

# Clongriffin Strategic Housing Development 1

An Bórd Pleanála

August 2019

Gerard  
**Gannon**  
PROPERTIES

Architects & Urban Designers Report - Stage 3



Please Note; All drawings within the report are for reference only.  
Refer to full scale drawings for detail.

# PROJECT TEAM

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Planning Consultants	Downey Planning
Architects	Conroy Crowe Kelly Architects
	Wilson Architecture
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Landscape Architects	Ronan McDiarmada & Associates
Civil Engineers	Waterman Moylan & Associates
M&E Engineers	DKP International
Environmental	Openfield Ecological Services
Archaeology	Courtney Deery Heritage Consultancy



Clongriffin June 2018



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# 1.0 INTRODUCTION & BACKGROUND

## 1.1 Introduction

This application is made on behalf of Gerard Gannon Properties. It seeks permission for the construction of 1,030 apartments and 2,285.5m<sup>2</sup> of commercial space on lands within Clongriffin Town Centre in Clongriffin, Dublin 13, accessed from Marrsfield Avenue and Main Street, Clongriffin. This application is an extension of the Town Centre and infilling of blocks identified in the original masterplan application (Reg Ref. 0132/02).

This application is one of three applications being lodged concurrently for a combined total of 1,950 units and 22,727.5m<sup>2</sup> of commercial development across a total of 15 no. infill blocks which were established as part of the original masterplan application (Reg Ref. 0132/02). Please refer to the masterplan enclosed with this application for further details.

The proposed housing mix, within this application, comprises 421 no. one-bedroom units, 541 no. two-bedroom units and 68 no. three-bedroom units. 98 of these are proposed for social housing.

The nine blocks proposed in this application are called; Block 6, Block 8, Block 11, Block 17, Block 25, Block 26, Block 27, Block 28 and Block 29.

Blocks 11 and two units from Block 29 are proposed for social housing. Blocks 6, 17, 25, 26 and 27 are proposed for Build to Rent, the remaining Blocks 8, 28 and 29 are proposed Build to Sell (excluding the two social units from Block 29). The breakdown of each block is provided on the following pages.

The development includes all associated site works and infrastructure which includes landscaped open space, internal roads, paths, cycle-paths, public lighting, utilities, drainage and surface water attenuation.

This application is one of three concurrent applications. When looked at holistically these three applications will complete the masterplan for Clongriffin Town Centre, within the ownership of Gerard Gannon Properties. Four sites in Clongriffin are outside the applicant's ownership and beyond the influence of this application or concurrent applications.

The two concurrent applications are known as 'Clongriffin Strategic Housing Application 2' and 'Clongriffin Planning Application'. Details of these applications can be found later in this report. Briefly, Clongriffin SHD 2 comprises 500 no. residential units and 3,125m<sup>2</sup> commercial space, Clongriffin Planning Application comprises 420 no. residential units and 17,317m<sup>2</sup> commercial space.

## Key Stats

### Clongriffin SHD Application 1

No. of blocks:	9
Total no. of residential units proposed:	1,030
Density proposed (dwellings per hectare):	163.2dph
Plot ratio of SHD 1:	1.67
Total site coverage:	70.52%
No. of social housing units:	98 (9.5%)
No. of build to rent units:	678 (66%)
No. of build to sell units:	254 (24.5%)
Total floor area proposed:	105,944m <sup>2</sup>
Quantum of build to rent amenity uses:	2,044.9m <sup>2</sup>
Quantum of town centre commercial:	2,285.5m <sup>2</sup>
Quantum of public open space:	2,634m <sup>2</sup>
Area of land subject to this application:	6.312Ha
Car parking spaces:	673
Bicycle parking spaces:	1,883
Proportion of parent masterplan completed already (2018):	1/3
Proportion of Gannon owned lands developed/ under construction/ due to be developed (2018):	85%





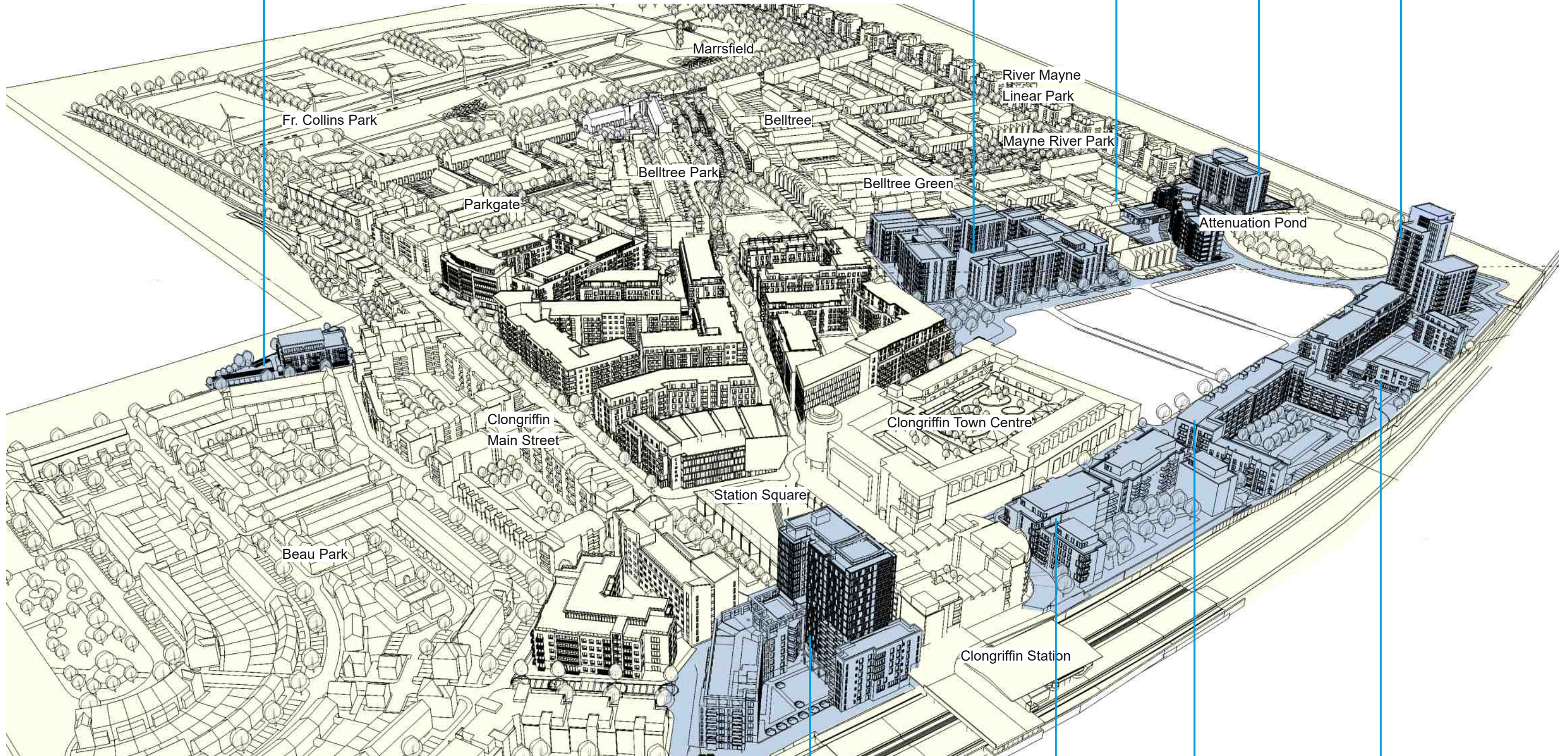
Block 29  
20 no. total units  
(18 build to sell, 2  
social) units in a 3  
storey + penthouse  
block

Block 6  
270 no. build to rent  
units and associated  
amenity in a 4 to 7  
storey block

Block 27  
57 no. build to rent  
units and associated  
amenity in a 6 storey  
block.  
508sqm creche and  
associated open  
space.

Block 25  
63 no. build to rent  
units and associated  
amenity in a 6-7  
storey block

Block 26  
78 no. build to rent  
units and associated  
amenity in an 8-15  
storey block



Clongriffin Strategic Housing Development 1 -  
Birds eye view of the nine blocks in the existing and  
emerging context

Block 17  
210 no. build to rent  
units in an up to 17  
storey block.  
430.5 sqm commercial  
space including  
convenience retail

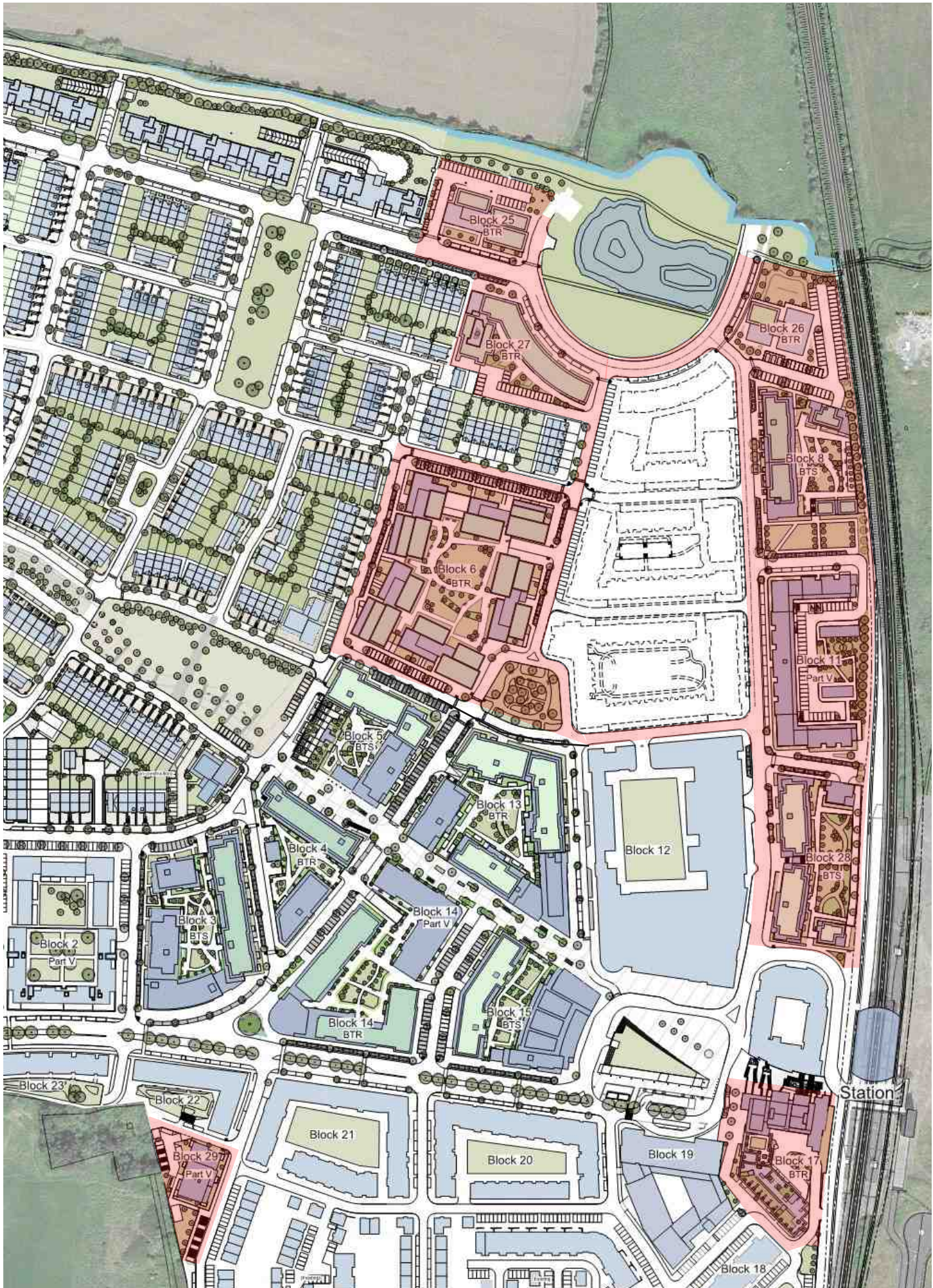
Block 28  
122 no. build to sell  
units in a 5-6 storey  
+ penthouse block.  
929sqm retail

Block 11  
96 no. social  
housing units in a 6  
storey block with  
associated amenity  
spaces

Block 8  
114 no. build to  
sell units in a 7  
storey +  
penthouse block



# 1.2 Overview of Proposals



Masterplan site layout showing subject sites -  
Blocks 6, 8, 11, 17, 25, 26, 27, 28 and 29



# Block 6 - Overview



Site Summary: Build to Rent

Total Residential Units	270 nr. (834 bed spaces)
Site Area	1 ha (2.470 acres)
Plot Ratio	2.55
Site Coverage (to back of pavement)	100%
Net Density	270 units/ha (109 units/acre)
Building Height	4 to 7 storeys
External Amenity Space (Podium & Roof Terraces)	3,670 sqm
Internal Amenity Space (BTR)	794.7 sqm
Parking	184 spaces
Cycle Parking	572 spaces

Schedule of Accommodation

1 Bed Units	123	(avg. 56.1sqm each)
2 Bed Units	147	(avg. 82.8sqm each)
3 Bed Units	0	
Total	270	

# Block 8 - Overview



Site Summary: Build to Sell

Total Residential Units	114 nr. (375 bed spaces)
Site Area	0.73 ha (1.80 acres)
Plot Ratio	1.6
Site Coverage (to back of pavement)	100%
Net Density	156 units/ha (68 units/acre)
Building Height	3 to 7 storeys + penthouse
External Amenity Space (Podium)	1,409 sqm
Parking	72 spaces off-street, under podium 31 spaces on-street 103 Total
Cycle Parking	179 spaces

Schedule of Accommodation

1 Bed Units	39	(avg. 54sqm each)
2 Bed Units	72	(avg. 82.7sqm each)
3 Bed Units	3	(avg. 131.7sqm each)
Total	114	

# Block 11 - Overview



Site Summary: Social Housing

Total Social Units	96 nr. (336 bed spaces)
Site Area	0.79 ha (1.95 acres)
Plot Ratio	1.16
Site Coverage (to back of pavement)	32%
Net Density	121.5 units/ha (49 units/acre)
Building Height (Res)	6 storeys
External Amenity Space	1,042 sqm
Parking	36 spaces off-street, in courtyard 25 spaces on-street 61 Total
Cycle Parking	144 spaces

Schedule of Accommodation

1 Bed Units	44	(avg. 54sqm each)
2 Bed Units	12	(avg. 78sqm each)
3 Bed Units	40	(avg. 98sqm each)
Total	96	



# Block 17 - Overview



Site Summary: Build to Rent

Total Residential Units (BTR)	210 nr. (631 bedspaces)
Total Commercial Area	430.5sqm (gross)
Site Area	0.47 ha (1.16 acres)
Plot Ratio	4.84
Site Coverage (to back of pavement)	89%
Net Density	447 units/ha (181 units/acre)
Building Height (Res)	up to 17 storeys
Building Height (Commercial)	3 storeys
External Amenity Space	1,238 sqm (roof terraces)
Internal Amenity Space	589.8 sqm
Parking	71 spaces off-street, in basement 3 spaces on-street 1 Go Car space 75 Total
Cycle Parking	225 spaces

Schedule of Accommodation

1 Bed Units	90	(avg. 51.4sqm each)
2 Bed Units	111	(avg. 80.3sqm each)
3 Bed Units	9	(avg. 106.4sqm each)
Total	210	
Retail	430.5 sqm (gross)	
Total	460.5 sqm (gross)	

# Block 25 - Overview



Site Summary: Build to Rent

Total Residential Units	63 nr. (202 bed spaces)
Site Area	0.3375 ha (0.83 acres)
Plot Ratio	1.76
Site Coverage (to back of pavement)	35%
Net Density	187 units/ha (75.9 units/acre)
Building Height	6 to 7 storeys
External Amenity Space	557 sqm
Internal Amenity Space (BTR)	159.4 sqm
Parking	33 spaces off-street, under podium 5 spaces on-street 39 Total
Cycle Parking	136 spaces

Schedule of Accommodation

1 Bed Units	25	(avg. 55.4sqm each)
2 Bed Units	38	(avg. 82.8sqm each)
3 Bed Units	0	
Total	63	

# Block 26 - Overview



Site Summary: Build to Rent

Total Residential Units	78 nr. (212 bed spaces)
Site Area	0.4389 ha (1.08 acres)
Plot Ratio	1.69
Site Coverage (to back of pavement)	30%
Net Density	178 units/ha (72.22 units/acre)
Building Height	8-15 storeys
External Amenity Space	1,240.9 sqm
Internal Amenity Space (BTR)	325.9 sqm
Parking	38 spaces off-street, under podium 14 spaces on-street 52 Total
Cycle Parking	190 spaces

Schedule of Accommodation

1 Bed Units	50	(avg. 55sqm each)
2 Bed Units	28	(avg 90.55sqm each)
3 Bed Units	0	
Total	78	



# Block 27 - Overview



## Site Summary: Build to Rent

Total Residential Units	57 nr. (206 bed spaces)
Total Commercial Area (Creche)	508sqm (gross)
Site Area	0.4581 ha (1.13 acres)
Plot Ratio	1.46
Site Coverage (to back of pavement)	47%
Net Density	124 units/ha (50.44 units/acre)
Building Height	6 storeys
External Amenity Space	927 sqm
Internal Amenity Space (BTR)	175.1 sqm
Parking	18 spaces off-street, under podium 9 spaces on-street 27 Total
Cycle Parking	146 spaces

## Schedule of Accommodation

1 Bed Units	5	(avg. 57.4sqm each)
2 Bed Units	47	(avg 83.9sqm each)
3 Bed Units	5	(avg. 108.5sqm each)
Total	57	
Creche	508 sqm (gross)	(60 children)
Total	508 sqm (gross)	

# Block 28 - Overview



## Site Summary: Build to Sell

Total Residential Units	122 nr. (363 bed spaces)
Total Commercial Area	929sqm (gross)
Site Area	0.65 ha (1.60 acres)
Plot Ratio	2.21
Site Coverage (to back of pavement)	100%
Net Density	187 units/ha (76 units/acre)
Building Height (Res)	5-6 storeys + penthouse
External Amenity Space (Podium)	1,750 sqm
Parking	106 spaces off-street 6 spaces on-street 112 Total
Cycle Parking	242 spaces

## Schedule of Accommodation

1 Bed Units	42	(54.6sqm each)
2 Bed Units	71	(85.4sqm each)
3 Bed Units	9	(103.4sqm each)
Total	122	
Gym	254 sqm (gross)	
Retail	675 sqm (gross)	
Total	929 sqm (gross)	

# Block 29 - Overview



## Site Summary: Build to Sell & Social Housing

Total Residential Units	20 nr. (76 bedspaces) 18 nr. BTS, 2 nr. Social
Site Area	0.24 ha (0.59 acres)
Plot Ratio	0.85
Site Coverage (to back of pavement)	33%
Net Density	83.3 units/ha (34 units/acre)
Building Height (Res)	3 storeys + penthouse
External Amenity Space	212 sqm
Parking	9 spaces off-street, surface 11 spaces on-street 20 Total
Cycle Parking	49 spaces

## Schedule of Accommodation

1 Bed Units	3	(54sqm each)
2 Bed Units	15	(83.5sqm each)
3 Bed Units	2	(109sqm each)
Total	20	



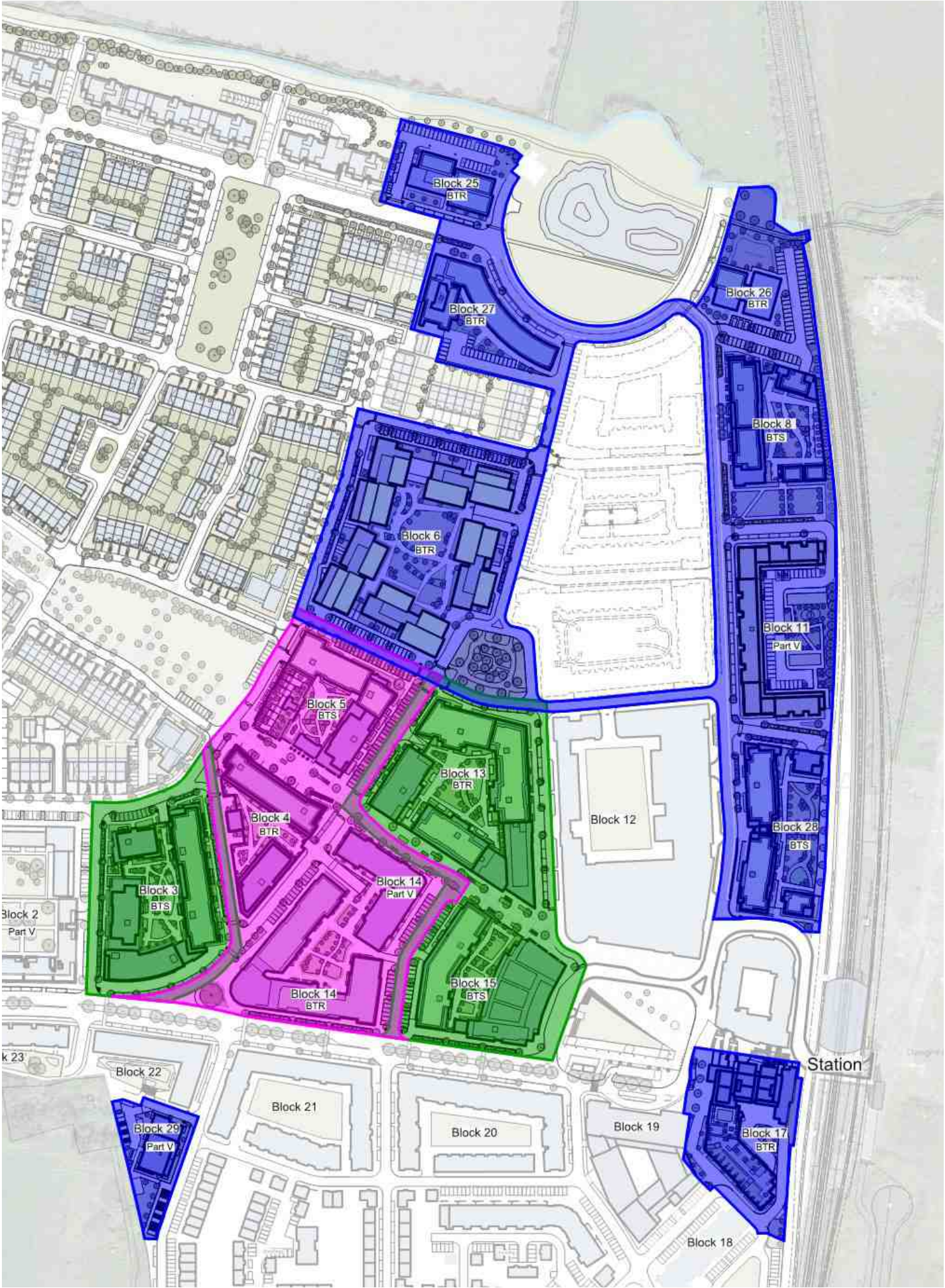
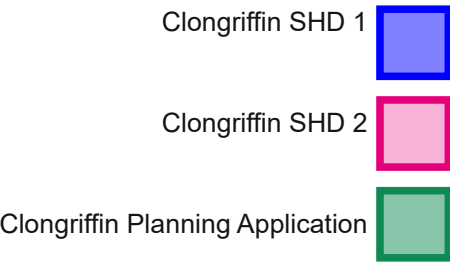
# 1.3 Concurrent Applications

This application is part of a suite of three concurrent applications; two SHD applications to An Bórd Pleanála and one Planning Application to Dublin City Council. Each application is self-sufficient in terms of infrastructure, mix and buildability. When taken together, the three concurrent applications represent the completion of Clongriffin Town Centre.

This application should be viewed in light of the entire Town Centre, including built phases, those phases currently under construction, and future phases. It is the combination of earlier, medium density, phases, focussed on single family homes and public open space, in combination with the subject and concurrent applications, focussed on high density town centre uses, that will combine to complete the vibrant and diverse new town centre sought in Clongriffin.

This report makes reference to these concurrent applications, particularly when discussing macro issues such as permeability, density, mix, social housing, community uses etc. Care has been taken to demonstrate the unique contribution of the subject application, whilst being mindful of the emerging context.

All three applications adhere to the principals set out in the Clongriffin Masterplan (July 2018) and the parent permission (Reg Ref. 0132/02). No deviation is sought from the block layout, roads, open space provision or social housing provision. As such, this subject application, Clongriffin SHD 1, fits into an agreed context in terms of urban structure, density and mix of uses.





- Clongriffin SHD 1
- Clongriffin SHD 2
- Clongriffin Planning Application



Bird's Eye View of Clongriffin SHD1, Clongriffin SHD 2 and Clongriffin Planning Application boundaries



## 2.0 SITE CONTEXT & PLANNING

### 2.1 Site Description

Clongriffin is a new town on Dublin's North fringe. The town is designated as Key District Centre 1 in the Dublin City Development Plan. The lands are located within the functional area of Dublin City Council along its northern fringe, with Fingal County Council having jurisdiction over the lands to the north and east.

For a new development area, Clongriffin is relatively close to Dublin city centre, only some 9.4km distance. It is served by Clongriffin Dart Station which is located at the heart of the subject site and will allow new residents frequent access to the city centre and beyond. The bus service from the town uses the Malahide QBC into Dublin city. The lands also connect into the cycle network linking to Dublin city and along the coast.

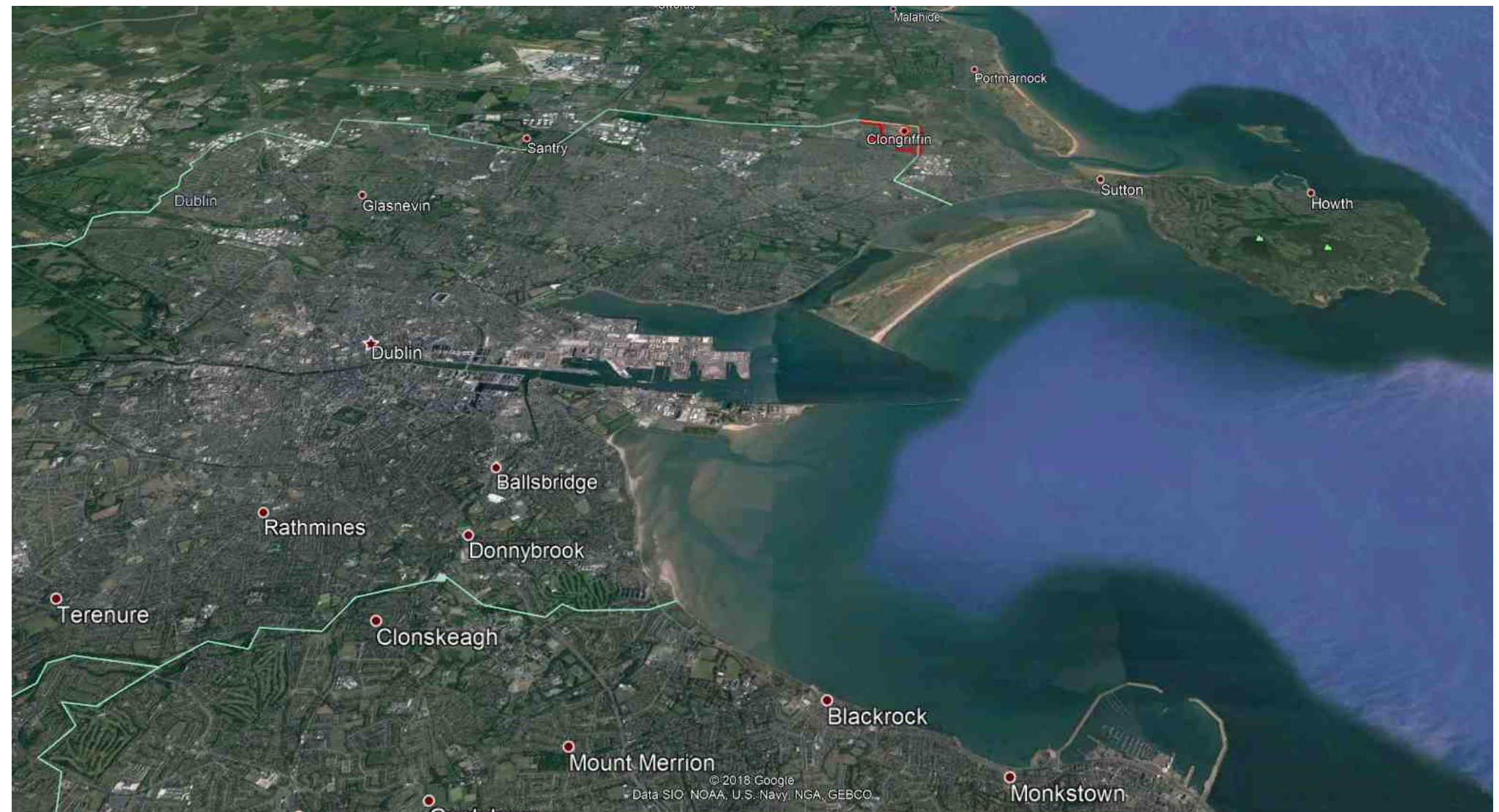
The primary foul and surface water drainage network was constructed under the Clongriffin masterplan grant (Reg. Ref. 0132/02). The network has been designed and constructed to accommodate the subject blocks (including those in concurrent applications), with capped ends provided to enable future connection. A detailed report on site services can be found in the engineer's report by Waterman Moylan and associated drawings submitted as part of this application.

Below is a summary of all the works completed to date, which are directly adjacent to and vital for the prosperity of the proposed development:

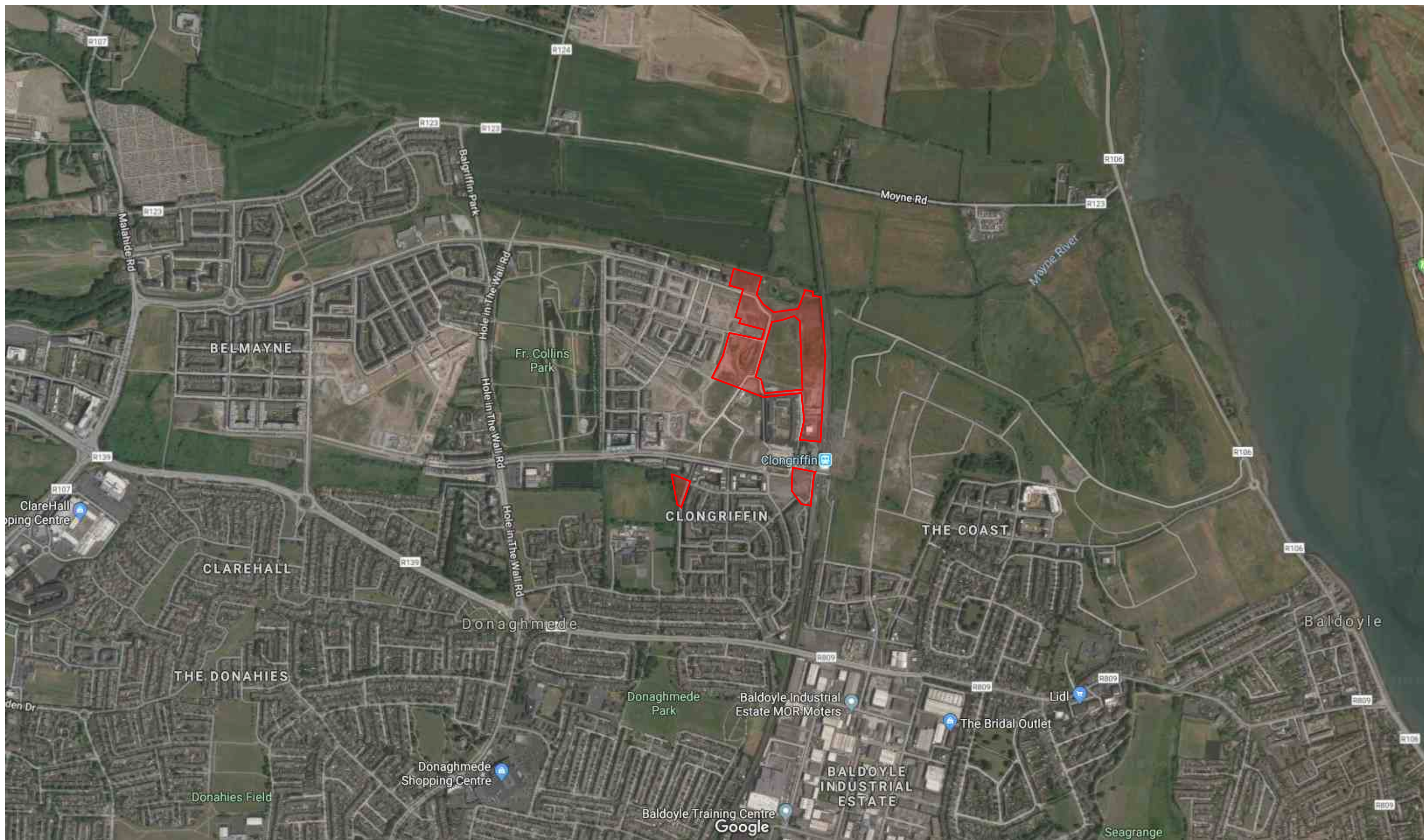
- Clongriffin Main Street, including the extension of the Malahide Road QBC up to the DART station;
- Landscaping of principal streets and public spaces, including the main town square (Station Square) and high-quality civic steps to the train station;
- Re-development and enhancement of Fr. Collins Park (with assistance from special contributions from the completed development);
- Mayne River linear park – 350m completed up to the new attenuation pond and Linear Park between Fr. Collins Park and Station Square under construction;
- A 483 space public Park and Ride facility beside the railway station and the QBC;
- A 600+ public multi-storey car park to serve the new town;
- Construction of the entire internal road network up to wearing course;
- Construction of the entire internal drainage network (foul and surface water) with ongoing upgrades for SuDS as alterations are made to the permitted development by way of new planning applications;
- Completion and operation of the new DART station – this was entirely funded by Gannon Homes Ltd and Ballymore Homes (Helsingor), adjacent landowners in Fingal County Council.
- In January 2019 2,270 units were complete, under construction or permitted.
- 13,950sqm commercial and retail development has been completed.



Station Square looking from steps to Dart Station







Aerial photo of Clongriffin showing site outline for Clongriffin SHD1



## 2.2 Planning History

The proposed site is situated in the centre of Clongriffin which is identified as a 'Key District Centre' (KDC1) in the Dublin City Development Plan 2016-2022.

The lands are identified as a 'Strategic Development and Regeneration Area 1 (SDRA1)' in the current Dublin City Development Plan (2016-2022), which also sets out 3 guiding principles in S.15.1.

The site is governed by the Clongriffin-Belmayne Local Area Plan 2012-2018 which sets out the guiding principles for new development. This Local Area Plan (LAP) adopted in December 2012 has been the blueprint for development in Clongriffin and Belmayne since then. In November 2017 DCC resolved to extend the term of the LAP until 2022. The proposed development aims to meet and exceed the LAP objectives set out by DCC and an overview of this can be found in Chapter 2.

Gerard Gannon Properties sought a 10-year planning permission for the development of a new mixed-use development with town centre facilities on a 133 acre site north of Grange Road, Donaghmede, Dublin 13 in January 2002. This was an ambitious plan and a single application was made for the entire development which originally comprised some 3,600 dwellings and 80,500sqm of commercial development. Subsequent amendment premissions increased the total commercial offer to 100,000sqm.

On the 27th June 2003, An Bord Pleanála granted full planning permission for the development, subject to 46 conditions.

Since the parent planning permission was granted in June 2003, more than 70 separate planning applications have been submitted to the Local Authority for various alterations and revisions, which range in size from small changes-of-use to the applications for large blocks of urban housing.

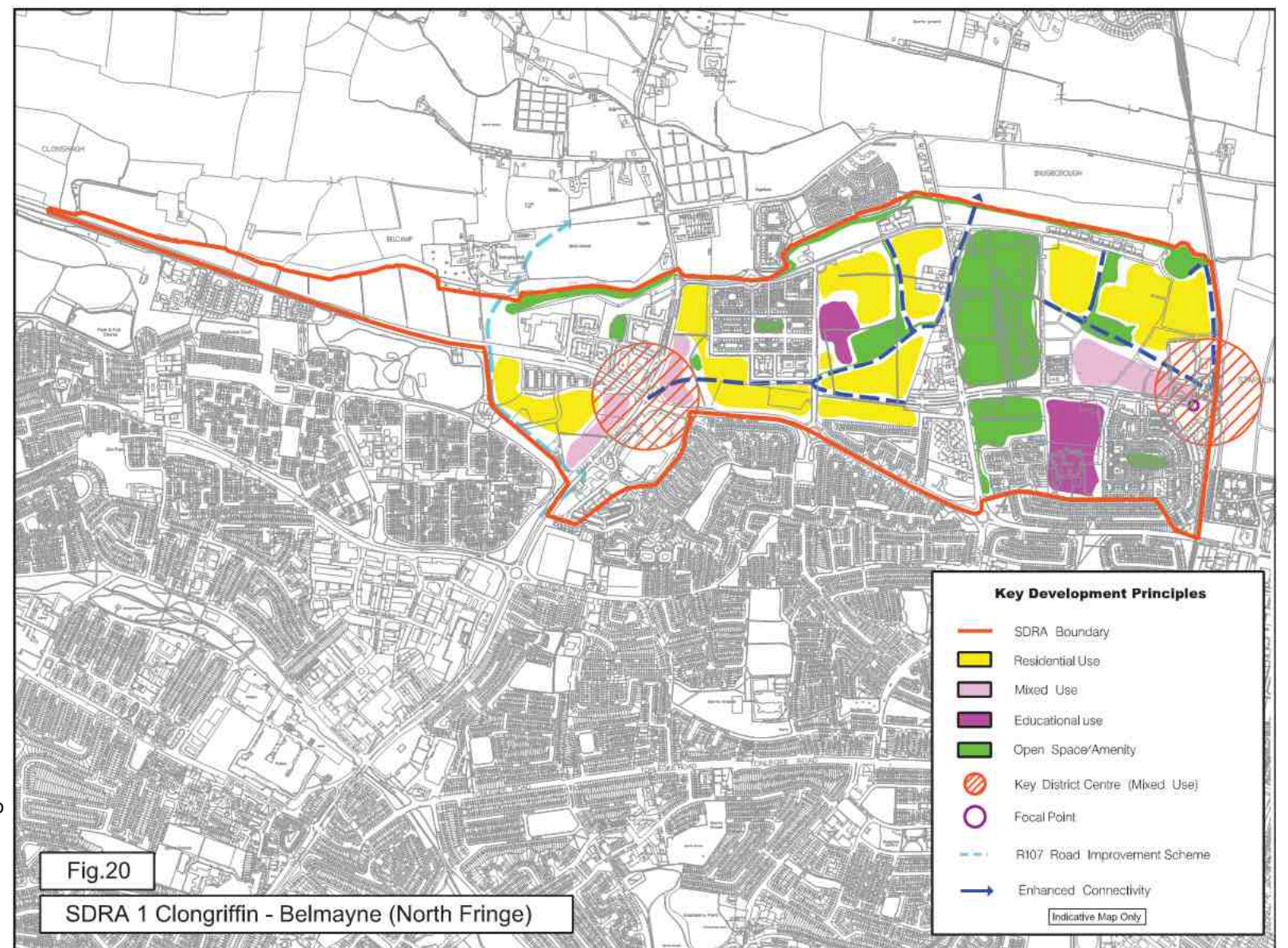
The 10 year parent permission withered in 2013 but, prior to this, Clongriffin had the benefit of cumulative planning permissions for 3,565 dwellings and c.96,625sqm of non-residential uses.

Currently, Gannon Properties have 'live' planning permissions for 345 units, a pre-planning masterplan for c.110 units, and estimated future developments of c.1000 units (subject to detail design).

These figures exclude the Barina and Hollybrook Sites which have an estimated overall capacity of 335 and c.338 respectively.

As of January 2019 1,685 dwellings and c.13,950sq.m. of commercial uses have been completed within the new town with a further 503 dwellings under construction.

Further information on Planning compliance and detail can be found in the separate Planners Report prepared by Downey Planning.



Main Street looking west to Fr. Collin's Park (above), Map SDRA1 from Clongriffin-Belmayne LAP (below)



Block 29  
(previously called Grange  
Lodge Avenue)  
Reg Ref. 2422/14 &  
2016/15  
Permission granted in 2015  
for 17 dwellings.  
New permission sought.

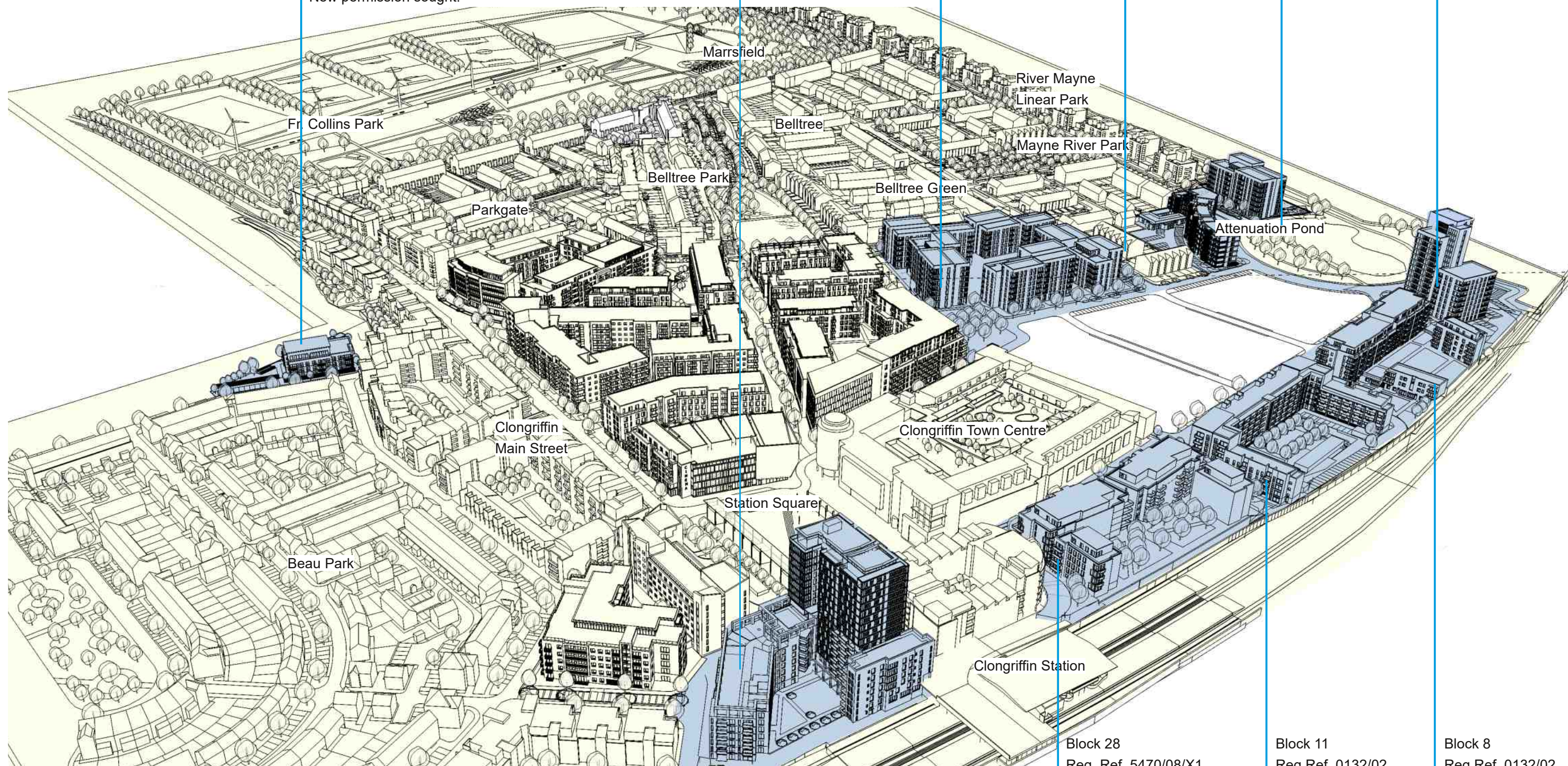
Block 17  
Reg Ref. 3634/16  
Permission granted in 2017  
for an up to 17 floor building  
containing 139 dwellings and  
5 retail units.  
New permission sought.

Block 6  
Reg Ref. 0132/02  
(Parent permission).  
Permission withered in  
2013.  
New permission sought.

Block 27  
Reg Ref. 0132/02  
(Parent permission).  
Permission withered in  
2013.  
New permission  
sought.

Block 25  
Reg Ref. 0132/02  
(Parent permission).  
Permission withered  
in 2013.  
New permission  
sought.

Block 26  
Reg Ref. 0132/02  
(Parent permission).  
Permission withered  
in 2013.  
New permission  
sought.



Planning History for all blocks in Clongriffin SHD1

Block 28  
Reg. Ref. 5470/08/X1  
Extension of duration granted  
in 2015 for a 4-7 storey  
building over basement,  
containing 75 dwellings and 3  
commercial units.  
New permission sought.

Block 11  
Reg Ref. 0132/02  
(Parent permission).  
Permission withered in  
2013.  
New permission sought.

Block 8  
Reg Ref. 0132/02  
(Parent permission).  
Permission withered in  
2013.  
New permission sought.



## 2.3 Masterplan to Date

Gerard Gannon Properties own the majority of lands to the east of Fr. Collins Park and have invested a great deal in the town from it's inception. Between the granting of the parent permission in 2003 and 2013 construction investment in Clongriffin was estimated at €350,000,000.

In addition to the great number of dwellings completed, and the construction of purpose-built retail and commercial units to shell and core status, there has been enormous investment (financial, planning and design) into the infrastructure of the new town. Approximately 85% of the overall infrastructure (roads, drainage, services and landscaping) are now complete.

Roughly one third of the Planning Permission for a mixed-use new town centre was constructed when the recession intervened and progress slowed considerably. Construction restarted four years ago and approx. 85% of the lands in Gannon ownership have now been developed, are under construction or are due to be developed in 2019. This has contributed to a thriving town and a vibrant local community.

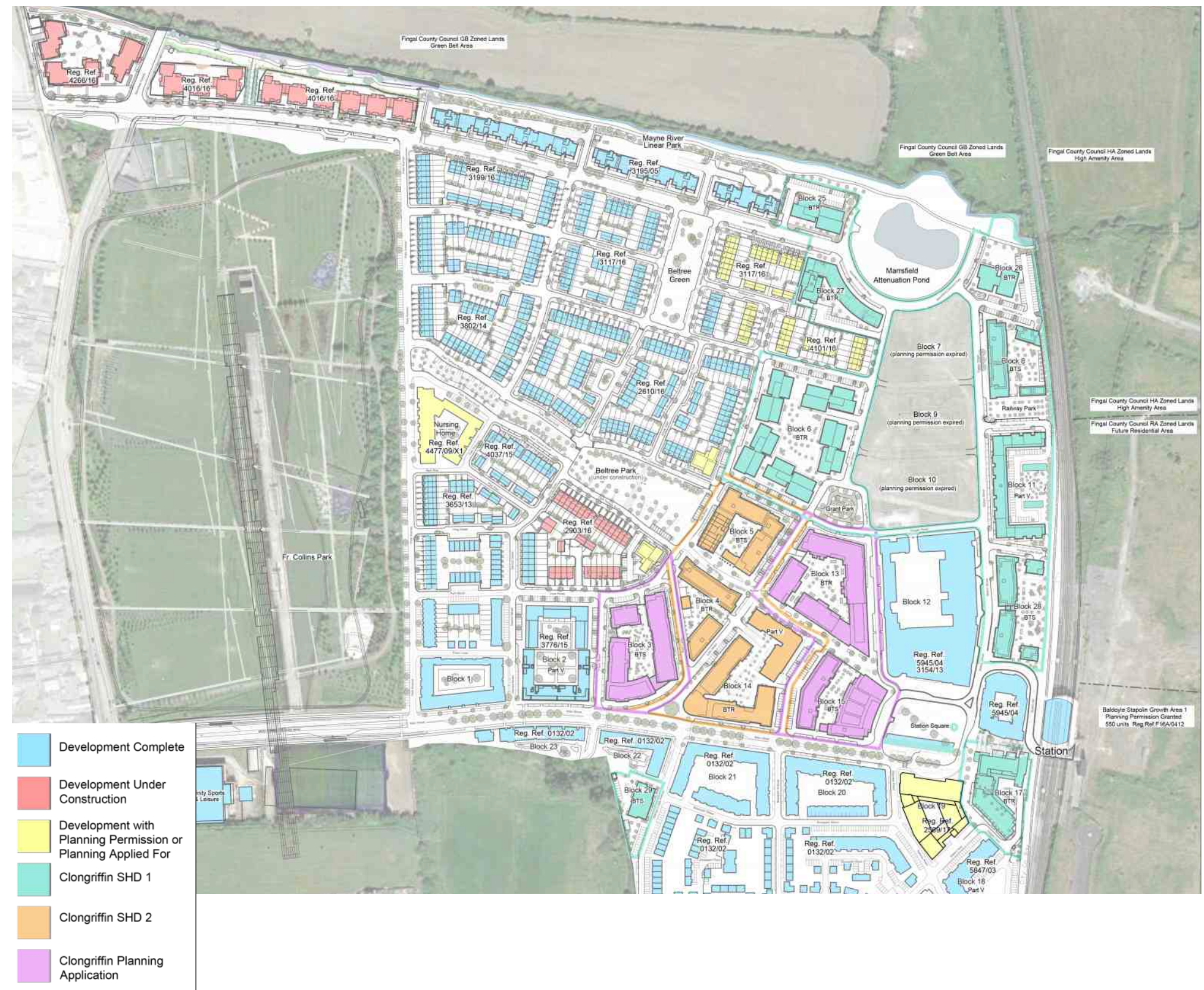
A detailed updated master plan document was prepared by Conroy Crowe Kelly Architects and submitted to Dublin City Council in July 2018. Gannon Homes and Conroy Crowe Kelly have worked with Dublin City Council (then Dublin Corporation) from the late 1990s to firstly establish a design-led masterplan in collaboration with Urban Initiatives Studio. A copy of this Masterplan document is included with this application for reference.

To date 1,685 dwellings and c.13,950sq.m. of commercial uses have been completed within the new town. This includes houses at Beau Park, Park Avenue, Belltree, Park Terrace and Park Edge, in addition to mixed-use blocks along Main Street and around Station Square, including Blocks 1, 12, 16, 20, 21, 22 and 23.

Road infrastructure and utilities have largely been installed and green infrastructure, pedestrian permeability and links to the wider community have all been protected. The overall trend has been to increase density, reduce parking and improve the urban environment for all users where possible.

Several plots are currently on site and will be complete in 2019. These include the recently completed 84 social housing apartments in Block 2, 45 homes under construction in Park Street and the Belltree Park open space (formerly Panhandle Park). Construction is ongoing on houses at Belltree Green.

This application is applying for permission to infill nine of the remaining blocks in the client's ownership, some of which have withered planning permissions and some of which have current permissions with new permissions sought. The proposed blocks, with a primary use of residential above ground floor commercial uses, will provide a sustainable addition to complete this new urban centre.







Park Avenue & Belltree Park



Marrsfield Avenue



Belltree Avenue



Panorama photo taken June 2018  
showing completed and under  
construction phases of Clongriffin  
Masterplan



## 2.4 Build To Rent



A large number of the blocks in this application are being built on the basis of a Build to Rent (BTR) model. Of the nine blocks in SHD 1 six are BTR, representing 678 units. Details of each specific block are included in their respective Architects and Urban Designer Reports, however, similarities occur.

This typology is subject to specific requirements in Sustainable Urban Housing: Design Standards for New Apartments (March 2018) and compliance with such is detailed below. One benefit of BTR is the speed and scale at which projects can be taken to the market. Unlike traditional models, where individual landlords may purchase units and rent them privately, the entire BTR block can be available on the market soon after completion, bringing a large volume of high quality rental units into a market currently suffering severe supply shortages.

The BTR model has been chosen for Clongriffin for several reasons. The primary reason is a general shortage of this type of product in the Dublin rental sector. The 2016 census showed that 30% of households in Dublin are renting. BTR offers many advantages for renters; tenancies are more secure for residents, with longer terms frequently available, purpose-built BTR apartment buildings have dedicated facilities such as shared laundries, gyms, amenity rooms and concierges and buildings will be well managed and maintained over the long term.

There are also less tangible benefits from this model of housing. Research in the field is showing that the provision of communal facilities allows residents opportunities to informally meet their neighbours. Knowing even a small number of neighbours fosters a strong sense of community, which is beneficial for mental health. In addition, BTR offers residents an opportunity to rent through a company with a long term view, removing some of the uncertainty innate in the current rental market, which is predominantly made up of small scale, individual, private landlords.

### Specific Planning Policy Requirement 7:

Section 5 of Sustainable Urban Housing: Design Standards for New Apartments (March 2018) covers detail on the aspirations and also policy around this emerging housing type. Each BTR block in this application complies with these requirements in its own right.

Typical facilities include;

(a) Resident Support Facilities; a shared entrance with concierge, a laundry room and a high quality landscaped podium courtyard. Where possible bulk storage rooms are also provided, where residents can store furniture or other large items. All blocks will be managed by institutional management companies who will take responsibility for maintenance/ repair, waste management and any other issues arising.

(b) Resident Services and Amenities; Amenity rooms which will be available for use by residents, typically with a booking system in place, some shared lounges and function rooms. In addition, many blocks have additional retail and commercial units at ground level which will add further amenity subject to market demand.

### Specific Planning Policy Requirement 8:

(i) A marketable mix of 42% 1 bed, 55% 2 bed and 3% 3 bed has been applied across the BTR blocks. This reflects the demand for rental units in this location.

(ii) In general the full storage requirement has been located within apartments as this is most convenient for residents, particularly when a long term view towards tenancies is being taken. Occasionally bulk storage areas are provided below podium, for storage of larger or dirtier items such as children's bicycles and furniture. All private amenity space is provided at least to the minimum standards, typically more.

(iii) Car parking in each block is provided on an average rate of 0.61 spaces per unit, with overflow and short term parking available in the existing commuter car park in Block 12. Car share vehicles will also be available for communal use. There are currently several car share vehicle available in the Block 12 car park and these have proven extremely successful to date. Additional car share spaces are proposed as part of this application and are detailed in the engineer's report.

(iv) The majority of apartments do exceed the minimum floor area standards by 10%.

(v) No more than 12 apartments are proposed per core.

### Specific Planning Policy Requirement 7

BTR development must be:

- (a) Described in the public notices associated with a planning application specifically as a 'Build-To-Rent' housing development that unambiguously categorises the project (or part of thereof) as a long-term rental housing scheme, to be accompanied by a proposed covenant or legal agreement further to which appropriate planning conditions may be attached to any grant of permission to ensure that the development remains as such. Such conditions include a requirement that the development remains owned and operated by an institutional entity and that this status will continue to apply for a minimum period of not less than 15 years and that similarly no individual residential units are sold or rented separately for that period;
- (b) Accompanied by detailed proposals for supporting communal and recreational amenities to be provided as part of the BTR development. These facilities to be categorised as:
  - (i) **Resident Support Facilities** - comprising of facilities related to the operation of the development for residents such as laundry facilities, concierge and management facilities, maintenance/repair services, waste management facilities, etc.
  - (ii) **Resident Services and Amenities** – comprising of facilities for communal recreational and other activities by residents including sports facilities, shared TV/lounge areas, work/study spaces, function rooms for use as private dining and kitchen facilities, etc.

### Specific Planning Policy Requirement 8

For proposals that qualify as specific BTR development in accordance with SPPR 7:

- (i) No restrictions on dwelling mix and all other requirements of these Guidelines shall apply, unless specified otherwise;
- (ii) Flexibility shall apply in relation to the provision of a proportion of the storage and private amenity space associated with individual units as set out in Appendix 1 and in relation to the provision of all of the communal amenity space as set out in Appendix 1, on the basis of the provision of alternative, compensatory communal support facilities and amenities within the development. This shall be at the discretion of the planning authority. In all cases the obligation will be on the project proposer to demonstrate the overall quality of the facilities provided and that residents will enjoy an enhanced overall standard of amenity;
- (iii) There shall be a default of minimal or significantly reduced car parking provision on the basis of BTR development being more suitable for central locations and/or proximity to public transport services. The requirement for a BTR scheme to have a strong central management regime is intended to contribute to the capacity to establish and operate shared mobility measures;
- (iv) The requirement that the majority of all apartments in a proposed scheme exceed the minimum floor area standards by a minimum of 10% shall not apply to BTR schemes;
- (v) The requirement for a maximum of 12 apartments per floor per core shall not apply to BTR schemes, subject to overall design quality and compliance with building regulations.



# 2.5 Tall Buildings Strategy

In accordance with the LAP objectives building heights have been employed to reinforce street hierarchies, aid way-finding and structure public spaces. Earlier phases delivered houses at two and three stories. This application proposes a majority of apartment blocks in perimeter block form with typically five or six stories plus penthouse above. Two taller buildings are proposed; Block 17 at Clongriffin Station and Block 26 beside the River Mayne Linear Park, both within this application.

This strategy locates taller buildings and density in the locations most proximate to public transport including bus stops, cycle lanes and Clongriffin station. The heights proposed will help to enclose streets and, when combined with active frontages through commercial and retail uses, provide a Town Centre feel.

### Clongriffin- Belmayne LAP

The LAP is not overly prescriptive in building heights. However the KDC at Clongriffin Station is identified as an appropriate location for increased density and height. In general, minimum heights of five stories in the KDC and four to five stories along the Main Street Boulevard should be achieved. The proposals align with this aspiration.

A landmark commercial building adjacent to Clongriffin Station, closing the vista of the Main Street Boulevard and signifying the town centre location to the wider landscape was approved and is still requested. This building will be provided in the form of Block 17, which is subject to this application. Block 17 as proposed will be 17 storeys in height with mixed use commercial located at the the lower floors and residential above. The height of the current proposal is the same as the approved building.

The LAP defers to the criteria set out in the Dublin City Development Plan for detail on tall building proposals.

### Dublin City Development Plan (2016-2022)

The Development Plan identifies Clongriffin as KDC1 and designates it accordingly as a location for taller buildings and increased density.

### Sustainable Urban Housing: Design Standards for New Apartments (March 2018) & National Planning Framework

These documents encourages the removal of “rigidly applied, blanket planning standards in relation to building design, in favour of performance based standards to ensure well-designed high quality outcomes. In particular, general blanket restrictions on building height or building separation distance that may be specified in development plans, should be replaced by performance criteria, appropriate to location.”

### Urban Development and Building Heights (December 2018)

This policy document takes precedence over any conflicting policies and objectives of development plans, local area plans and strategic development zone planning schemes. Since publication in December 2018 this document has become the only relevant guidance on tall buildings in all planning applications. As such, this application adheres to the guidance within this document, to ensure long term planning compliance and future proofing. This helps the proposals for Clongriffin to align with long term aspirations for Dublin as a sustainable city.



Clongriffin Building Heights



# 2.6 Town Centre Designation

Clongriffin is an emerging town and this application treats it as such. This designation allows opportunities for increased density, reduced parking provision and the provision of Build to Rent (BTR) on a large scale. Being designated a town centre also creates a responsibility to provide a sufficient quantum and quality of commercial development, social and community services, high quality public realm, active frontages and a legible street network. In the preparation of this planning application the design team have been cognisant of this necessity and have designed accordingly.

## Clongriffin-Belmayne LAP

This LAP sets out clearly its aspiration for the creation of a new town at Clongriffin, including the creation of a “strong legible urban structure”. Clongriffin is identified as a location for commercial provision and taller buildings in proximity to the station.

Adherence to specific policy requirements of the Clongriffin-Belmayne LAP are set out in the Planners Report included with this application.

## Dublin City Development Plan 2016-2022 – KDC 1

Clongriffin is identified as KDC1 in the Dublin City Development Plan 2016-2022. This application takes account of this classification and has been designed to incorporate the key principles of District Centres which are;

- An increased density of development
- A viable retail and commercial core
- A comprehensive range of high-quality community and social services
- A distinctive spatial identity with a high quality physical environment

**Population;** A diverse and significant population already exists in Clongriffin and this application will support this further. Earlier phases have focused on individual family homes, which has helped to create a strong base of residents, many of whom are committed to the location through purchasing homes and enrolling children in local schools. This application will bring more apartments, focussing on Build to Rent (BTR) units, which will be attractive to a broad range of family types from those starting out, through families renting in the long term and seeking security of tenure to pensioners who wish to live close to family in well serviced and maintained communities. Furthermore two blocks of apartments are dedicated to social housing and will be taken and managed by Social Housing providers. This will further add to the mix and diversity of population in Clongriffin.

**Density;** The proposed development subject to this application SHD 1 provides for a high-density development of 1,030 no. units which provides for a density of 163 units per hectare. The overall density of development subject to the concurrent applications (i.e. 1,950 units on

the masterplan site area of 11.4 ha) provides for a density of 171 units per hectare. The overall density across the entire Clongriffin Area including the constructed, permitted and proposed units provides for 84 units per hectare (4,518 units on an overall site area of 53.56 hectares). The proposed density is in excess of the recommended minimum of 50 units per hectare as advised under Section 28 Ministerial Guidelines.

The subject site is located on a high-quality transport route and is located in an existing centre within an urban context and therefore has the capacity to achieve higher densities. The proposed density is therefore considered appropriate due to the site’s location adjoining high-quality transport corridors

The density of the proposals is above average for Dublin and takes account of the proximity to public transport as well as the city itself. This density has been achieved through clever design and phasing of development. This will allow a critical mass of footfall to commercial and retail units in the Town Centre. This footfall creates a virtuous circle of customers and demand for businesses opening in the town, and should allow the emergence of a sustainable and vibrant local centre for residents to enjoy.

**Transport;** Clongriffin DART Station and multiple Dublin Bus routes serve Clongriffin. A commuter car park has been provided at the train station. In addition, provision has also been made for cycling with segregated cycle paths on main roads.

**Commercial/ Retail;** Active frontages are incorporated along all main roads to animate the streetscape and provide passive surveillance. Significant commercial floor area is planned with proposals including multiple retail units, restaurants and a cinema (in a concurrent application). The diversity of uses available will add healthy competition and options for residents.

**Community & Social Services;** Multiple community and social services have been delivered in the town centre in response to demand to date. Further provisions included in this and concurrent applications include three creches, a community centre and a Mens’ Sheds.

**Employment;** Offices and commercial units are proposed in several blocks located close to Clongriffin Station. Smaller retail units, management companies, landscaping and other industries will also create employment directly associated with the proposals. In addition there will be significant numbers of construction related jobs created on both the short and longer term in the area in relation to the construction of the proposals and ongoing maintenance and renovations of units.

**Built Environment;** A network of streets and spaces of different scale and feel is core to the proposals. These include green spaces, hard landscaped squares and tree lined streets. The majority of public open space has already been provided or is currently on site. This application will provide the final stage of open space and connections.



**Sustainable Urban Housing:** Design Standards for New Apartments (March 2018) Clongriffin qualifies as a Central/ Accessible Urban location according to these guidelines as it fulfils the criteria of “Sites within easy walking distance (i.e. up to 5 mins or 400-500m) to/ from high frequency (i.e.min 10 minute peak hour frequency) urban bus services". The number 15 bus currently runs at a frequency of every 8 minutes (i.e. 7.5 buses per hour) during the morning peak. This frequency is likely to increase in line with the increased population.

## Public Transport (proposed)

The Transport for Ireland (TFI) Bus Connects will have a positive impact on Clongriffin if it is successfully implemented as currently planned. The proposals place Clongriffin at the start of Core Bus Corridor 1. This will result in continuous bus and cycle priority from Clongriffin to the city centre. This will only improve connections for residents of Clongriffin over the longer term.

15

Buses from/to

From Clongriffin To Ballycullen Rd.

Operative Date: 21/10/2018

Version: TT 8.2

From Clongriffin Towards Ballycullen Rd.

View on Map

Cluin Ghriifin , Timpeáilán Ard Aidhín , Fionnradharc , FSC , Sráid Aungier (Sráid an Easpaig) , Ráth Maonais , Tr an Iúir , Droichead Theach Meaíóg , Bóthar Bhaile Uí Chuilinn

Monday-Friday	Saturday	Sunday
05:00 05:30 06:00 06:10 06:20 06:30 06:40 06:51 07:02 07:10 07:18 07:26 07:30t 07:34 07:42 07:46t	06:00 06:15 06:30 06:45 then every 15 minutes until 2130 21:45 22:00 22:15 22:30 22:45 23:00c 23:15c 23:30c	08:00 08:30 09:00 09:20 09:40 10:00 10:20 10:40 11:00 11:20 11:40 12:00 then every 15 minutes until 2145 22:00 22:15 22:30 22:45 23:00c 23:15c 23:30c
19:15 19:30 19:45 20:00 20:15 20:30 20:45 21:00 21:15 21:30 21:45 22:00 22:15 22:30 22:45 23:00c 23:15c 23:30c		

Clongriffin (Sq.) • 20mins • Artane Roundabout • 13mins • Fairview • 8mins • FSC • 13mins • Aungier St. (Bishop St.) • 10mins • Rathmines • 14mins • Terenure • 5mins • Templeogue Bridge • 15mins • Ballycullen Rd.





An increased density of development

A viable retail and commercial core

A comprehensive range of high-quality community and social services

An increased density of development

A distinctive spatial identity with a high quality physical environment





## 3.0 MASTERPLAN & URBAN DESIGN

### 3.1 Urban Framework Plan & Design Strategy

The Urban Framework Plan in Clongriffin is, and has always been, to create a sustainable, high density, vibrant, mixed-use town centre. The Framework Plan is an overall vision for Clongriffin Town Centre and includes earlier phases, the subject application and concurrent applications. The structure of Clongriffin was set up in the original planning application in 2003 and no deviation from this is being sought. The Framework Plan takes its cues from the Clongriffin-Belmayne LAP Urban Design Section. Compliance with this document is detailed in the Clongriffin Masterplan Document (June 2018, copy included with this application) and will not be repeated here.

The Urban Structure of Clongriffin focusses around a series of public open spaces, both green and hard landscaped, connected together through a highly permeable network of streets. The streets themselves have a hierarchy, with vehicular traffic encouraged to the perimeter roads. Pedestrians and cyclists are offered more options between largely segregated routes, such as through the Mayne River Park and Market Street link, to quieter neighbourhood streets shared with vehicles but designed to be low traffic. On-road cycle tracks are also provided on the strategic perimeter roads for fast moving cyclists who simply want to get from A to B.

The town structure sets up a series of 'zones', ranging from the commercial centre, focussed around Station Square and the DART station, through high density 'urban living' in perimeter blocks with strong street edges adjacent to the commercial centre, to medium density single family homes closer to Fr. Collins Park and Beau Park. These zones are not hard and commercial and community uses are dotted throughout the town for convenience and practicality. Commercial uses are also consolidated along Main Street and Station Street, where heavier footfall will help support small business and local services.

Vistas and views have been considered with several key views fundamental to the structuring of the town. These include the view down Main Street, towards Clongriffin Station. As identified in the Clongriffin-Belmayne LAP this vista will be closed by Block 17, a 17 storey tower. This building is an important marker, signifying not only the station itself,



Station Square Sunday market

but the presence of the emerging commercial centre to Clongriffin. This will be important in the longer term for the viability of major commercial uses in the town centre and will serve as a landmark for the town.

Legibility and wayfinding have also been carefully considered and each block in the subject application addresses these issues locally, whilst fitting into a wider network of legible streets. Broadly, strong street edges have been encouraged, with active uses and frontages as much as possible. Where commercial frontage is not practical, ground floor residential is typically proposed. These vary between own-door and internally-accessed units. Each block in Clongriffin SHD1 will be built from a complimentary palette of hard-wearing, durable materials, such as brick, aluminium and stone cladding. Whilst the palette is similar, each block will differ somewhat in style, with these variations adding to legibility as roof planes, corners, open spaces, commercial units etc all work together to create local distinctions.

Overall the Urban Framework Plan aims to set up a family-oriented, sustainable and viable town centre in Clongriffin. Earlier phases have included lower density homes and significant public open space provision. Clongriffin SHD1, and the two concurrent applications working alongside it, will provide the density and structure that is still missing, to complete the vision for Clongriffin and finally deliver a self-sustaining and vibrant town centre.

Extract from  
Clongriffin-Belmayne  
LAP

It is the objective of the Council:

- UDO1** To achieve high quality and sustainable densities to consolidate the area, maximise access for residents and employees to public transport and successfully define important locations and routes including the Main Street access and town centres (KDC designated zones).
- UDO2** To promote the development of family orientated, high quality, adaptable, life long homes within the LAP area through creative design that still delivers a sustainable density to support the provision of services.
- UDO3** To promote public spaces that provide both passive and active recreation and a connection to those forms of activities in the surrounding area.
- UDO4** To ensure high quality streetscapes are achieved through distinctive high quality street furniture, lighting, paving and public artwork that creates a distinctive character associated with the North Fringe.
- UDO5** To design park spaces and all open spaces linkages to be part of the larger green network in particular from Father Collins Park to the surrounding area and along the River Mayne incorporating a dedicated network of cycle paths and pedestrian routes.
- UDO6** To achieve creative and unique character through public realm enhancements in all key development sites through development contribution levies and partnership with the divisions of Dublin City Council.
- UDO7** The height strategy for the LAP will seek positive integration of new building height with established character. Locations identified for special height character are the designated Key District Centres (in general 5 storeys minimum) and the Main Street Boulevard axis (in general four to five storeys). Heights of 2-6 storeys (including a set back at the top floor of a 5/6 storey building) may be facilitated subject to quality design criteria and set back requirements along the river corridor to complete the urban form of pavilion buildings to complete

Marrsfield, One location for a landmark profiled building (10-14 storey office height equivalent) is designated adjacent to Clongriffin Rail Station. In other locations, where 4 storeys residential height is proposed, some flexibility will be allowed on the height equivalent (13m) to achieve design improvements to the façade.

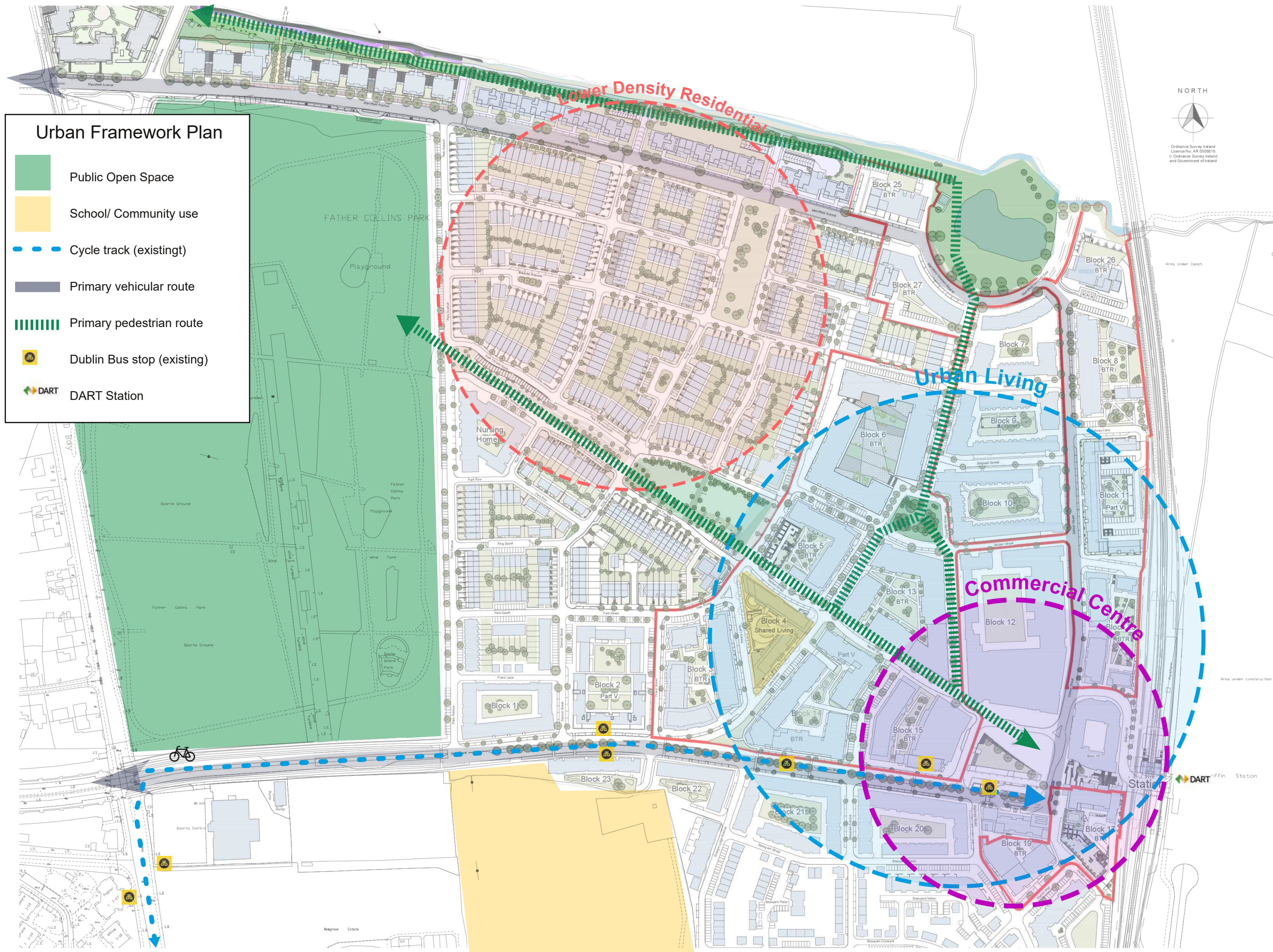
- UDO8** To seek full compliance within all permitted developments on planning conditions, completion of infrastructure, adherence to phasing policy, taking in charge standards building control and fire regulations and seek more effective mechanisms for Dublin City Council to seek confirmation of full compliance on all planning, design and build stages for future developments in the LAP area.

- UDO9** To seek and assess the satisfactory arrangements for the future management of multiple unit developments as a integral part of a scheme planning proposal to ensure that residential amenities are protected in the management of completed developments in accordance with city policy of encouraging lifetime homes.

- UDO10** To minimise the adverse impacts of noise and promote good health and a good quality of life through the effective management of noise within the Clongriffin-Belmayne Local Plan Area.

- UDO11** To preserve and maintain good air quality in the plan area in accordance with national and EU policy directives on air quality and where appropriate promote compliance with established targets







## 3.2 Movement & DMURS

The Clongriffin Masterplan was laid out in accordance with the principles of DMURS and previous best practice and guidance in this area. The four Key Characteristics of Place Based Design are core to the proposals and Clongriffin SHD 1 fully supports these aspirations.

Achieving better street design in urban areas will encourage more people to choose to walk, cycle or use public transport by making the experience safer and more pleasant. It will lower traffic speeds, reduce unnecessary car use and create a built environment that promotes healthy lifestyles and responds more sympathetically to the distinctive nature of individual communities and places. Clongriffin is intended to deliver a high quality development which complies with the recommendations of DMURS and Clongriffin SHD 1 helps support this aim.

The proposed development has been designed to reduce traffic speeds with long straight sections of road, where possible, being avoided. Road junctions incorporate raised tables which improve pedestrian crossing facilities, particularly for disabled users and people pushing prams/ buggies, and serve as an additional traffic calming measure.

DMURS sets out four core design principles which designers must consider in the design of roads and streets.

### Connectivity

Permeability and movement are key to the layout and usability of the town centre. A hierarchy of routes has been created, which will encourage traffic of each mode onto the appropriate route, whilst outright barriers to movement have generally been avoided. The provision of high quality, direct links, will encourage active modes of transport, with cycling and walking taking precedence for 'last mile' and local journeys.

The proposed development has been carefully designed so that the private car does not enjoy the level of connectivity afforded to pedestrians and cyclists. Journey times and routes for car-based transport are considerably longer and more cumbersome in order to make it more attractive for walking and cycling to the local shops and schools. The development is, however, well connected to the surrounding road network.

The masterplan is designed as a permeable neighbourhood with a hierarchy of streets from neighbourhood to regional. This allows pedestrian and cyclists options, depending on their journey purpose and confidence. Completed main roads include segregated cycles facilities and generous footpaths. Most of the development's internal road network has been constructed under the parent planning application, Reg. Ref. 0132/02, PL29N.131058. The internal road network connects with Marrsfield Avenue to the north and Main Street to the south, both of which connect to Hole in the Wall Road to the west of the development.

Though construction of the main road network is substantially completed, additional road treatments are proposed. The proposed development is to be compliant with the recommendations set out in the Design Manual for Urban Roads and Streets (DMURS), the stated objective of which is to achieve better street design in urban areas.

A new link has been provided under the railway in the NE corner of the lands. This will connect the River Mayne Linear Park through to Baldoyle Nature Reserve and provide a new option for movement within and through the lands.

### Enclosure

The proposed blocks all propose strong street edges, with building lines coming forward to the back of pavement where commercial uses are proposed at ground floor. Where residential units are proposed at ground floor, a minimum of 2m 'defensible' zone is proposed, with these spaces carefully designed to facilitate residential privacy whilst maintaining 'eyes on the street'.

The use of street trees can also enhance the feeling of enclosure. The proposed development has been designed so residential units are overlooking streets and public open spaces, which provides passive surveillance. Landscaping and tree planting are provided along the roads/streets which assists in providing a sense of enclosure and enhanced street environment.

### Active Edge

Each block fronts directly onto the surrounding roads and streets. Entrances to blocks are provided directly from the street in addition to proposed commercial and retail units. Additionally, own-door residential units will increase footfall and activity.

Glimpsed views into internal spaces are also provided in certain blocks, including Block 28 and Block 17. This adds dynamic and interest to the streetscape.

### Pedestrian Facilities/ Activity

The sense of intimacy, interest and overlooking that is created by a street that is enclosed and lined with active frontages enhances a pedestrian's feeling of security and well-being. Good pedestrian facilities (such as wide footpaths and well designed crossings) also makes walking a more convenient and pleasurable experience that will further encourage pedestrian activity. All footpaths proposed are a minimum of 2m wide, typically wider, with street planting, car parking, bicycle stands and other uses added to create diversity.

Two pocket parks are included in this application, adjacent to Block 6 and Block 8. These spaces improve the pedestrian realm and add resting opportunities and shading. The pedestrian priority street along Market Street is also included within the concurrent applications and is important context for Clongriffin SHD 1.

Both perpendicular and parallel on-street parking spaces are incorporated at various locations throughout the development. On-street parking separates pedestrians from the vehicle carriageway and, as per DMURS Section 4.4.9, can calm traffic by increasing driver caution, contribute to pedestrian comfort by providing a buffer between the vehicular carriageway and foot/cycle path and provide good levels of passive security.

Roads running north-south through the development have been designed with a gentle horizontal curvature, which helps to calm traffic without impeding on safe sight lines or unduly increasing walking distances for pedestrians, and is in accordance with alignment and curvature recommendations set out in DMURS Section 4.4.6. The public areas fronting and within the proposed development have been designed by the multidisciplinary design team to accommodate pedestrians and cyclists in accordance with the appropriate principles and guidelines set out the Design Manual for Urban Roads and Streets.

It is considered that the proposed development is fully compliant with the connectivity objectives of DMURS.

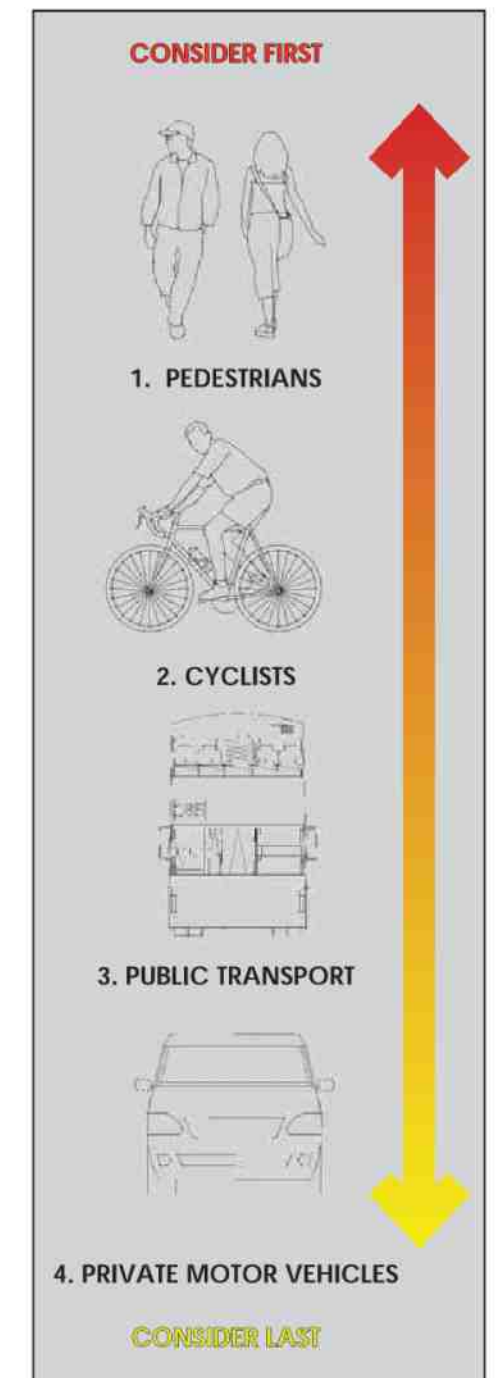
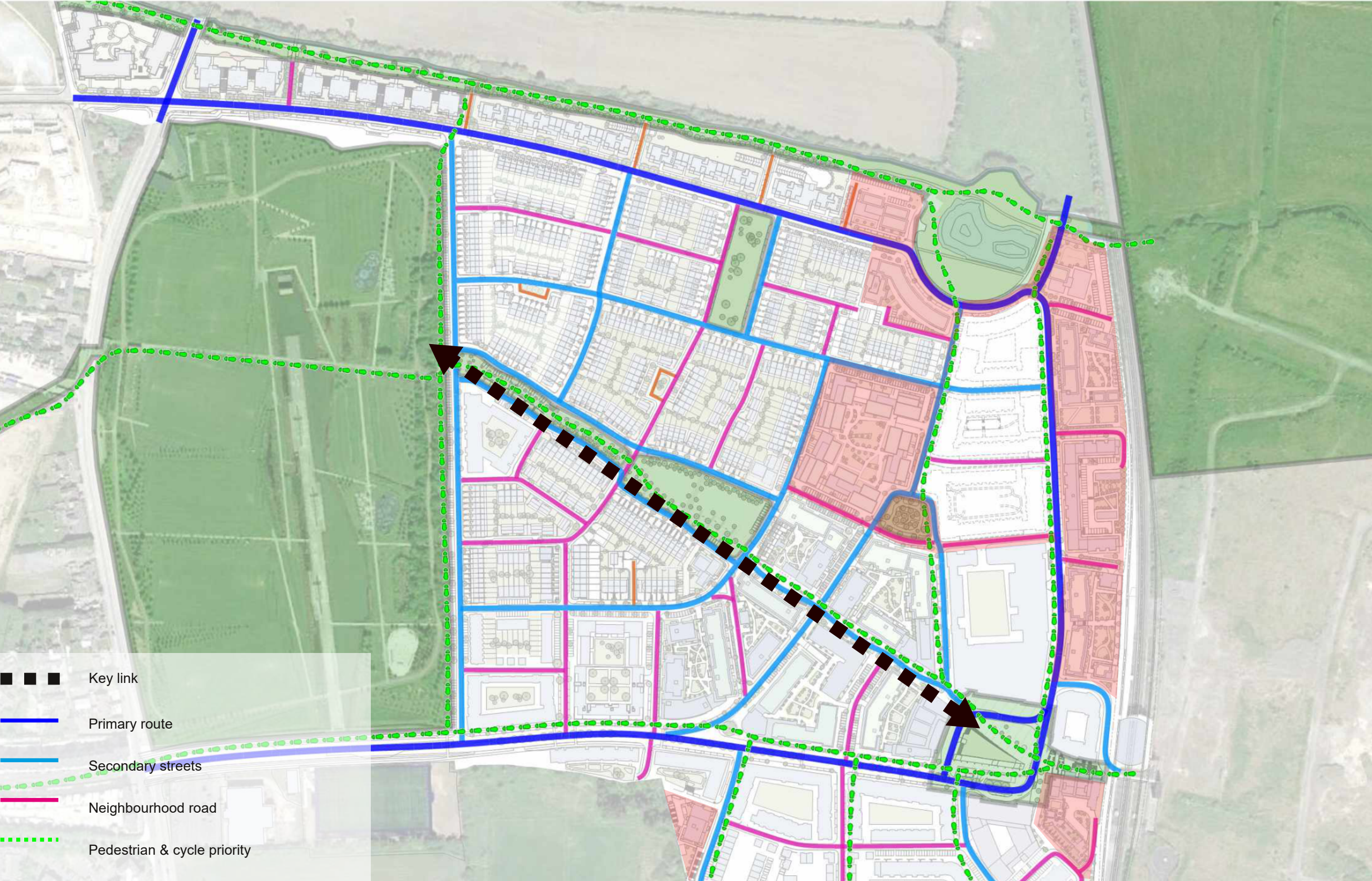


Figure 2.21: User hierarchy that promotes and prioritises sustainable forms of transportation





Hierarchy of streets within the masterplan



# 3.3 Connections & Green Links

Central to the Clongriffin Masterplan are several green links and connections that link together a series of small and medium sized open spaces and create an environment where walking and cycling are the most attractive mode choices.

The primary connection is the 'String of pearls' route from Father Collins Park to Station Square. This link has been carefully designed to encourage pedestrian and cycle priority and craft a journey that moves through spaces and streets of different character. Three public spaces – Fr. Collins Park, Belltree Green and Station Square - are connected by high quality public realm.

The journey leads from the large scale Fr. Collins Park, through a quiet and tree-lined street, to the intimate but more urban Belltree Park, with it's smaller scale and plentiful benches. Then it continues along a hard landscaped, shared surface, pedestrian and cycle priority street, to the town centre and urban environment of Station Square.

Views between each space can be glimpsed along the way and a similar language of street furniture ties each section of the route together through lighting, benches, tree species and hard landscaping.

The proposals in the subject application to not directly front onto this route, however they will benefit from proximity to this emerging amenity.

Two pocket parks are located within the boundary of the subject application; Grant Park on Lake Street, beside Block 6 and Railway Park adjacent to Block 8. Both of these pocket parks will be important in their own right for pedestrian connections and green links within Clongriffin. Grant Park, in particular, will be an important node on the link from the River Mayne Linear Park to Station Square.

Further detail on the design of Market Street can be found in the Landscape Architects report and full scale drawings.

Neighbourhood Street with greenway



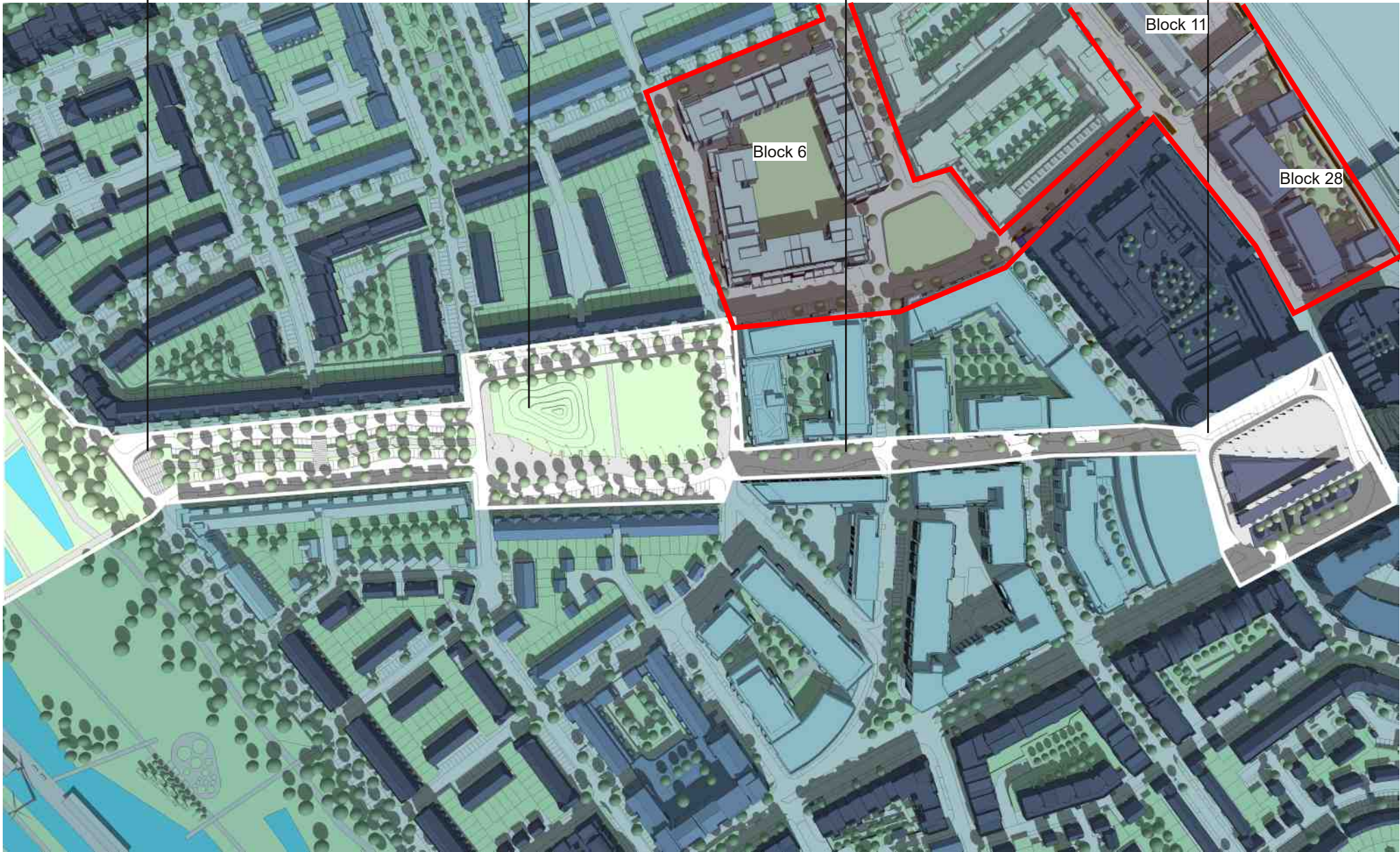
Bellpark Square



Pedestrian & bicycle priority street



Station Square



Fr. Collins Park      Park Terrace      Belltree Park      Market Street      Station Square





Recreation space at Fr. Collins Park



The Attenuation Lake and River Mayne Linear Park, July 2018

A network of pedestrian and cycle friendly routes permeate the Town, linking up small pocket parks, the large regional park and the urban Station Square



# River Mayne Corridor

Another green link that is being provided and which is a feature of the Clongriffin-Belmayne LAP is the River Mayne Corridor.

The River Mayne corridor has been partially completed with developments infilled along Marrsfield Avenue and construction underway at Riverside and down as far as the attenuation lake and Wetland Park at the junction with Dargan Street.

Landscaping along the river is high quality and a network of pedestrian footpaths has been linked along the full length. Extensive tree planting, of native species, in addition to smaller shrubs and plants have also been provided.

A new pedestrian link has been provided in the northeast of the site, under the railway, to connect the River Mayne Park into the Baldoyle Nature Park.

Blocks 25, 26 and 27 will provide important context for this park as they create enclosure and passive surveillance, overlooking the linear park and attenuation area. These blocks have been laid out to encourage active use of the open space, provide passive surveillance and give a structured edge to the open space.

Apartments approved at Marrsfield Avenue beside Fr. Collins Park

Apartments completed at Marrsfield Avenue

Pedestrian path and new planting along River Mayne

River Mayne Corridor



Darndale Park



River Mayne Corridor



Father Collins Park



Attenuation pond and Wetland Park under construction



New link provided under railway to Baldoyle Nature Park



The River Mayne Corridor links several green spaces and parks on it's journey to the coast



# 3.4 Urban Form

A hierarchy of streets has been provided for with one primary vehicle route around the outer edge of the masterplan. This road, Station Street and Marrsfield Crescents East and West, are included in this subject application. This application would represent a completion of frontage onto this primary road network, for all sites within the applicants ownership.

An internal network of smaller scale, neighbourhood roads provides alternative, slower, options for cyclists and local traffic. A central spine links Fr. Collins Park with Station Square along a pedestrian and cycle priority road.

Different road widths, on-street parking, tree planting and landmark buildings have been employed to aid legibility and wayfinding, whilst slowing traffic. Emphasis has been made to create pedestrian and cycle friendly neighbourhoods, utilising principles from DMURS.

Main streets have residential units above commercial and community facilities at street level. This allows 'eyes on the street' and passive surveillance. Within this application Blocks 6, 17, 27 and 28 have some commercial uses at ground floor. The balance of blocks propose ground floor residential units. The blocks containing commercial uses are located close to the commercial centre and primary routes.

A network of social spaces is also provided, from the large expanse of Fr. Collins Park, through formal play areas for children, local green kickabout areas, informal green spaces to steps and benches that encourage lingering and informal socialising. These include the two pocket parks within this application.

A variety of building types have been provided and allowed for in the masterplan. Typologies vary from two and three storey terraced homes on neighbourhood streets, to higher density apartments and duplexes in shared and mixed-use blocks. As earlier phases have focussed on building medium density, single family homes, the subject application proposes a higher density of perimeter blocks of apartments. This allows an average density sufficiently high to sustain a mixed-use town centre.

The form of each block responds to it's location and function within the masterplan, with density and height used to structure civic spaces and aid wayfinding and legibility of streets. Taller corners and active frontages are utilised to structure the masterplan, provide edges, nodes and structure. Blocks 17 and 26 both make use of increased height as a space structuring device. These taller buildings are strategically located at the corners of the perimeter route around the town, aiding wayfinding, legibility and providing landmarks.



Figure Ground Now



Figure Ground with Clongriffin SHD 1



Figure Ground with Clongriffin SHD 1 and concurrent applications



## 3.5 Public Realm

The public realm within the masterplan is varied and adapts to the context. In residential areas principles from DMURS have been employed to slow traffic and accommodate private parking in a way that improves the street environment. Within the subject application roads are mostly strategic vehicular routes, with some smaller access roads also included.

On-street parking, incidental open spaces, tree planting and lighting have all been employed to enliven the street environment and subtly demarcate between private and public areas. On-street parking spaces will incorporate SUDS measures and street trees will help to soften the feel of the streets.

On primary routes, and in Station Square formal lighting standards are used, in conjunction with high quality finishes, to give a civic feel. Level differences are exploited to allow steps, ramps and planters to provide informal resting and lingering spaces. Steps along the boundary of Block 17, approaching the station, add dynamic and unexpected urban streetscape.

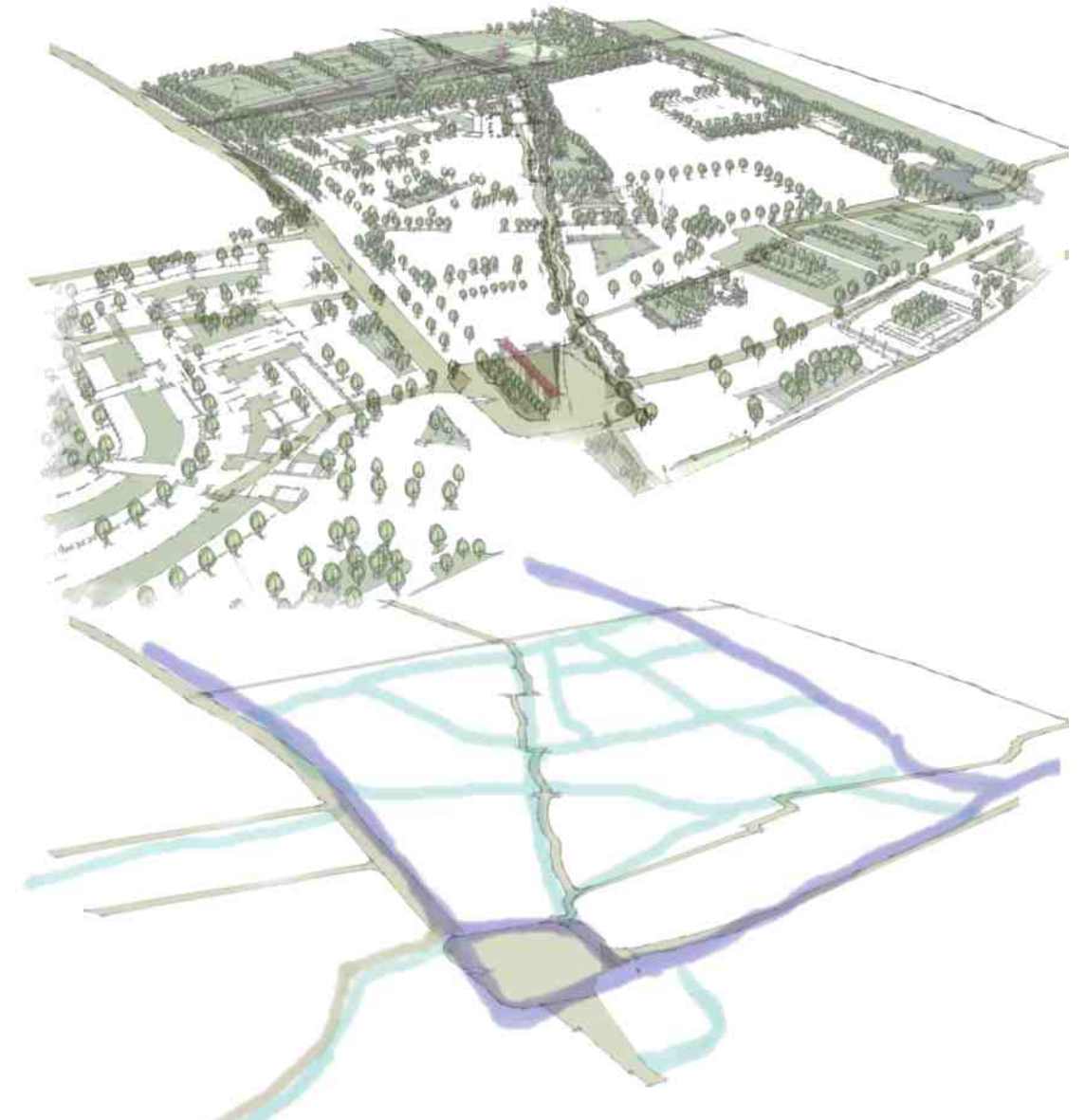
Taller buildings, such as Blocks 17 and 26, with flush frontages to the street, provide civic structure whilst smaller elements are incorporated to introduce a human scale and help people navigate. Examples of this human scale are the two pocket parks and lower blocks height closer to the railway. Glimpses views into semi-private spaces will also add diversity to the street experience, for example Block 28 opens up on each side to allow views to the internal space from surrounding streets.



View along Main Street looking east

### Landscaping;

A lush landscape of street trees, pocket parks and high quality plazas layers on top of the public realm to create a green and sustainable environment. Internal landscaped podiums contrast with public parks and pockets parks, to allow glimpses of greenery from almost all vantage points. The new town also sits into a wider landscape of parks and open spaces, all linked and easily accessible from Clongriffin.



### Public Realm;

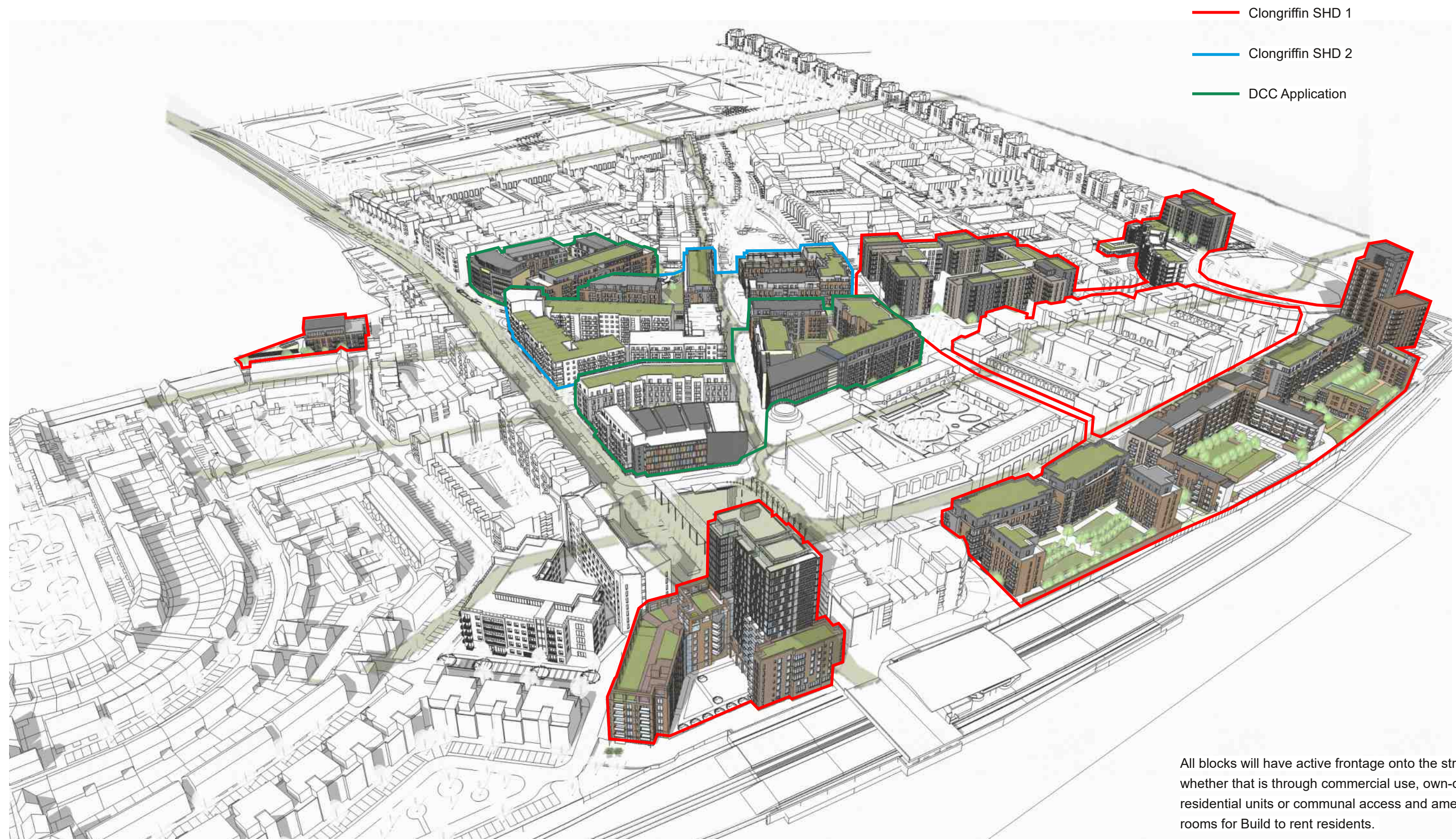
The public realm is structured to create a hierarchy of routes; cars and buses will naturally stay on the main routes of Main Street, Station Street and Marrsfield Avenue whilst pedestrians and cyclists can navigate a permeable network of narrower streets, linked together with pocket parks and plazas. The permeability allows options and the network of open spaces aids wayfinding.

### Buildings;

The buildings set up a strong streetscape through the intentional use of active frontages, strong street edges, use of height and features to aid wayfinding and legibility. A combination of own-door units and units accessed from internally with open spaces onto the street creates a diversity of street environment that allows local identity within a legible whole.









# Public Realm (cont.); Market Street

Market Street is not inside the red line of this application, however it is important context for the subject blocks as a result of it's civic and commercial functions. Market Street will connect Fr. Collins Park to Station Square along a pedestrian and cyclist focussed street, with active frontage most of it's length.

This pedestrian and cycle priority street has been carefully laid out to encourage a safe and inviting environment for those on foot or two wheels, with car park entrances located to the sides of adjacent blocks and traffic encouraged onto other roads. Small amounts of traffic will be allowed onto the street as necessary, for example for drop off. Raised tables will be employed at the minor junctions crossing the street to make the hierarchy clear.

High quality landscaping, bicycle stands, tree planting and active frontages from both civic and commercial uses will all combine to create a lively and safe street. Public benches will also be provided to encourage lingering and informal encounters.

Active frontages onto the street, minimal car traffic, limited on-street parking and occasional loading access and passive surveillance from residential units above, all combine to create a balanced, human scale street.

Further detail on the design of Market Street can be found in the Landscape Architects report and full scale drawings.

On-street parking adds activity



Flush surfaces encourage driver caution



Material finishes indicate priority and segregation



Street lighting choice implies pedestrian scale







**PROPOSED TREE PLANTING**  
See list

**GRASS PLANTING**

**PROPOSED SHRUB PLANTING**  
See list

**PROPOSED HEDGE PLANTING**

**URBAN SOIL TREE PIT**  
25m2

**BOUNDARY TREATMENT**  
Garden kerb 50x150x900mm

**BOUNDARY TREATMENT**  
Rendered Wall 450mm high with Capping 450x600x80mm

**BOUNDARY TREATMENT**  
Charcoal 100x100 double row border 200mm wide

**BOUNDARY TREATMENT**  
1200mm high Perforated railing/Glass balustrade

**SURFACE TREATMENT**  
Paving flag 600x400 grey (to match existing on Main Street)

**SURFACE TREATMENT**  
Tegula charcoal 175x140x50mm & 140x140x50mm

**SURFACE TREATMENT**  
Sienna silver 208x173x50mm & 173x173x50mm

**SURFACE TREATMENT**  
Private terrace Retro heather 190x50x60mm

**SURFACE TREATMENT**  
Beige tarmac/Dust path

**SURFACE TREATMENT**  
Concrete path, brush finish with trowel edge

**SURFACE TREATMENT**  
Hydropave Pedesta for Car Parking 200x100x60 Brindle with charcoal border (to match existing)

**SURFACE TREATMENT**  
Market St. Guangze granite 200x100

**Proposed Small Tree Planting**

No.	Name	Size
T15	Acer palmatum	150cm
T16	Acer shirasawanum	200cm
T17	Acer griseum	14-16cm
T18	Amelanchier lamarckii	200cm
T19	Arbutus unedo	200cm
T20	Betula pendula	14-16cm
T21	Betula pendula(3 stem min.)	350cm
T22	Betula papyrifera	14-16cm
T23	Crinodendron hookerianum	50L
T24	Laurus nobilis 'Cone Shaped'	200cm
T25	Laurus nobilis(3 stem min.)	200cm
T26	Rhus typhina	120cm
T27	Salix tortuosa	300cm
T28	Malus 'John Downie'	14-16cm
T29	Viburnum opulus	14-16cm

**Proposed Street Tree Planting**

No.	Name	Size
T1	Platanus acerifolia	18-20cm
T2	Tilia cordata 'Greenspire'	16-18cm
T3	Tilia cordata 'Green column'	16-18cm
T4	Acer campestre 'Elsrijk'	16-18cm
T5	Pyrus calleryana 'Chanticleer'	16-18cm
T6	Quercus palustris	16-18cm
T7	Prunus avium 'Piena'	16-18cm
T8	Sorbus aria	16-18cm

**Proposed Planting A**

No.	Name	Size
H1	Eleagnus x ebbingei	3L
S1	Lavandula angustifolia	3L
S6	Cornus alba	2L
G1	Bergenia cordifolia	1L
G4	Hedera helix Hibernica	1L
P1	Erysimum 'Bowie's mauve'	3L
P7	Verbascum spp.	1L

**Proposed Planting B**

No.	Name	Size
H4	Laurus nobilis	3L
S3	Cistus corbariensis	3L
S8	Hypericum hidcole	2L
G3	Geranium 'Rozanne' (Jolly bee)	1L
G9	Rubus tricolour	1L
P2	Verbena grandiflora	2L

**PROPOSED FLUSH KERB**  
Silver granite surface drain

**SEATING**  
Omos or similar approved

REVISIONS					Project Title:	Dwg. No.:
Rev A	MR	17.08.18	Revised Layout		Proposed Market Street, Clongriffin, Dublin 13	01
Rev B	MR	05.09.18	Revised Layout			Scale: 1:100
Rev C	MR	19.09.18	Revised Layout			Date:
Rev D	MR	31.10.18	Revised Layout		Client: Clandon Properties	
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This drawing is copyright						



## 3.6 Neighbourhoods & Street Naming

Appendix 3 of the LAP sets out the following aspirations for larger schemes;

*New developments should promote or reinforce local distinctiveness without stifling innovation. The best schemes are usually those that recognise the individuality of a place, and either tailor standard solutions or create particular and original architecture for that site.*

New typologies have been introduced across Clongriffin to create a distinctive neighbourhood that has its own character, whilst sitting comfortably in the context.

Earlier phases of development in Clongriffin have introduced medium density housing, in terraces of two and three storey single family homes. These have been laid out with shared on-street parking, plentiful public open space and generous footpaths and public realm. These typologies have set the scene for a higher density style of living, with all the benefits of increased amenity and safer environment that density brings.

Along Main Street, the precedent has been set for perimeter blocks with commercial uses at ground floor. The subject application will continue this theme, with the benefit of having learned from earlier buildings so lessons have been incorporated into this and concurrent phases. This includes some changes to the material palette, with preference for highly durable materials such as brick and metal composites.

The majority of units proposed will be Build to Rent, which is a typology not prevalent in Dublin, particularly this part of Dublin, at present. This typology will distinguish homes in Clongriffin, with high quality, highly serviced homes available for rent, with resident amenity integrated to the design from the outset. Resident support facilities, such as concierges, will make living in Clongriffin highly convenient. Build to sell blocks will also benefit from shared facilities and concierges as these amenities are beneficial to all home types.

Several distinct neighbourhoods exist within the Clongriffin lands, providing options to home buyers and renters and adding interest to the area. These vary from terraced homes, through smaller apartment blocks to higher density, tower blocks such as Block 17, immediately adjacent to the station. Tenure options will also vary across the town, from home-owners to short and longer term renters. A large proportion of social housing homes are also provided within the town, integrated into the proposals. These include Block 11 within this application.

The masterplan sets up a framework of neighbourhoods within which communities can grow. Appropriate community facilities and services have been provided for and are covered in other sections of this report.

All public spaces have been designed in accordance with principles from the Urban Design Manual: A best practice guide published by the Departments of Environment, Heritage and Local Government. These spaces are spread throughout the town and two fall within the boundary of the subject application.

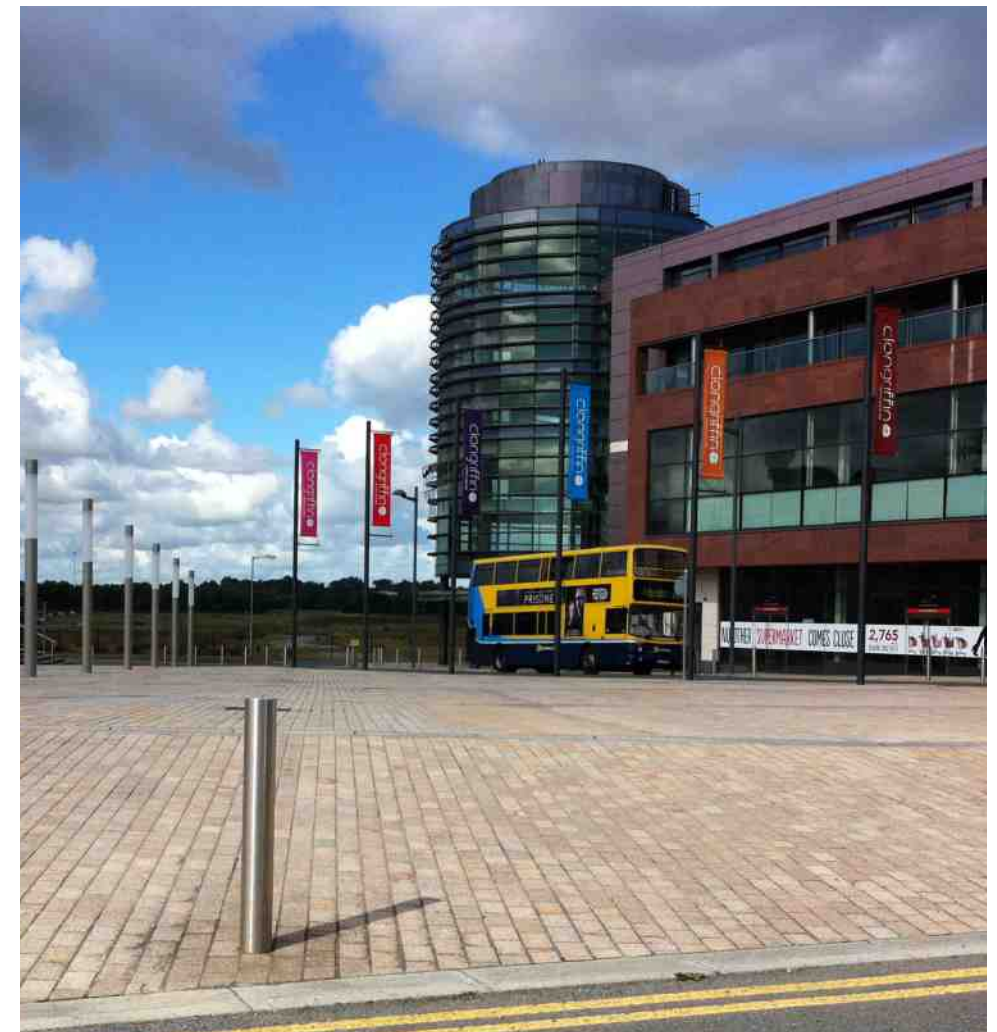
Street and neighbourhood names have been carefully selected to reflect the unique history of the area, including the former uses.

### Extract from ‘Balgriffin Naming Report’ by John Montague, Architectural Historian, 2005

3 North Donaghmede: E of Fr Collins Park, S of Mayne River, W of Dublin-Belfast train line

*This is the former location of Grange Abbey, the former grange to All Hallows (later Trinity College) Priory: a grange being the name for an outlying farm. The co-called Grange Abbey Church was also used as a local parish church throughout the middle ages, and its early-14th-century ruins still survive on a piece of open ground NE of the roundabout at the junction of the N32 and Grange Road. The names of Grange, Grange Abbey and Grangemore have been used already. Granted to All Hallows in the 12th century by the King of Leinster, Dermot McMurragh, Dermot's Grange is a viable new name. There is also a story from recent memory about the recovery of a bell which had for many years hung in a tree, but was found by the builders when the area around Newgrove Estate was developed in the 1970s. This bell belonged to the gable belfry of the original Grange Abbey church. The tree with the bell was a well known and mysterious feature in the area, before the tree was felled and the bell was recovered by the builders. The name Belltree gives some weight to recent history, while at the same time commemorates the very important medieval history of the area. Another piece of local and recent history was preserved until recently in the name given to the area now known as Fr Collins Park. This piece of ground had been referred to locally as Marr's Field in deference to the owner of the farm here (a Mr Marr from Howth). The new name Marrsfield is an acknowledgement of this local memory of an almost forgotten named place.*

Within the boundaries of the subject applications streets have been named according to the foregoing street naming convention and include reference to the station (Station Street), the adjacent railway lines (Railway Lanes North and South), Marrsfield, as mentioned above, (Marrsfield Crescents East and West), the attenuation lake in the River Mayne Linear Park (Lake Street) and Sir William Dargan, ‘the father of Irish railways’ (Dargan Street and Lane).

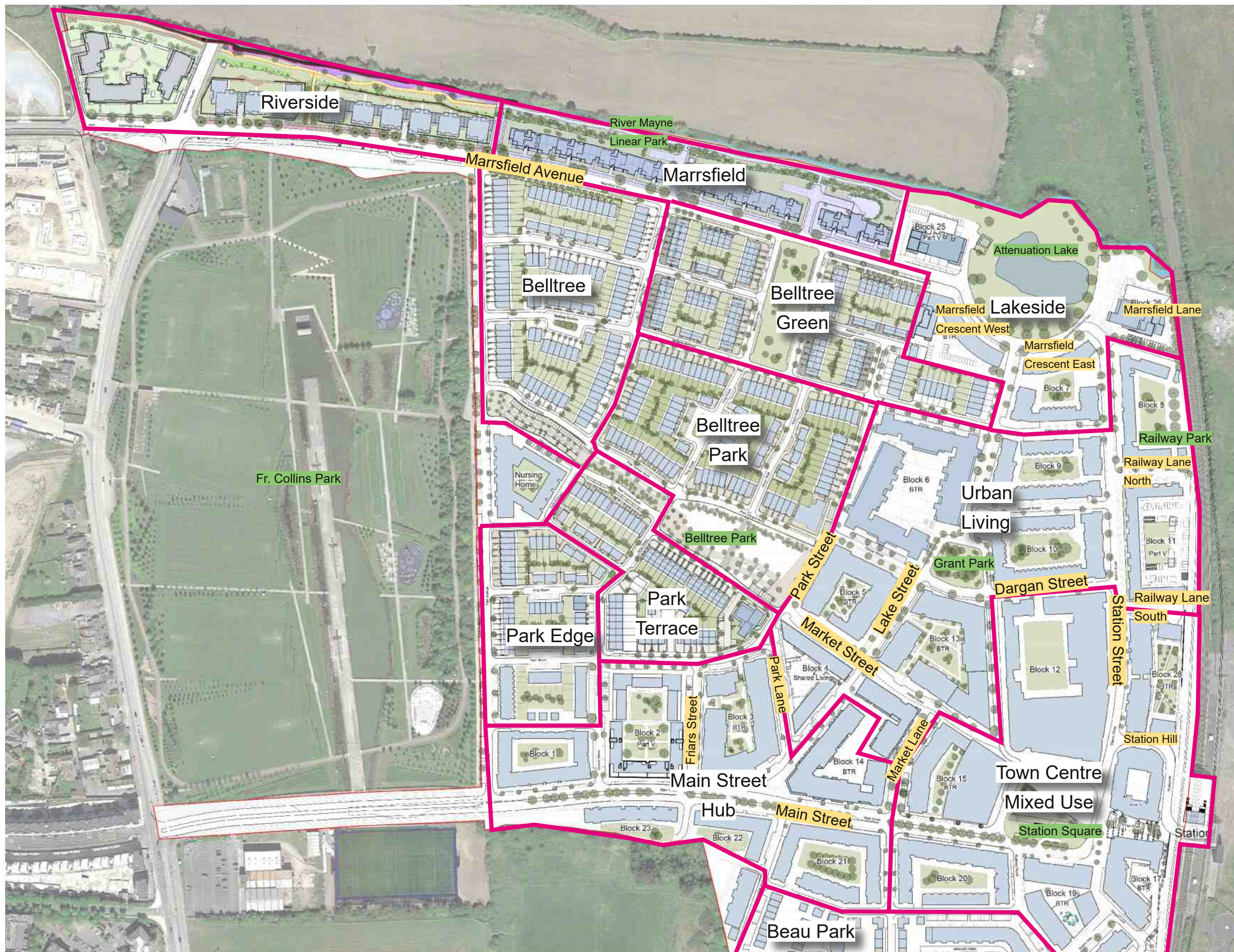


Clongriffin Station Square and commercial centre



Medium density single family houses along Park Avenue

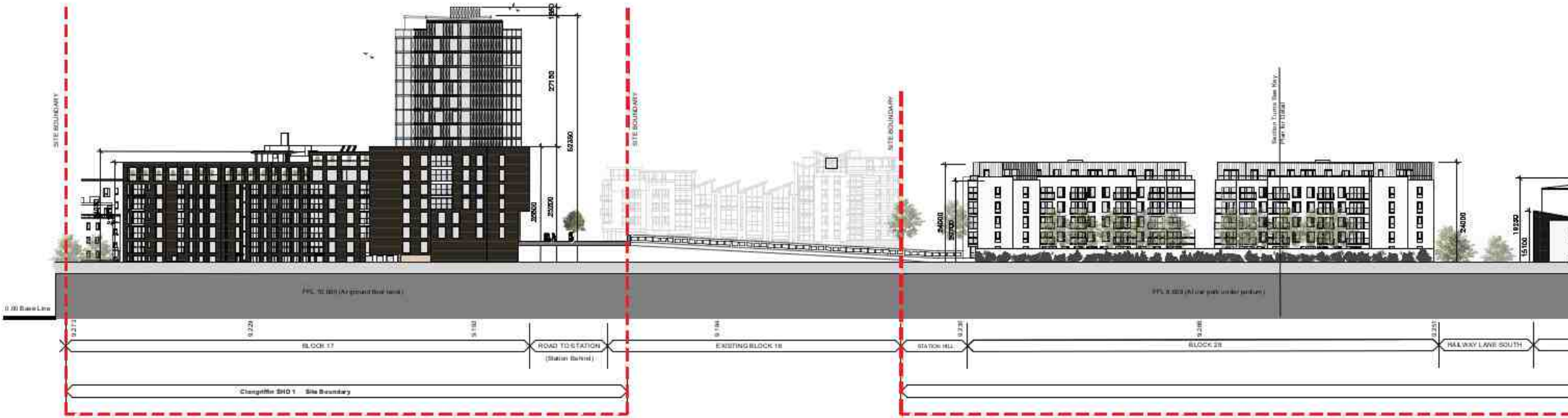






# 3.7 Site Sections & Contiguous Elevations

Sample contiguous elevations from SHD 1 showing the streets, context and concurrent applications. For full set of contiguous elevations please refer to full scale drawings.

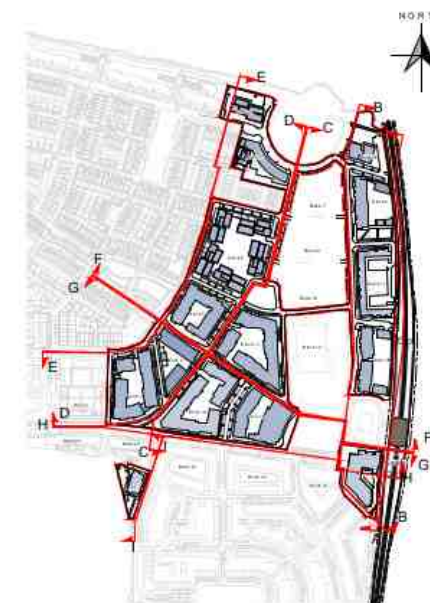
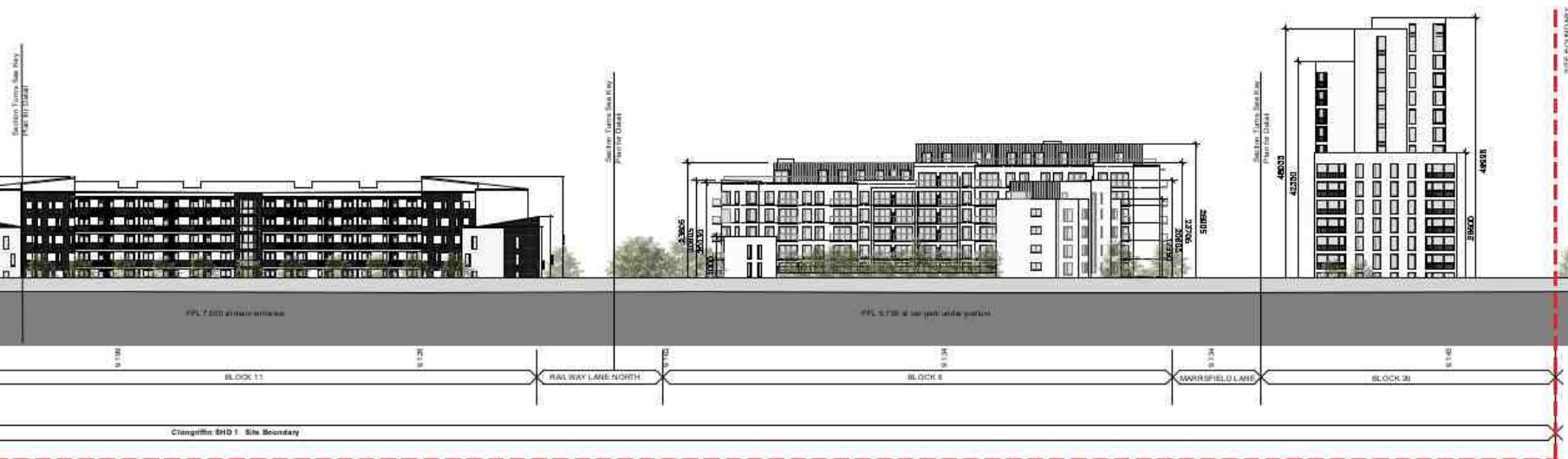


SECTION A-A

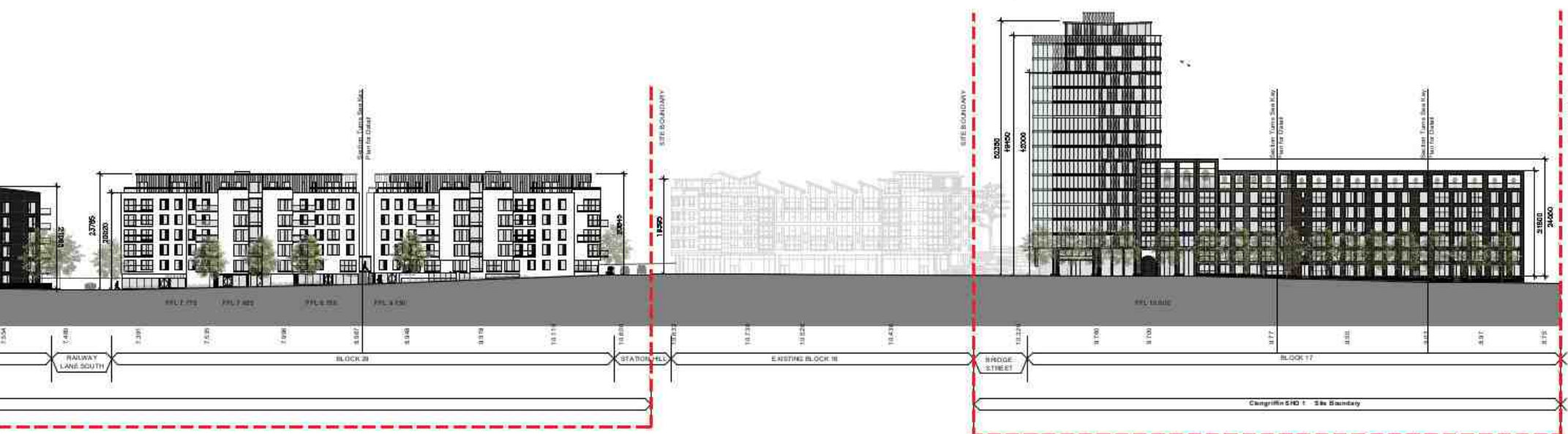


SECTION B-B

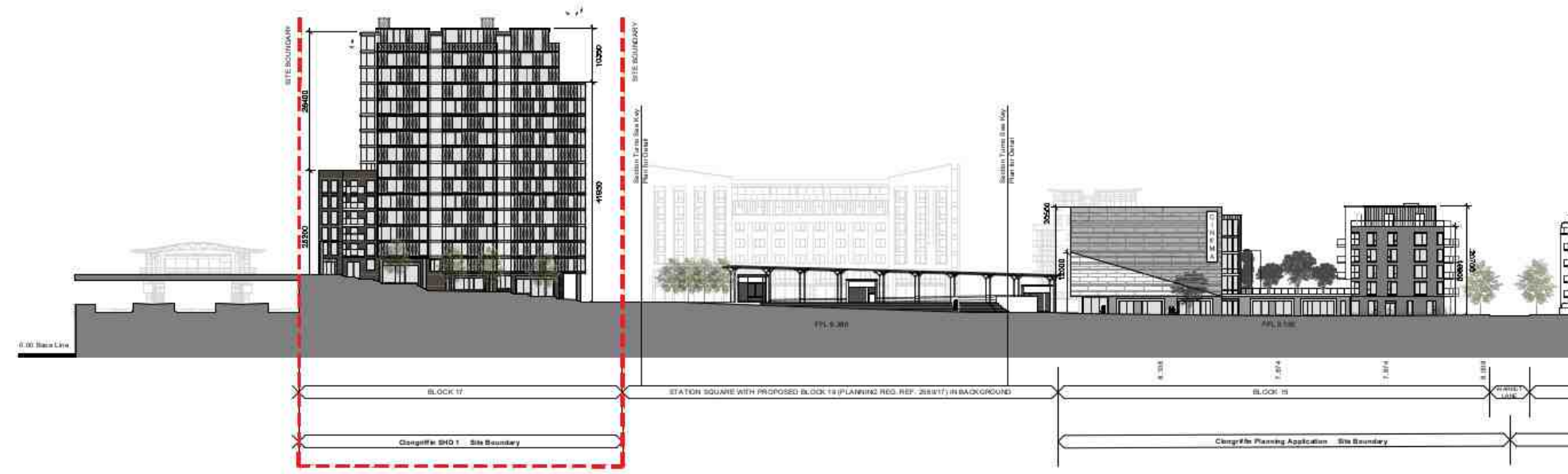




KEY PLAN





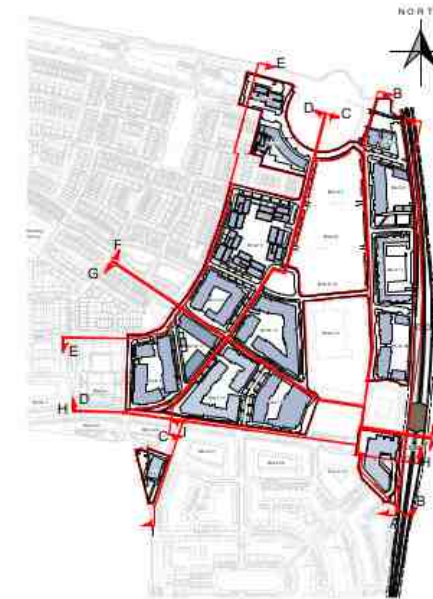


SECTION G-G

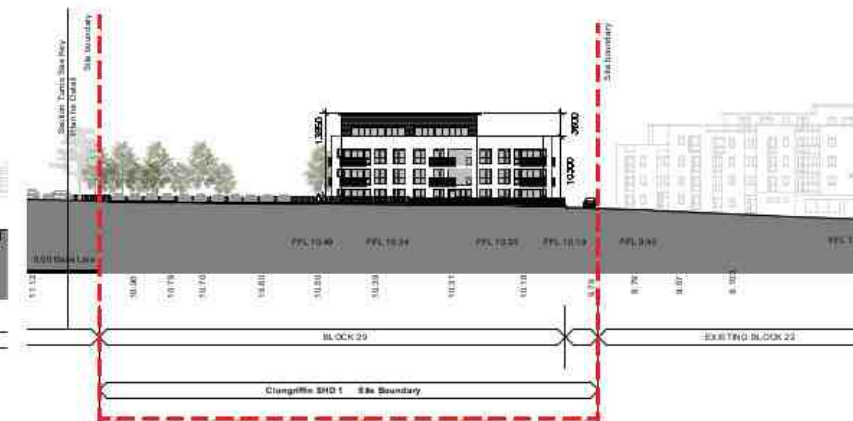
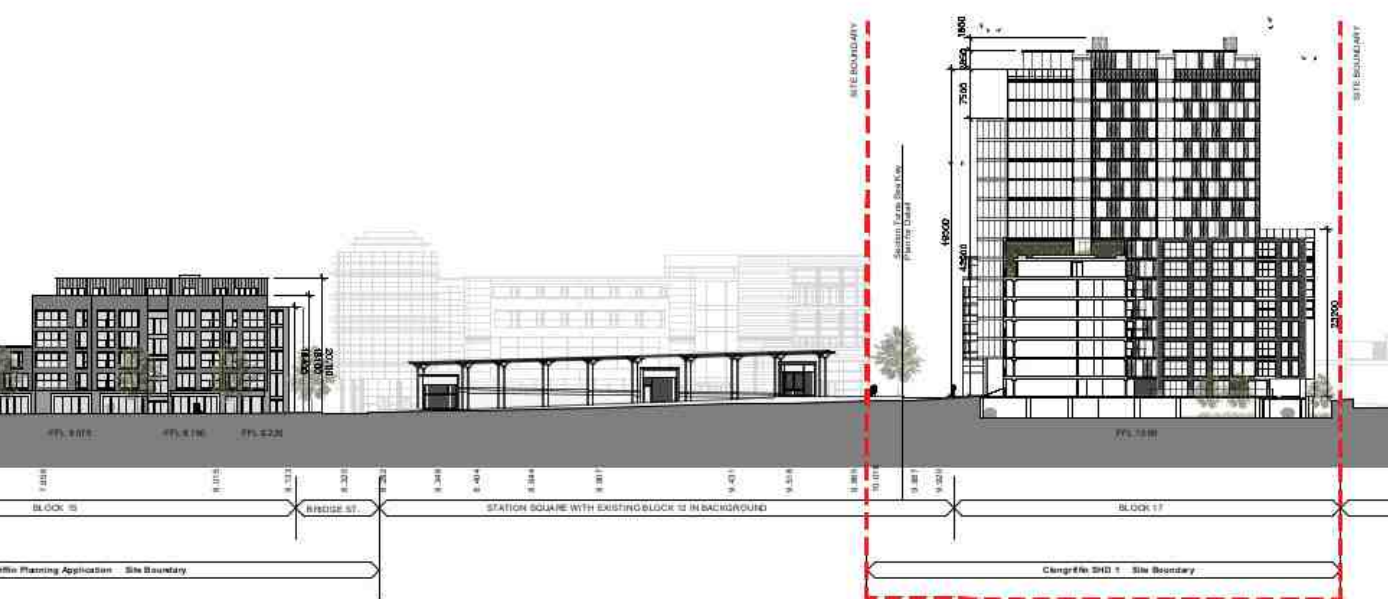


SECTION H-H





KEY PLAN



SECTION I-I



# 3.8 12 Urban Design Criteria

## Context

The subject application will integrate seamlessly with the context, both existing and emerging. The proposed blocks will slot into the street layout already defined in the Clongirffin Masterplan and largely complete on site. Each block will set up a strong street edge and aid wayfinding and legibility.

The proposals will integrate in terms of scale and massing, with blocks stepping up in scale from adjacent developments along Marrsfield Avenue and Main Street. This scale shift from housing to mixed-use has already been established, allowing the subject blocks to complete this pattern, culminating in high density and taller buildings adjacent to the station and commercial centre of Clongrifin.

The site is currently a brownfield vacant lot. Construction of these nine new buildings will significantly enhance the context and help to complete this new town.

The material palette chosen will facilitate in knitting the proposals into the context, with similar choices of materials, a continuation of street and effective completion of the public realm. Blocks 8, 11, 17, 26 and 28 will also help to screen the railway line, which will help to enclose the town.

## Connections

Plentiful connections are proposed both within the subject application and to surrounding areas. The proposals will slot into a context of permeable streets, with priority for pedestrians and cyclists where possible. The form of the blocks is a result of desire lines and linkages in the wider area.

To the north the proposals front onto the River Mayne Linear Park, which connects both east and west, to the Baldoye Nature Park and Belmayne respectively. To the south, the existing street network links through Beau Park to Donaghmede. To the west Main Street creates a strong physical and visual link back to Northern Cross and Belmayne.

Visual connectedness has been considered in the proposals, as this is an important way-finding and orienting device. Taller blocks at Block 17 and 26 will aid with this visual connection, as well as generally straight roads along Station Street and Dargan Street. Bends have been incorporated in these street as a traffic calming tool, in line with DMURS, but this will not reduce the visual connections, as a result of the width of adjacent footpaths.

## Inclusivity

All apartments within the proposed blocks have been designed to the latest standards and are extremely accessible for every user. All residents can access their core directly from the street. Alternative access routes are often provided, allowing residents options, including passing the concierge or entering through the car and bicycle parking area. A variety of apartment sizes will appeal to different people and requirements, including street level apartments, larger penthouse apartments, podium level apartments and social housing.

This will allow for a broad and mixed community within the proposed blocks as all needs can be accommodated.

## Variety

Blocks 6, 17, 25, 26 and 27 are proposed as Build to Rent and offer a mix of BTR residential accommodation, including all associated amenity. These units should be suitable for a diverse mix of residents at all life stages. In addition there will be a small amount of retail units provided at street level in Blocks 6, 17, 27 and 28. This provides an ideal mix of uses to provide a diverse population travelling to and from the buildings.

The buildings vary in height and materiality, responding to their immediate context, this will add variety to the streetscape and the levels across the site. The proposed heights will vary from four storeys to seventeen. This variety and stepping of roofscape, in addition to occasional opening up of views into podium gardens or past blocks towards the sea or surrounding context, will allow glimpsed views of within and without the town and add interest to the streetscape and views for passers by.

## Efficiency

The proposed blocks make very efficient use of resources through high density residential development, at 163dph across the proposals. In addition, residential parking, bicycle stores and amenity space including landscaped podium courtyards and gardens, will also be provided. There will also be over 2,300sqm of commercial space provided.

This provides the best possible use for this brownfield site in an urban location, well connected to public transport.

## Distinctiveness

Each block subtly distinguishes itself from the surrounding blocks through form, including different heights, from four to seventeen storeys, different roofs from flat to mono-pitched, different forms, from perimeter blocks to towers and different material palette, from brick to curtain walling. Other devices employed to distinguish each block include Block 28 opening up along its frontage with a bridge connecting across and steps rising to the internal courtyard, the curved frontage of Block 27 onto the attenuation lake, the tower and stepped frontage of Block 17, the small scale of Block 29 and the views over the railway towards the coast from Block 26 and its neighbours.

These distinctions, along with other details outlined in each individual design report, will add diversity and interest to the streetscape, aiding wayfinding and legibility.

## Layout

The proposals are laid out to make the most of this site with ground floor retail and residential units extending to the back of pavement and high density residential uses surrounding and above. The podium courtyards are typically oriented to receive maximum south and east light, enhancing amenity value. Active frontages will focus activity on the street and provide passive surveillance. These include concierge entrances, retail units where appropriate and own-door residential uses.

The street layout is legible and permeable. The blocks are laid out to provide screening and a buffer to the railway line to the east, frontage onto the River Mayne Linear Park to the north and a strong street edge along all streets within the town centre.

## Public Realm

The proposals locate parking spaces on-street to add activity to the public realm. Tree planting and public lighting are also proposed. These will all be finished with the highest quality materials, creating a high quality public realm. Street parking will incorporate SUDS measures through permeable paving. Parking, in addition to active frontages will aid amenity and activity on the street.

## Adaptability

Ground floor units can prove highly suitable for residents with additional mobility or accessibility concerns. Ground floor and podium level units have been designed with adaptability and own-door access in mind. As many of the blocks will be centrally managed by an institutional body, be it a social housing body or private BTR or BTS management company, it may be possible for residents to stay within their block, or the town, and move to a different unit, if their circumstances change and they need more/ less space or have other new requirements.

## Privacy and Amenity

All apartments are designed with privacy and amenity in mind. Overlooking has been kept to a minimum between apartments. Balconies will be screened.

## Parking

Car parking has been provided at a reduced rate of 0.65 spaces per unit across all the blocks in the application. This is in line with relevant guidelines and experience to date in Clongriffin, with earlier phases. Parking is provided communally in podium and basement car parks and immediately surrounding each block in on-street spaces. A separate parking report is submitted as part of this application by Moylan Consulting Engineers.

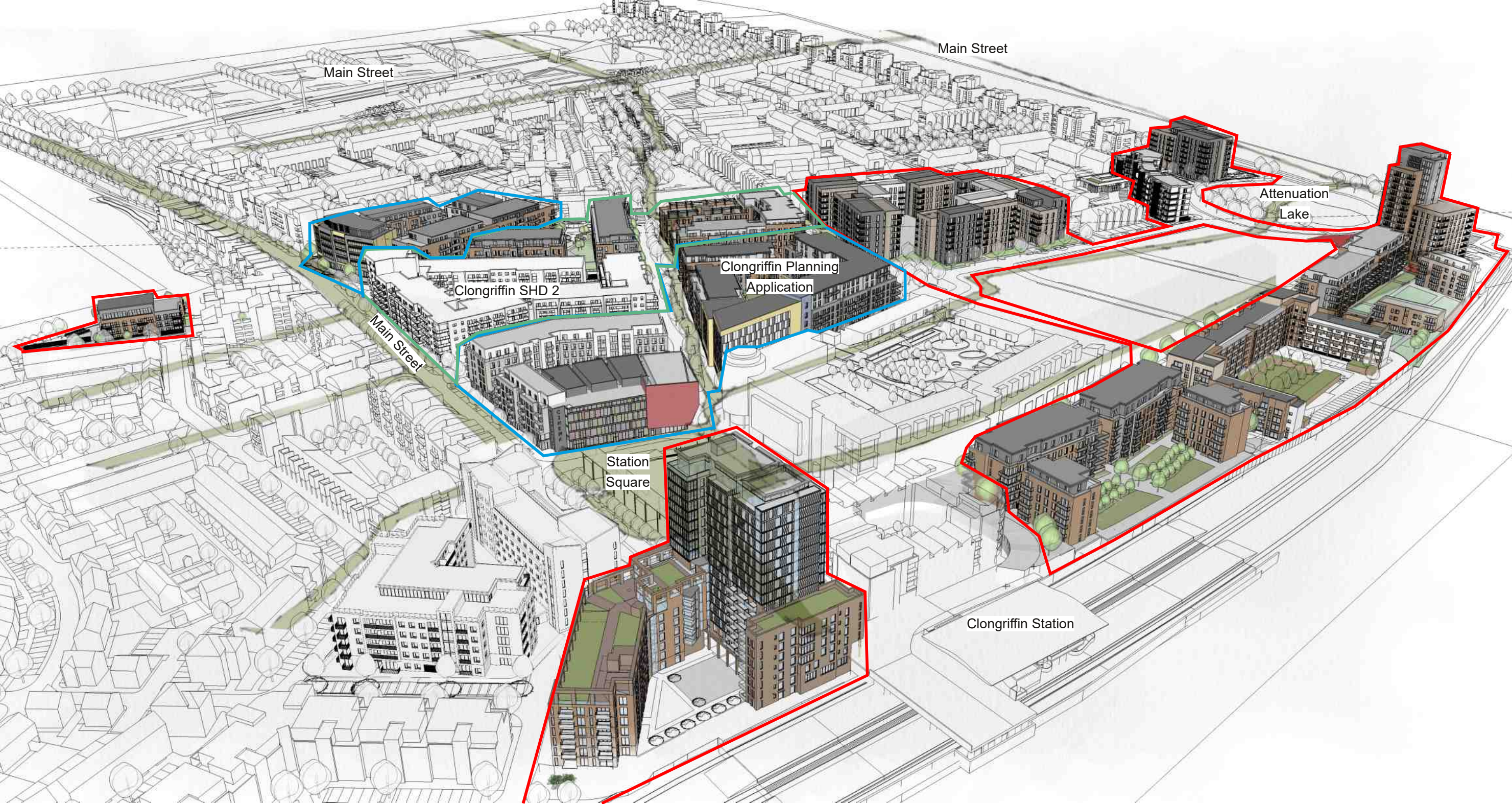
Bicycle parking has been provided at a rate of 1.85 spaces per apartment and meets all relevant guidelines. Further parking and car share vehicles will be available for residents within the large car park at Block 12.

## Detailed Design

Each block will be constructed with a complimentary palette of materials to its neighbours. This will aid cohesion in Clongriffin without resulting in sameness and repetition. The materials have been chosen for their durability and weather proofing. Public realm will be constructed with one palette of materials and planting to draw the whole Town Centre together. Access, levels and amenity have all been carefully considered in the detailed design process.

Further detail can be found in each individual design report and the scaled drawing set that make up this application.







## 4.0 BUILDING DESIGN

### 4.1 Design Overview

There are 1,030 apartments proposed in this application. Of these, 678 are Build to Rent (BTR). The advantages and distinctions of this rental model has been outlined earlier in this report.

In each BTR block residents can enter their own lift and stair core directly from the street or car park, with alternative options typically including access via a shared concierge or through a landscaped podium courtyard. Resident support facilities generally include the concierge, a laundry room, bulk storage where possible, where larger items can be stored long term, and all the required services such as bicycle stores, bin storage and plant rooms.

Additional resident amenity is also provided in all BTR blocks, these include flexible, internal amenity rooms, meeting rooms and high quality, landscaped open spaces. A total of nearly 2,044.9sqm of internal residential amenity and support and amenity space is provided across the seven BTR blocks proposed.

A further 254 apartments are proposed as build to sell. This will add diversity and mix to tenure within the town centre. Build to sell blocks still benefit from residential amenity rooms where feasible, including concierges and amenity rooms.

98 apartments are proposed as social housing and these are designed to the same high standards, including high quality landscaped gardens and private balconies, open plan living areas and large bedrooms.

All apartments, including BTR, BTS and social housing, are designed to the latest standards outlined in Sustainable Urban Housing: Design Standards for New Apartments (March 2018). All apartments include open plan kitchen/ living/ dining areas and private balconies and roof terraces. Living spaces are generously designed with aspect maximised where possible and large windows providing lots of light.

The Blocks are each tailored to their place within the development with most providing strong street edges, landmarks, mixed-use and passive surveillance.



View of Block 26 from attenuating lake



## 4.2 Block Layout & Massing

The subject application includes nine blocks; two towers, five perimeter blocks and two stand alone blocks. Each block responds to its immediate context and is laid out to maximise the site and location it finds itself in.

Blocks 25, 26 and 27 provide overlooking and structure to the linear park and attenuation lake. Block 6 bridges between the residential scale to the west and the higher density and height of the proposals, with five storeys to Park Street and seven to Lake Street. Blocks 8, 11 and 28 work together to form a strong street edge to Station Street, enclose the railway and maximise sea views to and sunlight from the east. Block 29 fills in a small site and bridges the context of single family homes in Beau Park with higher density along Station Street. Finally, Block 17 provides a local landmark and the height identified in the Clongriffin-Belmayne LAP.

Perimeter blocks provide efficient use of plots, with full site coverage through podium level parking, with landscaped courtyard above. This allows the building line to move to the back of pavement, helping to enclose streets and provide structure to the public realm.

The roofscape of the proposals will be dynamic, with different building heights and finishes. Set-back penthouse levels, flat roofs with overhangs, mono-pitched roofs and towers all working together to create interest.

At street level, shopfronts are identified by use of a dark brick or stone and glazing. Above, full height windows allow lots of light into the apartments and provide a vertical structure to the elevation. The changes in roof height adding to this verticality.

