of these flora, in accordance with the Dublin City Invasive Alien Species Action Plan 2016-2020 shall be on-going.

3. Along the boundary of the M50.

A "greenbelt" of planting, with a focus on native woodland trees, shall be provided along the entire western boundary of the LAP adjoining the M50, primarily as a noise and air quality mitigating measure and also along the railway line where possible. This "greenbelt" will meet the "greenway" of the Canal to the south of the LAP.

Where these green corridors connect with new development sites, "green" connections will be sought to create a comprehensive strategy. The green infrastructure strategy will incorporate SuDS options, green wildlife corridors and walking and cycling routes where appropriate and achievable.



A "greenbelt" of planting shall be provided along the entire western boundary adjoining the M50

Cherry Orchard

Within the existing Cherry Orchard area it is recognised that more could be done to enhance the green infrastructure network and to improve the physical appearance of the area, linking in with the public realm strategy. The excessive widths of some of the existing streets could be reconfigured to incorporate a range of "green" features including street trees, SuDS measures, and enhanced pedestrian/cycle facilities. The LAP seeks in particular to upgrade Cherry Orchard Avenue and Cherry Orchard Drive with street trees and other green infrastructure as achievable. While there is limited presence of hedgerows and vegetation on the undeveloped sites, there may be scope within Site 4, to incorporate elements of existing hedgerows into the landscaping plan for this site.

Elsewhere within Cherry Orchard are a number of existing open spaces characterised predominantly by grassland and often mounded areas. As noted above it is an objective of the LAP to examine each of these spaces to determine if there is potential for in-fill housing (Objective H12). This exercise shall simultaneously identify those open spaces for which upgraded landscaped plans will be sought, to improve both amenity and biodiversity potential.

As per Section 4.7.2 it is proposed to redesign and upgrade Cherry Orchard Park to provide improved sporting amenities for the local community. Equally important in this redesign is the need to provide space for enhanced planting and biodiversity. Measures to deal with surface water drainage (SuDS) should be used in tandem with opportunities for wildflower planting and quite areas within the park. Creating a wide tree lined route from north to south as part of the green corridor should also be accommodated, with consideration given to the provision of fruit bearing and flowering trees.

Park West

Development in Park West to date has made good use of water as a feature of its landscape planning, providing an appropriate response to its location along the Canal. It is considered that this approach should be encouraged throughout the build out of Park West, and that the potential for spurs off the Canal should be explored where opportunities become available. (The latter opportunity may present itself more to the lands further east of the LAP.)

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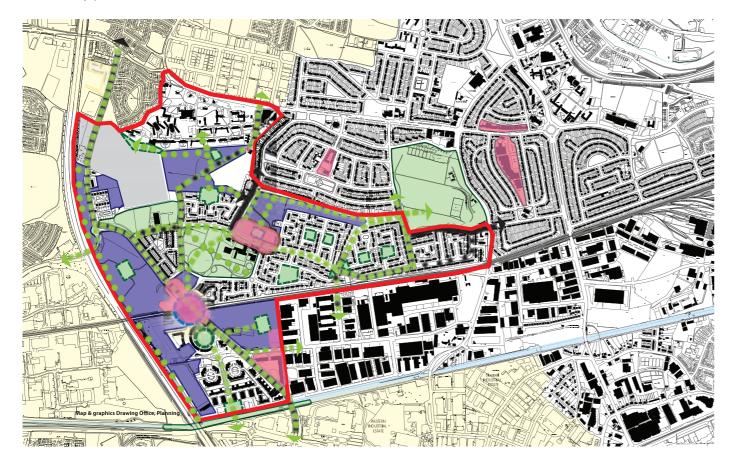


Fig 46. Green Infrastructure Strategy Map

Key

Green Infrastructure Network





4.9.3 Allotments

New Parks / Greening areas

Cherry Orchard contains an area of c. 0.67ha laid out for allotments. Adjoining the Cherry Orchard Community Garden and Equine Centre, the allotments are well placed to benefit from the adjoining amenities of the equine center and have the potential to act as a thriving local "green hub". Currently underutilised, this area contains further space for expansion within the existing footprint.

Each of the key sites for development shall be required to positively

contribute to the overall green infrastructure strategy of the LAP area,

linking into the wider green infrastructure strategy and also serving the local

need of new residents/workers. Managing the environment in a sensitive

way that promotes biodiversity as well as passive and active recreation

is important and the Green Infrastructure Strategy seeks to maximise

potential opportunities for green infrastructure within the LAP area. The

development of the key sites will provide opportunities for biodiversity

4.9.4 Sensory Garden

Cherry Orchard contains a number of green areas that may be suitable for the delivery of a Sensory Garden to provide for outdoor recreational space for individuals with additional needs. There may be potential to deliver a sensory garden in association with the development of either of the Key Amenity Sites (Cherry Orchard Park, Gallenstown Waterworks), development of Site 2 or potentially as part of future upgrade to the existing community garden space adjacent to the Equine Centre. The Council will seek to deliver a Sensory Garden within the Cherry Orchard area as part of the overall development of the LAP lands.

The main components of the Green Infrastructure strategy are:

- Protect and enhance the Grand Canal pNHA/Green Corridor:
- Protect existing green infrastructure and encourage potential improvements and enhancements as part of delivering a comprehensive network of green infrastructure;
- Enhance the existing parks and open space areas with further planting, maintenance and the provision of direct linkages and connections between existing parks and open spaces and existing strategic green assets such as the Grand Canal and Le Fanu Park;
- Develop a Green Corridor adjoining the M50 linking into the Grand Canal Green Corridor.



Green Infrastructure & Biodiversity Objectives

It is an objective of Dublin City Council:

- GI1 To encourage the development of opportunities for green infrastructure, both within the LAP area and connecting to the surrounding lands.
- **GI2** To enhance the planting and biodiversity value of existing local parks and other incidental areas of open space/grassland.
- **GI3** To seek the provision of "Green Corridors" as per the Green Infrastructure Strategy of the LAP, notably:
 - (i) Green link from Le Fanu Park to the Grand Canal;
 - (ii) Along the northern boundary of the Grand Canal;
 - (iii) Along the boundary to the M50.
- GI4 To enhance the biodiversity value of the local area by protecting habitats, in particular historic hedgerows and along the Canal, and create opportunities for new habitats through appropriate landscaping schemes to integrate the natural environment into the existing and future urban environment.
- GI5 To work in collaboration with all stakeholders including the National Park and Wildlife Service, Waterways Ireland and South Dublin County Council to protect and enhance the Grand Canal Green Corridor which is designated as a proposed Natural Heritage area.
- **GI6** To ensure that all new streets are appropriately landscaped and tree lined and where feasible seek the upgrading of existing streets to incorporate landscaping, appropriate tree planting and SuDS features.
- **GI7** To seek the provision of green roofs where feasible as part of a green infrastructure and SuDS strategy for future developments.
- **GI8** To continue to support the Cherry Orchard Community Garden and adjoining allotments.











4.10 Physical Infrastructure & Services

4.10.1 Surface Water Drainage Infrastructure

Whilst in general there is well developed infrastructure in the area, in order to service the identified development sites additional surface water infrastructure will be required in order to convey runoff from these sites to the existing surface water sewer network and connect to existing outfalls. A survey should be carried out to determine if the existing surface water infrastructure is adequate to serve both the existing and future surface water volumes, in particular the capacity of the culverted sections of the Blackditch Stream, Galback Stream and Gallanstown Stream and the culverted pinch point at the railway may need to be assessed to ensure that they are suitable to convey any additional runoff/flows from the proposed development sites and to ensure that they are suitably designed so that they are protected from blockages of any kind. Development within the LAP lands must take cognisance of the impact on downstream receiving watercourses, the Camac River and the River Liffey. It may be necessary to carry out upgrades of the existing surface water drainage network. pending a more detailed assessment of the capacity and condition of the existing infrastructure.

River Camac Drainage Catchment

The majority of the LAP lands fall within the River Camac Drainage Catchment. Dublin City Councils Environmental Services section are currently examining the River Camac under the Water Framework Directive as part of implementing the Camac Greenway. It is an objective of the City Council to improve its status from "Poor Status" up to "Good Status". The DCC WFM Strategy provides the following guidelines for development proposals within the Camac Catchment:

Sites directly on the Camac River or tributaries must demonstrate how they are alleviating the confirmed pressures on the Camac Catchment:

- i. Hydromorphological interventions: 'daylighting' of culverts; renaturalising river banks, including providing space for river widening and channel re-profiling; re-establishing natural river floodplains; augmentation of riparian corridor; all and any natural water retention measure deemed necessary to manage flood risk within the catchment etc.
- ii. Water quality: directing discharges to the river to a minimum of two stages of Sustainable Drainage Systems (SuDS) treatment prior to discharge to tackle diffuse urban pollution (including road run-off)... in addition to existing surface water management policies
- **iii.** Green infrastructure to slow flows and maximise presence of natural land cover

vi. Possible groundwater monitoring: water quality and seasonal variations, where appropriate

Sites in the Camac River Valley (within 200m of the Camac River or tributaries:

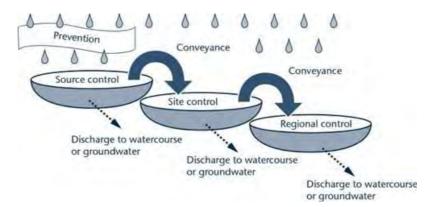
- vii. Green infrastructure to address road run-off (and other diffuse urban run-off)
- **viii** Possible groundwater monitoring: water quality and seasonal variations, where appropriate
- ix. Tagging proposed gullies with "Camac Valley"

It is an objective of the LAP to support the implementation of the above Water Framework Directive to improve the status of the Camac, through implementing best practice SuDS and potential works to streams as part of any future development within the LAP area and to support and facilitate the upgrading of existing surface water infrastructure where possible.

SuDS Infrastructure

The development of the LAP lands affords the opportunity to implement best practice SuDS features in order to reduce the volume and increase the quality of outflow from the public open spaces and roads. One of the guiding objectives of the proposed Park West - Cherry Orchard Local Area Plan is "to create a vibrant and sustainable new urban area". The implementation of SuDS principles within the LAP lands will support this vision, ensuring that surface water is managed in a positive and sustainable manner within the lands, reclaiming water as an asset for the area. SuDS approaches are holistic in their management of surface water, considering not only the volume of water to be accommodated, but also the quality of this water as well as the amenity and habitat functions that these features can often perform.

A core objective of the strategy is to manage surface water in a sustainable way, ensuring there is no unacceptable residual risk of flooding to the LAP lands as well as ensuring no increased flood risk up or downstream of the lands. A fundamental pillar of the strategy is the provision of adequate levels of treatment of the surface water as it is proposed to discharge to



SuDS Treatment Train

existing watercourses. Surface water discharges shall be limited to 2l/s/ ha for proposed development. With the above objectives in mind, it is recommended that a SuDS treatment train approach be implemented across the LAP lands.

DCC requires this softer engineered approach to be used to manage surface water at source as it is a greener, more environmentally effective approach for managing stormwater on developed lands. Over ground soft engineering solutions are necessary and a minimum 2-staged treatment approach in accordance with best SuDs practice would be the preferred option. Management of surface water at source is the priority and ideally, only overflow in extreme weather events shall be directed to main surface water infrastructure.

Potential SuDS Locations

Based on the SuDS strategy outlined above, the topography of the LAP lands, the flood risk identified within the LAP lands and the ground conditions encountered during the ground investigations which have been carried out within the LAP lands, the following areas have been identified as appropriate for SuDS features within public realm areas. The final location and design of these features will require further geotechnical assessment.

1. Public Road Cross-Sections

A number of existing roads within the LAP area, particularly the Park West Business Park and Industrial areas have cross sections which include trees and grassed verges and this provides the opportunity to implement SuDS features such as tree pits, street planters and swales as a source control measure whilst improving the landscape and amenity value of these areas. The introduction of such features into the existing roads in the area which are wide such as Cherry Orchard Avenue shall also be explored as along with reducing the volume and increasing the quality of runoff they would greatly help improve the landscape and visual amenities of these areas.

2. Public Open Spaces

SuDS features should also be incorporated within public open spaces where appropriate to reduce the volume and increase the quality of runoff from these areas, as well as to improve their landscape and amenity value. A number of public open spaces exist within the LAP lands, in particular within the Cherry Orchard residential area. These public open spaces afford the opportunity to implement further SuDS features within the LAP lands

Two significant public open spaces exist within the LAP lands, namely Cherry Orchard Park and Old Cherry Orchard Park. These areas afford the opportunity to implement larger SuDS features such as detention basins to collect runoff from public roads and public open spaces. Based on site specific investigation, infiltration trenches and basins could also

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Local Area Plan Development Strategy

be implemented in locations where the required infiltration rates can be achieved as well as swales to convey runoff through the open spaces.

There is an existing SuDS feature within Cherry Orchard Park which currently provides compensatory flood volume storage relating to the Cedar Brook development. It is recommended that this compensatory flood storage area is relocated / reconfigured to allow for the provision of community and sporting facilities within the Park, for example through the provision of a swale along the southern end of the park, or to an underground storage facility. The Making Cherry Orchard Better Action Area Plan had previously identified this site location for the provision of proposed community and social enterprise hub as part of creating a new town centre area. This matter shall be subject to detailed assessment as part of any future redesign of Cherry Orchard Park and/or as part of a more detailed review of surface water drainage network in the area.

Some additional potential interventions/objectives

As detailed in Chapter 2, there are a number of tributary streams that run through the LAP are which feed into the Camac river. In most instances these streams are culverted through the LAP area. The LAP seeks to support opportunities to allow for Surface Water Management Protection of existing watercourses and the reopening (re-lighting) of covered or culverted watercourses as part of all new development e.g. Gallanstown Streem, Blackditch stream and Galback streams. There are significant potential benifits when daylighting streams, especially within green corridors, allowing for the creation of ecological synergies between the fresh water systems within the LAP lands.

New planted edges and/or buffer treatments will be provided between contrasting land uses as part of new developments, for example, at established industrial areas and surrounding residential areas. These areas will emphasise enhancement of local biodiversity and local surface water management. They may also provide a visual, screening function. Surface water management will form part of a range of open spaces and green corridors which will form part of the green infrastructure strategy in the LAP area.

The development of the LAP lands also affords the opportunity to build further resilience into the surface water drainage network through the provision of an additional surface water sewer crossing under the railway tracks, or as may be required to support future developments subject to detail design.

4.10.2 Flood Risk Management

The requirements of 'The Planning System and Flood Risk Management – Guidelines for Planning Authorities' (2009), need to be taken into account in order to ensure that flooding within the Plan Lands does not impact on human health, property, the ability to meet the requirements of the EU Water Framework Directive, or the need to protect biodiversity.

The majority of the Park West – Cherry Orchard LAP area is located within the Camac River Catchment, with only a small area which includes Cherry Orchard Hospital within the Lower Liffey Lyreen Ryewater Catchment. This LAP is accompanied by a Strategic Flood Risk Assessment which has been informed by the Strategic Flood Risk Assessment (SFRA) undertaken as part of the Dublin City Development Plan 2016 – 2022.

Any development must take cognisance of the impact on downstream receiving watercourses, i.e. the Camac River and the River Liffey. All of the proposed development sites are situated within the catchment of the River Camac which has been prioritised within the Eastern CFRAMS study due to known flood risk issues.

The LAP lands are not identified as areas at risk of flooding. Dublin City Council will adopt a risk-based sequential and balanced approach, with development proposals required to carry out, to an appropriate level of detail, a Site-Specific Flood Risk Assessment (SSFRA) that complies with the 'Planning System and Flood Risk Management – Guidelines' and pays attention to site specific risks to ensure that flood risk can be managed to an acceptable level without increasing flood risk upstream or downstream as a result of development.

4.10.3 Foul Drainage Infrastructure

Irish Water have raised concerns regarding the capacity of both the existing and downstream network and they suggest that further capacity studies would be required to confirm potential for additional capacities and to determine if a new large capacity foul water outlet will be required in order to facilitate the development of the lands,

The LAP area is constrained by a number of hard boundaries such as the M50, Canal and Railway Line which are physical barriers which constrain the delivery of new drainage infrastructure and new drainage outfalls. Each of these boundaries provides physical constraints to the provision of new waste water infrastructure and the creation of new site outfalls.

At present the development of the LAP lands is constrained by the capacity of the existing twin 300 diameter sewer crossing under the railway at Le Fanu Road. This creates a potential pinch point in the network and there are already reports of surcharge incidents at the Cherry Orchard area.

In order to service the identified development sites additional foul drainage infrastructure will be required in order to convey waste water from these sites to the existing sewer network and connect to existing outfalls. A survey should be carried out to determine if the existing foul drainage infrastructure is adequate to serve the both the existing and future run off volumes. Irish Water are currently undertaking studies and the surveys to prepare a Drainage Area Plan and model for the area. The report and model will identify the main issues and propose solutions for same. The current estimated date for completion of the study is the end of 2020.

4.10.4 Water Supply

There is a well-developed water supply network within the LAP lands, with large trunk mains located in the vicinity of the proposed development plots, however there are no significant distribution mains within the proposed development sites.

However, as a result of the piecemeal and incremental nature of how the area has developed it is necessary to review the LAP area in terms of the supply/capacity for water.

As developments progress, Irish Water will need to model the required demand for water against latest network demands to ascertain local network upgrade requirements. New connections may be assigned on a first come, first served basis until any necessary capital works are completed. Local works will be developer led. Developers should engage early with Irish Water through the Irish Water New Connections or Pre-Connection Enquiry Process. Irish Water will then assess and review the local network to develop a solution/options for the developer's proposals.

In line with Irish Water and RSES Objectives, the Water Supply Project for the East and Midlands Region, is key to securing a robust water supply for the region in the longer term. Irish Water is preparing for the future by developing the National Water Resources Plan (NWRP). The strategic plan for water services will outline how we move towards a sustainable, secure and reliable public drinking water supply over the next 25 years, whilst safeguarding the environment. The NWRP will outline how Irish Water intends to maintain the balance between the supply from water sources around the country and demand for drinking water over the short, medium and long-term. This will allow preparation for the future and ensure the provision of sufficient safe, clean drinking water to facilitate the social and economic growth of our country.

4.10.5 Electricity Network

As a result of the proximity of the LAP lands to the Inchicore High Voltage Substation, a number of high voltage power lines traverse the LAP lands, both overhead and below ground. In addition, there is a network of medium and low voltage power lines which service the developed residential areas and industrial/business areas. The number of high voltage power lines and pylons located in Park West in close proximity to the M50 and in the adjoining Cherry Orchard Barnville area are a constraint on the development potential of these lands and as such there will be a requirement to divert/ undergrounding the existing infrastructure at these locations in order to fully realise the development potential of the LAP lands.

4.10.6 Gas Network

The LAP is also well served in terms of gas supply, the network is well developed however additional infrastructure will be required in order to service the development lands in the area. Gas Networks Ireland has indicated that the Park West area is primarily served by a medium pressure distribution system, while the Cherry Orchard residential area is served by a low pressure distribution system. An important consideration for the future development of the area is the provision of a low pressure distribution main in the Park West area in order to serve any future residential development in the area with the appropriate pressure regulation.

4.10.7 Waste Management

The generation and management of waste is an everyday challenge, which people, businesses, industry and institutions must recognise. The Waste Framework Directive, as transposed into Irish law by the European Communities (Waste Directive) Regulations 2011, sets targets for household waste recycling in addition to construction and demolition waste which will come into effect. In order to help meet these targets consideration must be given at plan stage to waste storage to help facilitate and increase recycling rates locally.

Currently within the area the houses are served by a three-bin collection system, and there is a well-used local bring centre at the Cherry Orchard Centre. The City Development Plan 2016-2011 provides guidelines for waste storage in all new apartment developments which shall be addressed at individual planning application stage. However it is important in this evaluation that provision is made for glass bottle recycling within Site No.4 and within Park West at an appropriate location that serves the local community, ideally located in close proximity to other local community/ retail uses.

Infrastructure Objectives

It is an objective of Dublin City Council to:

- **INF1** Support opportunities to upgrade the existing surface water and foul drainage systems to relieve potential constraints in the existing drainage systems and to future proof the drainage infrastructure required to support the full development of the LAP lands.
- **INF2** Support opportunities to upgrade the existing potable water supply network to future proof water supply to support the full development of the LAP lands.
- **INF3** Support the Water Framework Directive for the rehabilitation of the Camac River through implementation of best practice SuDS infrastructure throughout the LAP lands in order to improve quality and control of outflow to the river Camac from the LAP land.
- **INF4** Support opportunities to upgrade the existing combined drainage systems to provide separate storm and foul drainage networks.
- **INF5** Support the undergrounding of existing high voltage overhead power lines and pylons in Barnville and throughout Park West.
- **INF6** Support the delivery of additional connections and links to the Grand Canal and Grand Canal Greenway
- **INF7** Ensure provision is made for recycling facilities within the LAP area, and in particular new provision within Park West.

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4.11 Development Strategy Summary

The area of Park West - Cherry Orchard has a key role to play in delivering the City's vision and core strategy as set out in the Dublin City Development Plan 2016-2022. The presence of large vacant sites, suitable for development that are located along key public transport corridors and adjoining a range of existing social and community facilities, places the development of this area firmly to the fore in its ability to delivery future sustainable communities.

The Park West – Cherry Orchard LAP seeks the provision of over 2,000 new residential homes, alongside new employment generating uses, and supported by the necessary community and social infrastructure. The proposed electrification of the DART line to the Park West- Cherry Orchard station presents the opportunity to create a high density development around the station, supported by ground floor retail and community/ commercial units to Park West Avenue, creating a Main Street boulevard. In addition opportunities to extend the plaza to the front of the station into the adjoining sites flanked by one or two key landmark buildings will create an attractive and key place-making feature for the area.

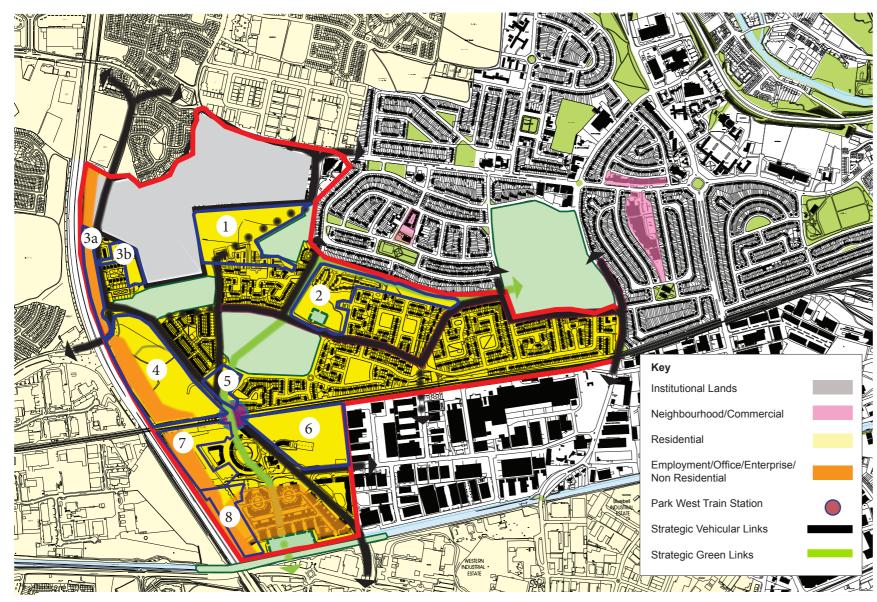


Fig 47. Overall Development Strategy Map

Within Cherry Orchard it is proposed to consolidate the existing hub of community uses at the church, school and community centre through the provision of new local retail units along Cherry Orchard Avenue, in order to create an identifiable neighbourhood centre, with improvements to the streetscape and landscaping. Within this hub, new senior citizen housing is also sought to allow people the opportunity to access "step-down" housing locally within their community and within walking distance of amenities. In Park West another consolidation of local community uses in sought in the provision of a new primary school across from the Plaza commercial centre, linked with a new pedestrian crossing and active street frontages.

New community and cultural amenities will be provided to support the existing and emerging new community, with a particular focus on two key amenity development sites at Cherry Orchard Park where the creation of a sporting hub is proposed, and secondly exploring future sporting, community and tourism potential at the old Gallanstown Waterworks site. Ideally situated along the Grand Canal's greenway, this location, with its unique industrial heritage has huge potential to act a destination point, drawing people into the area, thus increasing local spend and with it local amenities

In total eight key development sites are identified in the Plan along with the two key amenity sites above. The eight sites have the capacity to deliver between 2,200 - 3,000 new residential units, ranging in heights from 2-storey to landmark buildings of up to c. 60 meters in height. This housing shall cater for a range of sizes and tenure options in order to cater for all age and income cohorts, essential in delivering sustainable communities. The sites shall also provide new commercial and employment opportunities, in particular along the boundary with the M50 motorway and in the vicinity of the train station. Offices and enterprise space will serve to act as a noise buffer to the motorway and provide a key source of local employment.

The development of the new sites will place sustainability at their core in terms of design and construction. Streets will place a focus on pedestrian and cycle amenity encouraging more sustainable patterns of travel, and parks and open spaces will be linked by "green" routes. It is a key objective of the Plan to seek a strategic green route through the plan area, linking Le Fanu Park to the Canal, with a new pedestrian bridge in the location of the waterworks site. New strategic vehicular routes are also sought to increase permeability throughout the area, linking Ballyfermot Road to the train station (to the rear of Cherry Orchard hospital); and allowing a future connection over the railway line in the vicinity of the old train station at the intersection of Cherry Orchard Parade and Avenue.

The delivery of the objectives of this Local Area Plan is considered essential to meet the City's great need for housing at present. Park West and Cherry Orchard has the capacity to provide over 2,000 new homes for people, in an area served by public transport, with good access to parks and schools and along one of the City's greatest amenities in the form of the Grand Canal. Delivering these objectives will be a key focus of Dublin City Council, as both the Planning Authority and as a key landowner in the area over the next 6-10 years of the Plan.

SITE BRIEFS

5.1 Introduction

Park West – Cherry Orchard is identified in the Dublin City Development Plan 2016 – 2022 as a key strategic development and regeneration area capable of delivering a significant quantum of new homes and employment opportunities for the area.

The focus of this chapter is to identify the (priority) sites within Park West – Cherry Orchard LAP area which are available/suitable for development and to set out the site specific development objectives for these sites.

A total of 8 no. key development sites have been identified as follows:

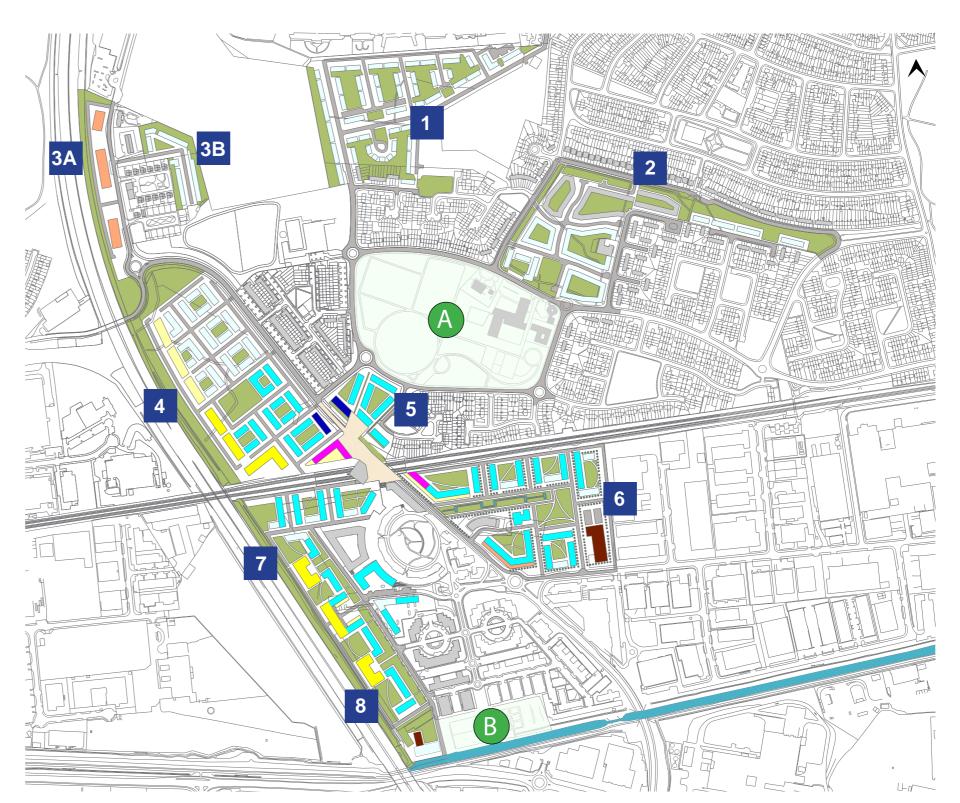
- 1. Elmdale-Hospital Site
- 2. North of Cherry Orchard Avenue
- 3a. M50-Cloverhill Road Site (Local Enterprise Units)
- **3b.** M50-Cloverhill Road Site (Housing Units)
- 4. M50-Cedarbrook Avenue Site
- 5. Barnville Site
- 6. Park West Avenue/Road Site
- 7. M50-Park West Site north
- 8. M50-Park West Site south

An Additional 2 no. Amenity development sites have been identified as follows:

- A. Cherry Orchard Park
- B. Gallenstown Waterworks/Canal Basin

The overall aspirations and objectives for each site are set out below. These build on the development strategies set out in chapter 4 and on the SDRA guidelines set out in Chapter 15 of the City Development Plan. Individual planning applications shall conform to the Development Plan objectives and the objectives set out below.

The overall aspirations for each of the key development sites are set out as development objectives in the following section, 5.2 'Site Briefs'. The development objectives and associated table includes detail on land ownerships, proposed land use, indicative layouts, appropriate densities, appropriate heights and supporting infrastructure requirements. The estimated capacities shown relates to the indicative layout shown (typically achieving the median range) and is subject to further detail design and development mix analysis at design and planning stage.



Overall Plan Showing Location of Site Briefs 1-8



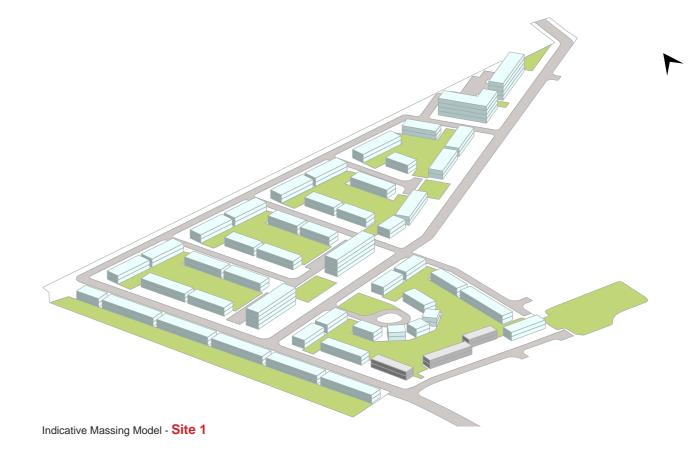
5.2 Site Briefs

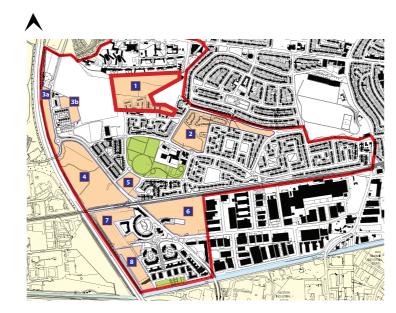
Site 1: Elmdale-Hospital Site

Site Area:	7.7Ha
Ownership & Availability:	Majority of site under Dublin City Council ownership; section owned by HSE. Available for development.
Proposed Use:	Residential
Density	25-50 DPH
Heights:	2-4 storeys, subject to design, location and site context
Estimated Capacity	200-300 no. units subject to detailed design
Summarting Infrastructure	New North South Link Street to Ballyfermot Road
Supporting Infrastructure Requirements:	Serviced Sites Fund 2018: Funding approval in principle secured for this site, to deliver affordable homes.

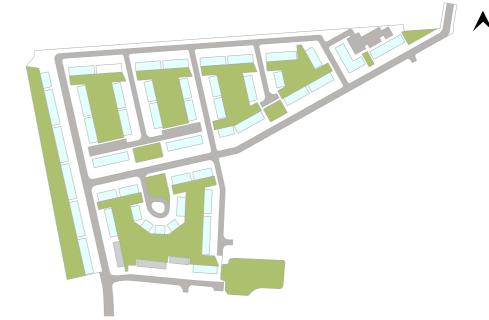
- Facilitate and support the delivery of a proposed new north—south link street connecting Ballyfermot Road to the Park West train station. This new piece of infrastructure shall include the provision of pedestrian and cycle links to tie in with the surrounding area as part of a wider pedestrian and cycle network. The new link street should also include for the provision of landscaping, tree planting, on street parking, and should seek to incorporate SuDS as appropriate.
- Requirement to relocate Cherry Orchard FC club house to facilitate new road link.
- Identify and safeguard potential opportunities for a controlled pedestrian and cycle access through to Cherry Orchard Hospital as part of the wider pedestrian and cycle network.
- Future development will be required to be appropriately designed and integrated with the existing residential area and neighbouring communities and with existing institutional uses.
 Site layout and building design will be required to address existing site features and constraints. Scheme layouts will be designed to avoid blank frontages to public areas and to provide active street edges.
- Future development shall maximise opportunities for passive surveillance onto all new streets and onto both existing and new public open space areas.
- Explore the potential for a secondary private vehicular access to the north west of the site to facilitate access to Cloverhill Courthouse, subject to careful detailed design and compatibility with future residential uses.











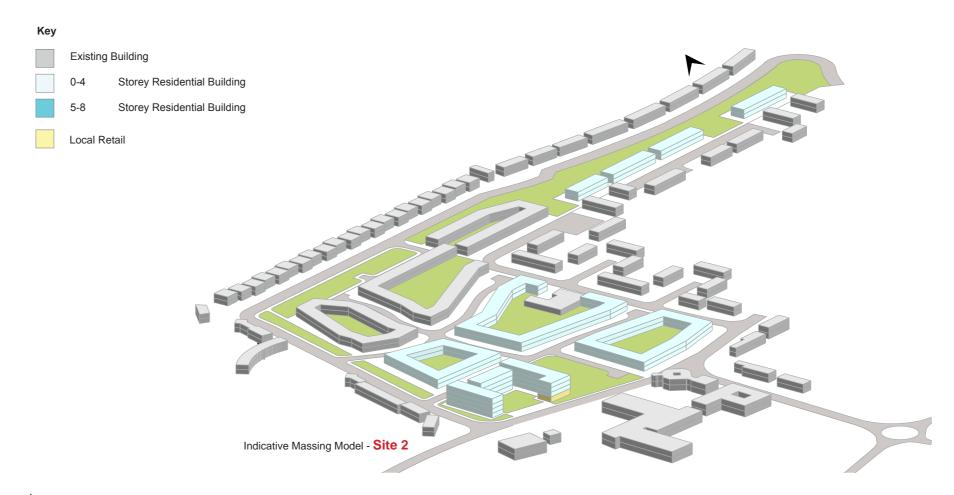
Indicative Site Layout - Site 1

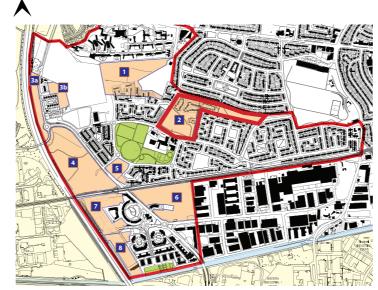
Site 2: North of Cherry Orchard Avenue (Local neighbourhood site)

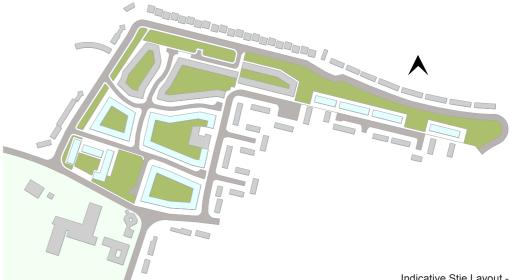
Site Area:	Circa 7.6 Ha
Ownership & Availability:	Dublin City Council owned and available immediately
Proposed Use:	Residential (to include senior citizens), plus local retail provision.
Density	25-50 DPH
Heights:	3-4 storeys, subject to design, location and site context
Estimated Capacity	200 – 250 no. units subject to detailed design
Supporting Infrastructure Requirements:	Local retail and neighbourhood centre to include plaza/park and streetscape improvements
	Landscaped Green Link to be provided.

Development Objectives for the Site:

- Local retail provision: Facilitate commercial ground floor development in the form of a number of smaller retail units (3-4 no) creating a local neighbourhood site which will play an important role in creating a strong focal point for both the existing and new communities. One local shop to be in the order of c. 200-250 sq.m., with the remainder c. 120sq.m. each.
- Provide for senior citizen housing as part of the new neighbourhood centre thus allowing easy access to local shops and services for residents.
- Provide a civic space/ neighbourhood park as part of the neighbourhood centre.
- Allow for the future expansion of Cherry Orchard Community Childcare centre.
- Enhance and upgrade existing streetscape along Cherry Orchard Avenue in the vicinity of the new local neighbourhood centre and existing primary schools, to include additional on-street parking / layby areas and new pedestrian crossings.
- Deliver an attractive 'green link' providing a high quality safe attractive and well lit pedestrian and cycle connection between Cherry Orchard Park and Le Fanu Park; along Blackditch Road, Orchard Lawns and Clifden Drive.
- Future development will be required to be appropriately designed and integrated with the existing residential area and neighbouring communities. Site layout and building design will be required to address existing site features and constraints. Scheme layouts will be designed to avoid blank frontages to public areas and to provide active street edges.







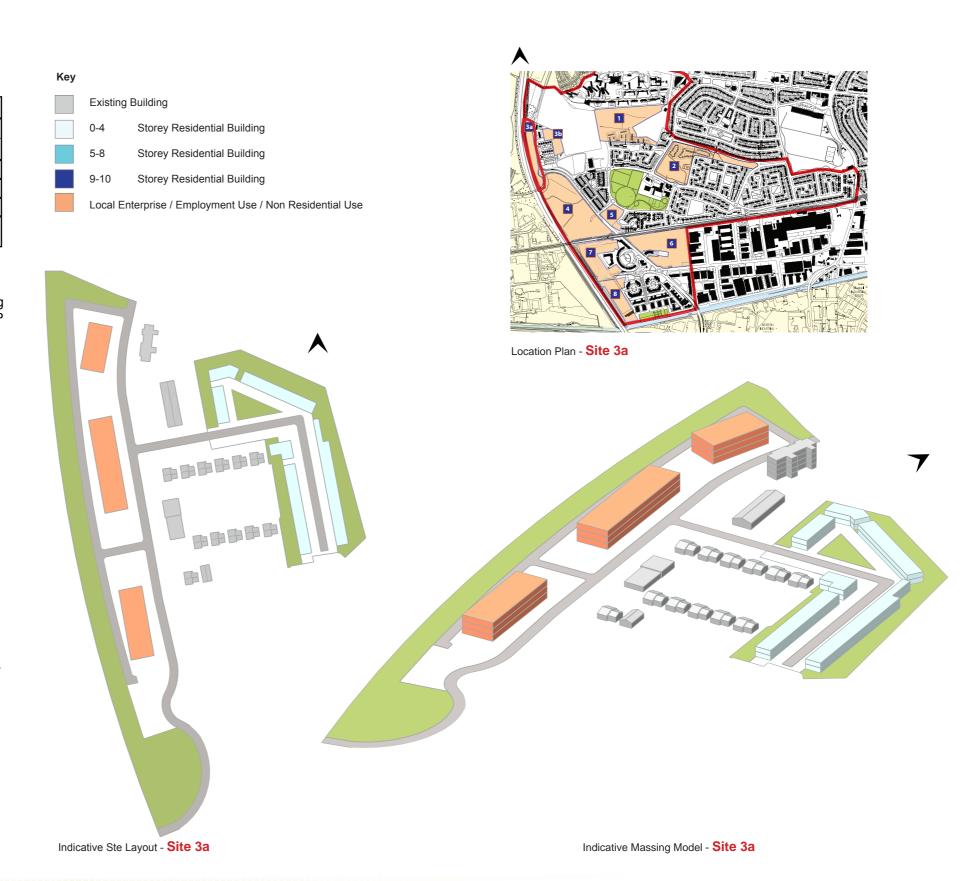
Location Plan - Site 2



Site 3a: M50-Cloverhill Road Site (Local Enterprise Units)

Site Area:	2.1 Ha
Ownership & Availability:	Majority of site owned Dublin City Council. Some lands within ownership of South Dublin County Council, going through transfer of ownership to DCC. Available immediately.
Proposed Use:	Local Enterprise/Employment Use
Heights:	2-3 storeys, subject to design, location and site context
Estimated Capacity	CIRCA 120,000 Sq.ft. commercial space.
Supporting Infrastructure Requirements:	Footpaths, cycle paths and public lighting to be provided along western edge of Cloverhill Road.

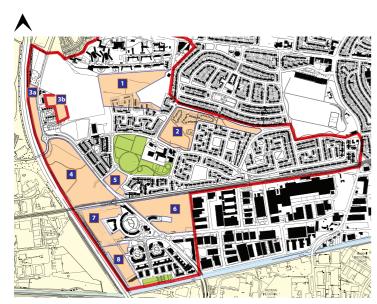
- Future development of this site will play an important role in improving
 the character, appearance and sense of place of this area of the LAP
 which is somewhat detached and isolated from the remaining LAP
 lands. The western side of Cloverhill Road requires footpath,
 cyclepath and public lighting to mirror that on the eastern side of the
 road.
- The site is considered suitable for enterprise/employment use providing an active and attractive frontage to Cloverhill Road and integrating the existing isolated piecemeal development along Cloverhill Road into the LAP area.
- · Access arrangements will be subject to the site design and layout.
- Design and layout of any development proposals for the site will require careful consideration of site noise levels having regard to the proximity of the M50. A full assessment of the potential for noise nuisance from traffic on the M50 along with mitigation details shall be submitted with any planning application.
- Retaining and enhancing the green corridor (planting strip) to the M50 forms part of the overall Green Strategy for the LAP.
- This site may be considered for local horse stabling subject to further analysis.



Site 3b: Cloverhill Road Site

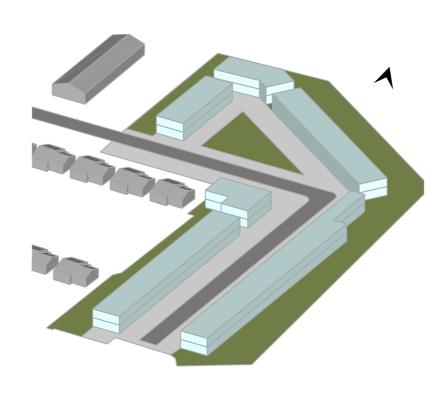
Site Area:	1.4На
Ownership & Availability:	Dublin City Council owned and available immediately
Proposed Use:	Residential
Density	25-50 DPH
Heights:	1-2 storeys, subject to design, location and site context
Estimated Capacity	40-60 no. units subject to detailed design
Supporting Infrastructure Requirements:	твс

- The LAP proposes to consolidate the residential use of lands to the east of Cloverhill Road, helping to remove the isolated nature of the existing Orchard apartments and traveller housing at Bridgeview and St. Oliver's halting sites.
- Development will be required to be appropriately designed and integrated with the existing residential area. Site layout and building design will be required to address existing site features and constraints. Scheme layouts will be designed to avoid blank frontages to public areas and to provide active street edges.
- Explore the potential to relocate the single-storey St Oliver's
 Traveller Centre to a more suitable site/ building, thus allowing for
 residential development fronting onto Cloverhill Road, providing
 improved streetscape and passive supervision of this street.

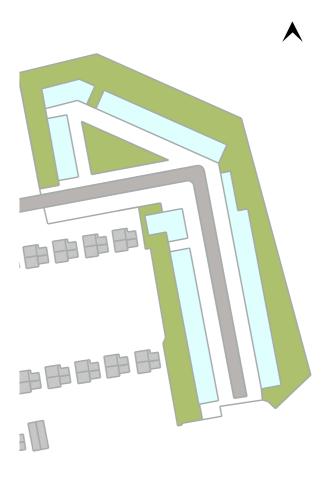


Location Plan - Site 3b





Indicative Massing Model - Site 3b



Indicative Site Layout - Site 3b

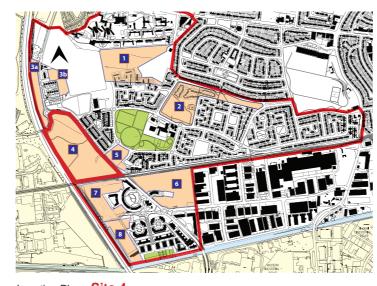


Site 4: M50-Cedarbrook Avenue Site

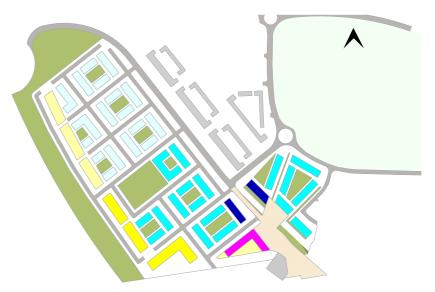
Site Area:	11.5Ha
Ownership & Availability:	Dublin City Council owned and available immediately.
Proposed Use:	Mixed Use: Predominantly Residential, with enterprise and commercial along the M50 and next to the Train Station. (c. 80/20 split).
Density	75 DPH average (Ranging from 50 – 125 DPH).
Heights:	Ranging from 2-4 storeys up to 7-8 storeys (24m) in close proximity to Train Station, with opportunity for place marker landmark building of up to 60m.
Estimated Capacity	600 – 700 no. units subject to detailed design.
	Convenience retail to be provided.
Supporting Infrastructure Requirements:	Local Park and Ride facility be provided including provision for cycle parking facilities, as one of the supporting requirements when development site 4.

- A new mixed-use development is sought for this site.
- Having regard to air, noise and amenity concerns associated
 with residential development next to the M50, the western strip of
 the site shall accommodate commercial/enterprise/employment
 uses such as may include own door office units, enterprise units
 or a community enterprise centre. Consideration also to be given
 to community uses that require large floorplates. It is required that
 these buildings shall be multi-storey where feasible to mitigate
 against noise from M50 traffic.
- Mixed use development in the vicinity of the train station will be sought, having regard to the noise levels associated with the station. Commercial ground floor development that animates the streetscape will be particularly sought. The site shall make provision for a large convenience store to the immediate north of the train station, to serve the entire LAP area.
- High density residential development is sought in proximity to the train station, scaling down in height and density towards the northern half of the site. Lower-density residential development will be considered to the northern half to "kick-start" development. Building heights along Park West Avenue, opposite Cedarbrook shall range up to four stories to the northern end and up to six stories to the southern end.
- Consideration will be given to a landmark building (up to 60m) in close proximity to the train station along the southern half of the site.
- At the northern end of the site a gateway feature should be considered to act as a 'gateway' to Cherry Orchard.

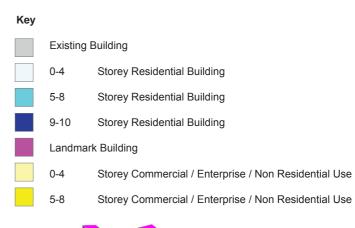
- The residential quarter shall include provision of a new neighbourhood park linking into the overall Green Strategy for the LAP. Where feasible, retention of planting to old field boundaries will be encouraged.
- A green buffer zone shall be accommodated along the boundary with the M50 as part of a green corridor. Existing green infrastructure in the form of mature trees and hedgerows shall be retained and incorporated into landscape proposals for the central open space to be provided within the residential development area of the site, and the open space located at the northern end of the site.
- Adequate separation distances shall be required between residential and enterprise/employment uses. This may incorporate a central green space to function as a transition zone.
- The development of this site will require a number of new access points onto Park West Avenue, and any future development (both residential and/or commercial/enterprise/employment) will be required to front onto and provide a strong active street frontage to Park West Avenue with limited setbacks where possible in order to create a strong urban street edge and contribute positively to the enhancement of Park West Avenue as a strategic north south link.
- Examine possibility of providing local park and ride facilities at this location in close proximity to the rail station.
- Development of the site will include for the provision of a glass bottle recycling bank ideally within close proximity to other community/ retail uses identified for the site.

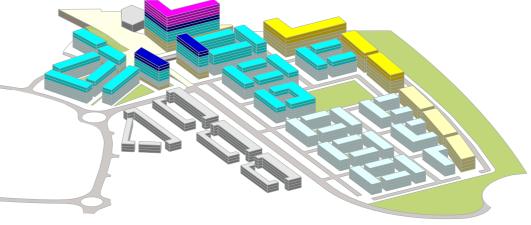


Location Plan - Site 4



Indicative Site Layout - Site 4



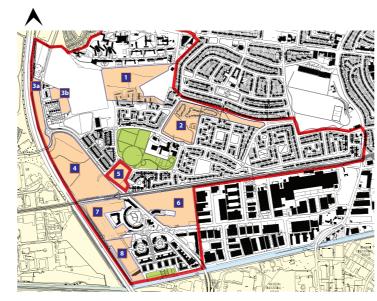


Indicative Massing Model - Site 4

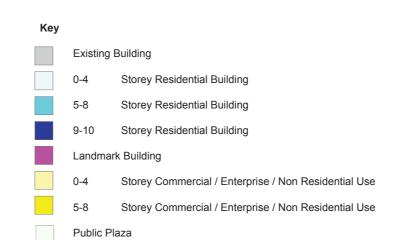
Site 5: Barnville Site

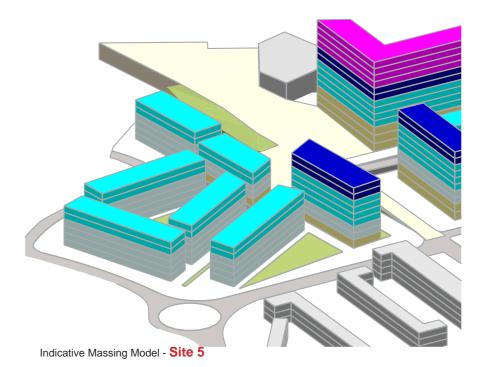
Site Area:	1.5На
Ownership & Availability:	Dublin City Council owned and available immediately
Proposed Use:	Mixed Use – Predominantly residential with options for local retai and commercial uses (c. 80/20 split)
Density :	100 – 125 DPH
Heights:	Ranging from 4-6 storeys up to 7-8 storeys
Estimated Capacity	150 -200 no. units subject to detailed design
Supporting Infrastructure Requirements:	Site to provide pedestrian access through site towards Train Station. Opportunity for civic space / civic plaza (subject to detailed design)

- This site shall provide for predominantly residential development along with some element of commercial and retail uses to serve local needs, along with potential for flexible live work units.
- Development of this site will be required to address the height variance between Park West Avenue and the subject site. Ground floor retail and/or commercial units shall be encouraged, accessible from the street level at Park West Avenue.
- The open nature of this site surrounded by roads requires a careful and considered approach responding to the site context. The site layout and design shall respond in a positive manner avoiding blank elevations, and integrating with the surrounding residential development. The provision of a suitable scaled building overlooking Cherry Orchard Park with passive supervision of this space will be sought.
- The site shall ideally facilitate local pedestrian desire lines to and from the rail station and to and from Cherry Orchard Park and the surrounding residential areas.
- Investigate the potential for the removal/relocation of the existing electricity pylon at Barnville Park.



Location Plan - Site 5









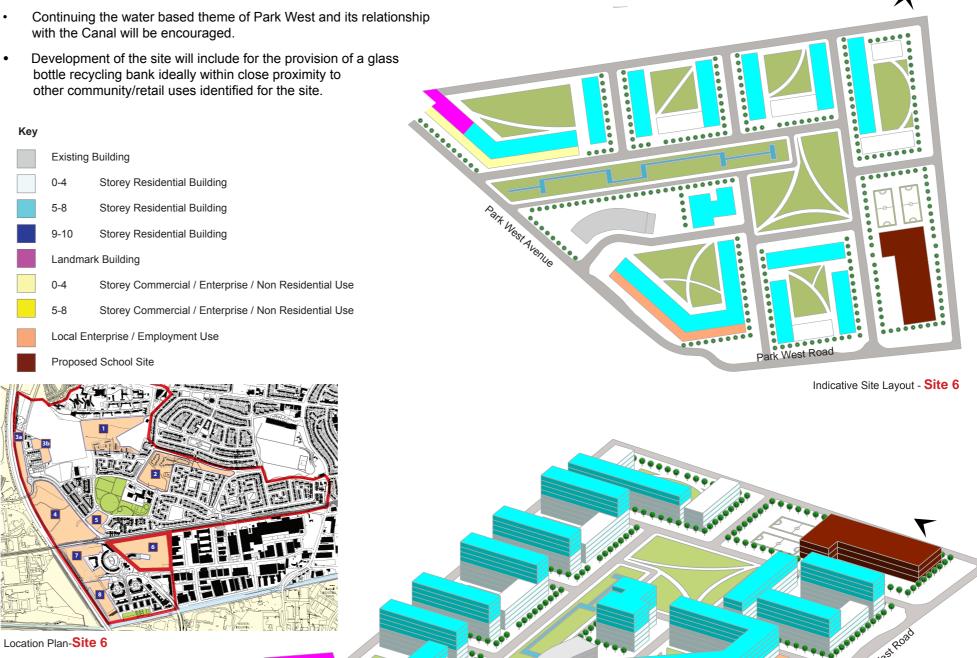
Site 6: Park West Avenue/Road Site

Site Area:	7.3На
Ownership & Availability:	Privately owned and available
Proposed Use:	Predominantly Residential, with supporting community infrastructure to include a primary school.
Density :	100-125 DPH
Heights:	Ranging up to 7-8 storeys (24m) in close proximity to Train Station, with opportunity for place marker landmark building of up to 60m.
Estimated Capacity	550 – 650 no. units subject to detailed design
Supporting Infrastructure Requirements:	Schools Site Reserved

Development Objectives for the Site:

- The site shall be developed as a new residential guarter in Park West.
- The Department of Education and Skills have identified a need for a new primary school to serve the existing and future development of the Park West area. A suitable location for the provision of a new Primary School has been identified to the south east corner of Site 6 addressing Park West Road.
- A social audit for community infrastructure shall be submitted. Consideration should be given in particular to the provision of local health care facilities, a place of worship and a community centre to serve the new and existing residential population.
- Development on this site should provide good quality linkages and connections to the north towards the train station and Cherry Orchard Park; to the west as part of the strategic green network; to the south to facilitate improved pedestrian access to the neighbourhood Plaza, and should also allow for future connections to the east.
- The buildings should address all primary and secondary streets, with active ground floors encouraged. Development should provide a continuous active street frontage along Park West Avenue and Park West Road.
- Development along the western boundary of this site will be required to address the variance in levels between the site and Park West Avenue to ensure a high quality streetscape to Park West Avenue.
- Ground floor retail units shall be completed to a turn-key standard.
- Improvements to the interface of Park West Avenue and Park West Road should be provided to enhance pedestrian and cycle movement.
- Investigate the potential for the overhead ESB power lines to be relocated/undergrounded.

- Archaeological testing shall be required in keeping with the Framework and Principles for the Protection of the Archaeological Heritage (Department of Arts, Heritage, Gaeltacht and the Island, 1999).
- with the Canal will be encouraged.
- bottle recycling bank ideally within close proximity to other community/retail uses identified for the site.



Park West Avenue

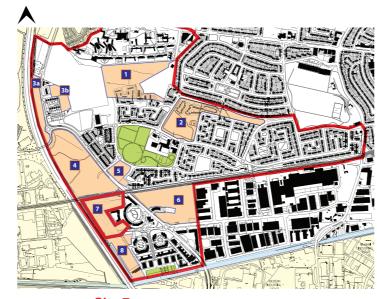
Indicative Massing Model - Site 6

Site 7: M50-Park West Site North

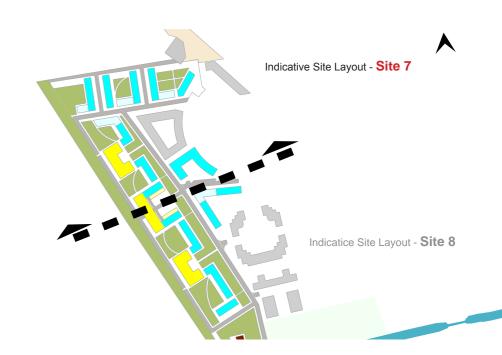
Site Area:	Circa 4.3Ha		
Ownership & Availability:	Privately owned and available		
Proposed Use:	Mixed Use - Residential along with Commercial/Enterprise/ Employment (50/50)		
Density:	100 - 150 DPH		
Heights:	Ranging up to 7-8 storeys (24m) in close proximity to Train Station.		
Estimated Capacity	400 – 500 no. units subject to detailed design		
Supporting Infrastructure Requirements:	Employment/ enterprise to buffer M50		

Development Objectives for the Site:

- Mixed use: residential and office employment uses sought.
- Having regard to air, noise and amenity concerns associated with residential development next to the M50, the western half of the site shall accommodate employment uses, e.g. a multi-storey office development, that will present a strong urban block to the M50.
- Mixed-use development in proximity to the train station will be sought, accompanied by a detailed noise assessment, and appropriate design response.
- Development of the remainder of this site has the potential to deliver
 a high density residential development adjoining a public
 transport hub. However, cognisant of the noise and amenity concerns
 any future development proposals shall explore the use of
 internal courtyard arrangements in order to provide noise mitigation
 and shared amenity spaces.
- Adequate separation distances shall be required between residential and enterprise/employment uses. This may incorporate a central green space to function as a transition zone.
- Development of this site shall provide a woodland/landscaped buffer along the site boundary with the M50. This green buffer would enable a connection with the Grand Canal Green Corridor and form part of the wider network of green infrastructure.
- Archaeological testing shall be required in keeping with the Framework and Principles for the Protection of the Archaeological Heritage (Department of Arts, Heritage, Gaeltacht and the Islands, 1999).



Location Plan - Site 7



Key

LAISTING	Dullullig	

0-4 Storey Residential Building

5-8 Storey Residential Building

9-10 Storey Residential Building

Landmark Building

0-4 Storey Commercial / Enterprise / Non Residential Use

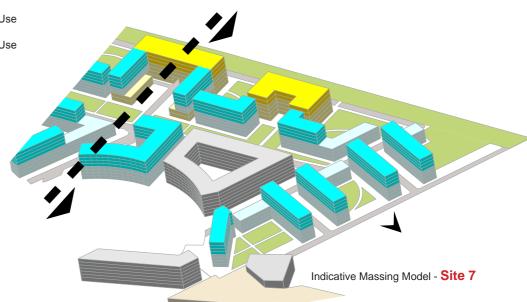
5-8 Storey Commercial / Enterprise / Non Residential Use

Local Enterprise / Employment Use

Community Building

Amenity Development Site

Public Plaza





Site 8: M50-Park West Site South

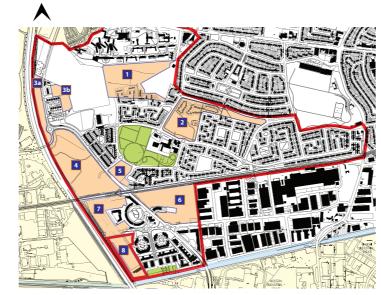
Site Area:	3.8На		
Ownership & Availability:	Privately owned and available		
Proposed Use:	Mixed Use - Residential along with Commercial/Enterprise/ Employment (50/50)		
Density :	75 - 100 DPH		
Heights:	Ranging up to 7-8 storeys		
Estimated Capacity	acity 250 – 350 no. units subject to detailed design		
	Employment/ enterprise to buffer M50		
Supporting Infrastructure Requirements:	Community/ tourism potential of Gallenstown Waterworks		
	New pedestrian/cycle link to Grand Canal Greenway		

Development Objectives for the Site:

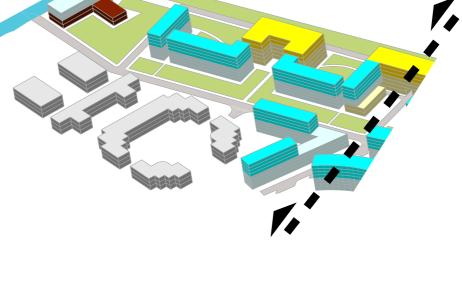
- Mixed use: residential and office employment uses sought.
- Having regard to air, noise and amenity concerns associated with residential development next to the M50, the western half of the site shall accommodate employment uses, e.g. a multi-storey office development, that will present a strong urban block to the M50.
- Development of the remainder of this site has the potential to deliver a high density residential development in close proximity to a public transport hub.
- Ideally residential development will be provided in proximity to the Gallanstown Waterworks/ the canal, to help animate the canal bank and provide a safe and attractive neighbourhood.
- Cognisant of the noise and amenity concerns any future development proposals shall explore the use of internal courtyard arrangements in order to provide noise mitigation and shared amenity spaces.
- Adequate separation distances shall be required between residential and enterprise/employment uses. This may incorporate a central green space to function as a transition zone.
- Development of this site shall provide a woodland/landscaped buffer along the site boundary with the M50. This green buffer would enable a connection with the Grand Canal Green Corridor and form part of the wider network of green infrastructure.
- Development of the site shall be required to take into account the potential for delivery of valuable recreation / amenity space in the form of a new Grand Canal basin at the site of the existing Gallanstown Waterworks Site.

 Archaeological testing shall be required in keeping with the Framework and Principles for the Protection of the Archaeological Heritage (Department of Arts, Heritage, Gaeltacht and the Islands, 1999).

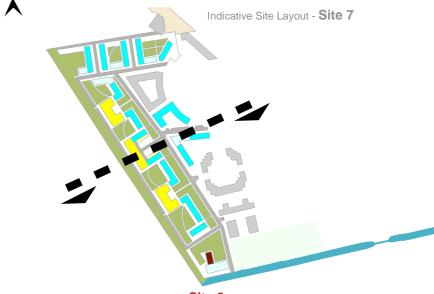




Location Plan-Site 8



Indicative Massing Model - Site 8



Indicative Site Layout - Site 8

Site Briefs

Amenity Development Sites

A: Cherry Orchard Park Site

It is an objective of the LAP (CS1) to redesign Cherry Orchard Park and (CS2) to support provision of new sporting facilities within Cherry Orchard Park

CS1: It is an objective of Dublin City Council to maximise the use of Cherry Orchard Park for the whole community by undertaking a redesign and physical enhancements to the Park in consultation with local clubs and stakeholders.

CS2: To support the provision of an enhanced sporting hub within Cherry Orchard Park.

Development Objectives for the Site:

- Dublin City Council plans to carry out a full review of the existing layout, form and function of the park to inform plans for a redesign, that will create an attractive high quality landscaped park using high quality durable materials, improved public lighting and landscaping that enhances the public space. The new Cherry Orchard Park and enhanced facilities will play an important role as the central neighbourhood park for the Cherry Orchard area.
- The new Cherry Orchard Park shall include for both active and passive recreation play areas.
- The potential for shared accommodation and/or shared use of sporting facilities shall be encouraged.
- An important element of the redesign of Cherry Orchard Park will be the delivery of safe, direct, attractive and well lit north-south route through the park that provides a pedestrian link to the Park West train station, and forms part of the overall Green Strategy of the LAP.
- The redesign of the Park must take into account the need to "design out" opportunities for crime and also take into account issues of management and future maintenance to safeguard the public investment being made.
- Opportunities to provide surface water attenuation that enhances biodiversity and the attractiveness of the park will be explored during the design process.
- The redesign of Cherry Orchard Park may accommodate a community enterprise hub as sought in the 'Making Cherry Orchard Better' action plan. This could be located in the south-eastern end of the park with possible café that consolidates the community focus and provides for greater supervision to the park itself.

The Department of Education and Skills have stated that there may
be a requirement for additional primary level educational resources
in Cherry Orchard. This could take the form of an extension to the
existing St Ultan's NS and/or the provision of a new school.
Consultation with this Department and with the Diocesan Trust will
form an important role in determining the interface of the park with
the adjoining school lands.

B: Gallenstown Waterworks Site

It is an objective of the LAP (CS4) to explore the Gallenstown Waterworks as a new amenity development site and (ED08) to support the development of tourism, recreational and leisure facilities at this location.

ED08:To explore and support the development of potential tourism, recreational and leisure related facilities, in particular those linked to development along the Grand Canal and at the Gallanstown Waterworks site

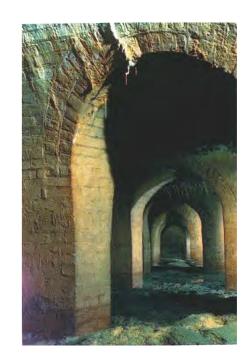
CS4:To explore the use of the Gallanstown Waterworks and immediate environs as a new recreational amenity for local clubs and as part of a City wide tourism attraction.

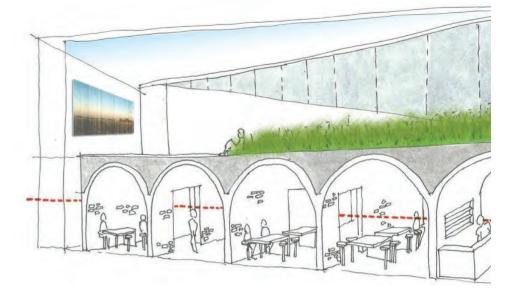
Development Objectives for the Site:

- Carry out feasibility study to examine the potential for delivery of valuable leisure, recreation and amenity space in the form of a new Grand Canal basin at the site of the existing Gallanstown Waterworks and brick vaulted reservoir, which may also include opportunities for commercial and residential uses in the vicinity of the above area.
- Provide for new pedestrian/cycle bridge connection to the Grand Canal Greenway located on the southern side of the canal, providing enhanced connectivity between the new Grand Canal Basin area and Grand Canal Greenway.
- Explore potential for community and sporting uses for running clubs, bike clubs, fishing groups who wish to utilise the canal tow-path, in addition to water based sports such as kayaking and canoe clubs.

Public Consultation

The delivery of these two key amenity sites is fundamental in meeting the community, amenity and recreational needs of Park West and Cherry Orchard. Further consultation on the specific requirements of these two sites will take place with local and national stakeholders to ensure optimal benefit to the surrounding community.













Chapter

PHASING & IMPLEMENTATION

6.1 Role of Dublin City Council

Dublin City Council is fully committed to securing the implementation of the key principles and objectives of the Park West – Cherry Orchard Local Area Plan.

The City Council, as a major landowner and the local authority will undertake an active land management approach to progress and secure the objectives of the LAP to achieve the proper planning and sustainable development of the area in line with the vision set out in Chapter 3.

The council has a wider role to play in relation to achieving a successful outcome, in that it is responsible for the delivery of a range of public services that are critical to making the Cherry Orchard and Park West area a successful, vibrant and sustainable neighbourhood. Dublin City Council is committed to continued investment in community infrastructure for the area, building additional social housing, community buildings, parks and open space, and recreational facilities: all of which will play an important role in delivering on the overall vison for the area. Given the importance of the amenity development sites in delivering key elements of social and community infrastructure, further consultation with the local community will form an important role in their delivery.

The Council as the Planning Authority will ensure that all planning applications made within the LAP area are assessed fully for their compliance with the policies, objectives and standards in the Dublin City Development Plan and the objectives set out within this LAP.

To ensure the implementation of the LAP, Dublin City Council will establish an interagency, multi-disciplinary implementation team under the control of Dublin City Council's Planning and Property Development Department and Housing and Community Department in conjunction with the Area Office and with other relevant sections and supports as necessary.

6.2 Implementation, Monitoring and Review

As one of the main landowners and the local authority for the area, the council is uniquely positioned to play a leading role in successfully implementing the plan to achieve the aims and objectives of the Park West - Cherry Orchard LAP.

It is likely that the area will develop on an incremental basis. The strategic objectives identified within Chapter 4 and the site briefs outlined in Chapter 5 provide detailed information on the future structure of the LAP lands and will ensure that incremental development will contribute to a co-ordinated whole.

Prior to the fifth year, from adoption of the LAP, the Planning Department will carry out a review of the LAP which will be presented to City Council members, in order to decide whether the plan should be extended (max five years), reviewed or revoked.

6.3 Phasing

Phasing is typically based on a timed delivery and integrated delivery of residential and commercial development with community and public transport facilities. It is the intention of the LAP to be a flexible workable framework document and to respond to the evolving needs of the community and market forces. Site briefs outlined in Chapter 5 provide detailed information on the future structure of each of the strategic sites and the key development objectives for each of the strategic sites which will ensure that incremental development will contribute to a co-ordinated whole.

The supporting infrastructure such as surface and foul drainage upgrades / water supply upgrades, utilities upgrades, new roads / bridge links, along with the requirement for new community infrastructure such as sports, educational, recreational facilities are all identified as key outcomes, and items of infrastructure which the Planning Authority seek to achieve, in the redevelopment of areas across the Plan.

As such a specific phasing or sequencing programme is not necessary given the strategic objectives identified within Chapter 4 and the detail contained in the site briefs (Chapter 5).

6.4 Funding

Funding for the redevelopment of the LAP area will be derived through a combination of public investment from Dublin City Council and private sector investment in tandem with the roll out of development.

Dublin City Council will also work with government agencies such as Department of Housing Planning community and Local Government and other funding agencies to seek funding through available sources, for example, the Urban Regeneration and Development Fund, Affordable Housing Serviced Sites Initiative and the Local Infrastructure Housing Activation Fund for specific projects.

6.5 Temporary Uses

The LAP has a stated life span of 6-years with the possibility of an extension after five years. While it is the intention of Dublin City Council to actively pursue the delivery of the objectives of the LAP it is recognised that not all sites will be delivered immediately. To this end Dublin City Council will consider appropriate temporary community/cultural uses on vacant sites, pending their redevelopment.