



Clongriffin Masterplan

Dublin City Council

CONROY CROWE KELLY
Architects & Urban Designers

Review June 2018



Clongriffin June 2018

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EXECUTIVE SUMMARY

Gannon Homes have been actively involved in Clongriffin since the late 1990s; building the train station at Clongriffin in conjunction with Ballymore and helping to shape the North Fringe Area Action Plan. Roughly one third of the 2003 Masterplan 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 2018. This has contributed to a thriving town and a vibrant local community.

Several of the original planning applications have now lapsed, and amendments to several more are planned. This allows an opportunity to reflect and reapply, with a greater knowledge of the demands and needs of the community. Infrastructure supporting these 'infill' sites has mostly been put in place.

In terms of policy, the Clongriffin masterplan meets and often exceeds the requirements of both the Clongriffin-Belmayne LAP and Dublin City Development Plan 2016-2022.

As each phase of housing has come forward demand has only increased, with incoming residents recognising the exceptional opportunity to live in a sustainable and green, mixed-use neighbourhood, only 9.4km from the City Centre. Early phases have been extremely popular and Clongriffin is now home to an approximate population of 5,000 people.

Plans are underway to build out the remaining infill sites, with many due to commence in 2018.



Taoiseach Leo Varadkar and Joella Dhlamini unveil the stone to mark 84 new social homes Clongriffin, Dublin Minister for Housing Eoghan Murphy at left November 2017



1. BACKGROUND - GENERAL

Clongriffin is a new town on the north fringe of Dublin. For a new development area it is relatively close to the city, only some 9.4km from the centre. The lands in the subject area of Clongriffin are primarily in the ownership of Gannon Homes Limited who have invested a great deal in the town from its inception including collaboration with Ballymore Homes (Helsingor), adjacent landowners, for the financing and construction of Clongriffin Dart Station.

Gannon Homes applied for planning permission for the lands in Clongriffin in 2001 based on the guiding principles which had been established by Urban Initiatives and the North Fringe Area Action Plan and planning was granted in 2003 for a scheme of some 3,600 dwellings in a mixed use context with 100,000m² shops, services and employment all integrated to form a sustainable Town Centre. This scheme formed the masterplan for Clongriffin and construction commenced in 2003. (Reg Ref. 0132-02).

The masterplan scheme which was granted permission in 2003 formed the basis, alongside the North Fringe Area Action Plan, for the Clongriffin – Belmayne Local Area Plan 2012 – 2018. This Local Area Plan was extended in November 2017 when the elected members of Dublin City Council resolved to extend it for a further five year period, until December 2022.

The LAP sets out residential densities, transport infrastructure, open space, indicative heights, urban form, land use and other aspirations of the City Council.

This report looks at the lands identified as 'Clongriffin' in Chapter 2, Fig. 2.2 of the LAP. The area comprises lands to the east of Fr. Collins Park, bounded by the river Mayne to the north, the CIE railway lands to the east and the LAP boundary line as indicated in Fig. 2.2 to the south. These lands account for about 54 hectares.

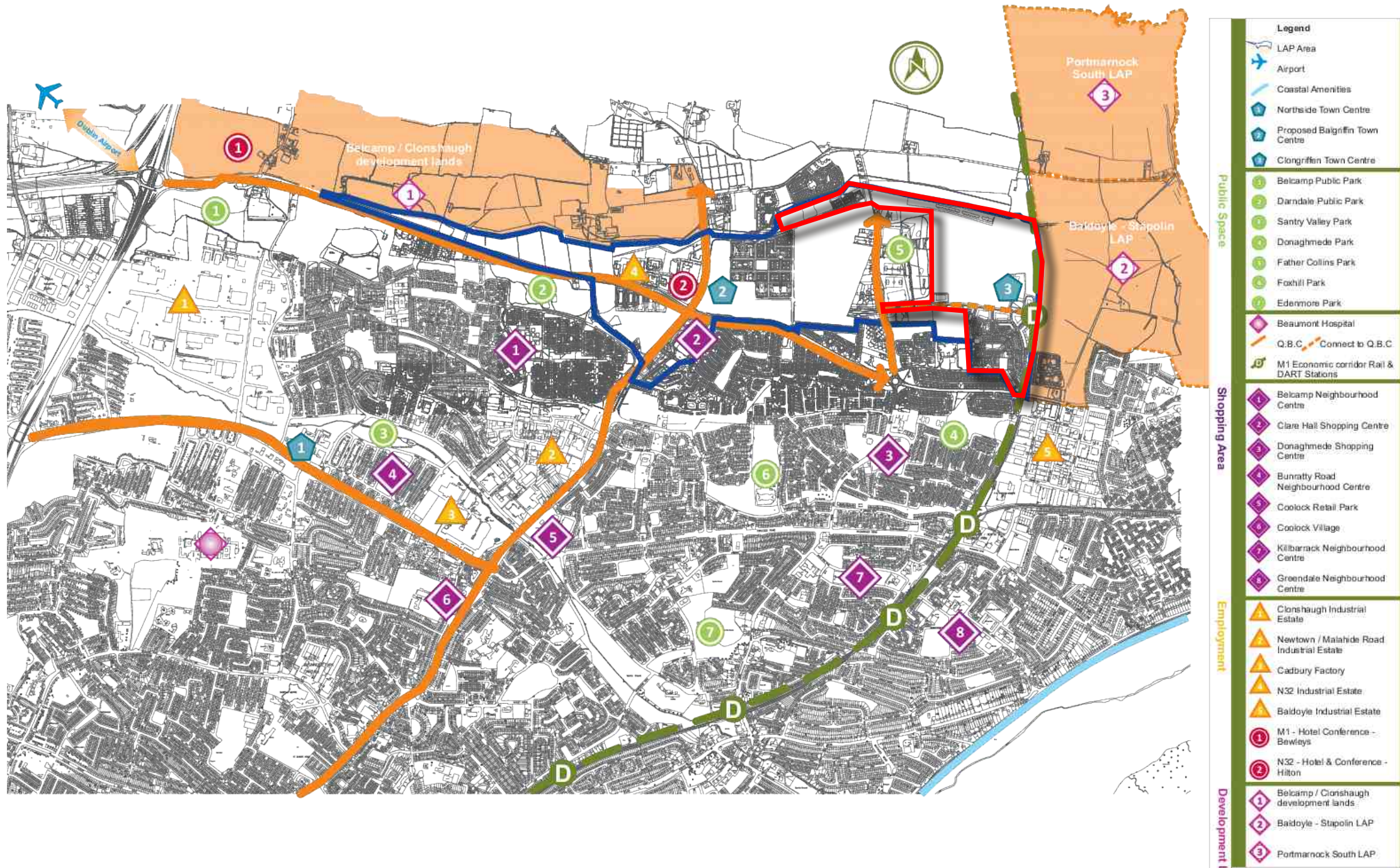
Approximately 85% of the lands in Gannon ownership have been developed, are under construction or have planning permission with construction due to commence in 2018. All development has taken place in accordance with LAP objectives.

As a result of the slow down in the economy and the Recession of 2008 the balance of the lands have not yet been developed and planning permissions have expired. These are referred to throughout this document as 'infill sites'.

Location Strategic Context of the Clongriffin - Belmayne (North Fringe) LAP



Fig 2.2 Strategic Context of the LAP Area



Clongriffin-Belmayne LAP Fig 2.2
Lands identified as Clongriffin and discussed in this document outlined in red

2. BACKGROUND - DESIGN

Gannon Homes and Conroy Crowe Kelly have worked with Dublin City Council from the late 1990s to firstly establish a design-led masterplan in collaboration with Urban Initiatives Studio.

Urban Initiatives are a UK based firm who consulted with Dublin Corporation to establish the design principles and framework which would form the guiding principles for this new town. The Urban Initiatives input then informed the Dublin Corporation North Fringe Area Action Plan, published in 2000.

Key structuring principles established for the new town included maximising access to public transport, maximising potential linkages, optimising densities to support an efficient public transport system and viable and vibrant use mix, and optimising opportunities for place making.

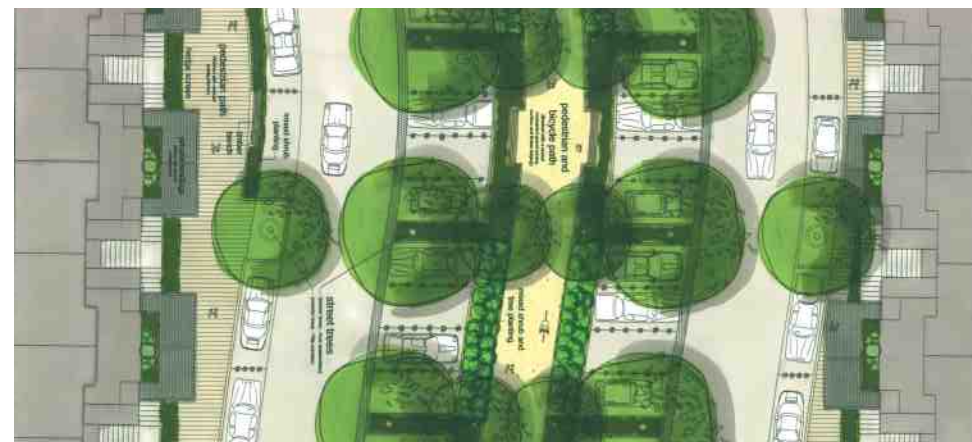
Jan Gehl's urban design ethos of reorientating the city towards the pedestrian and cyclists was key in establishing the urban form, public realm and movement strategies for the North Fringe Area Action Plan.

By 2008 about 1,350 dwellings had been constructed when the crash effectively halted progress in Clongriffin. In the last

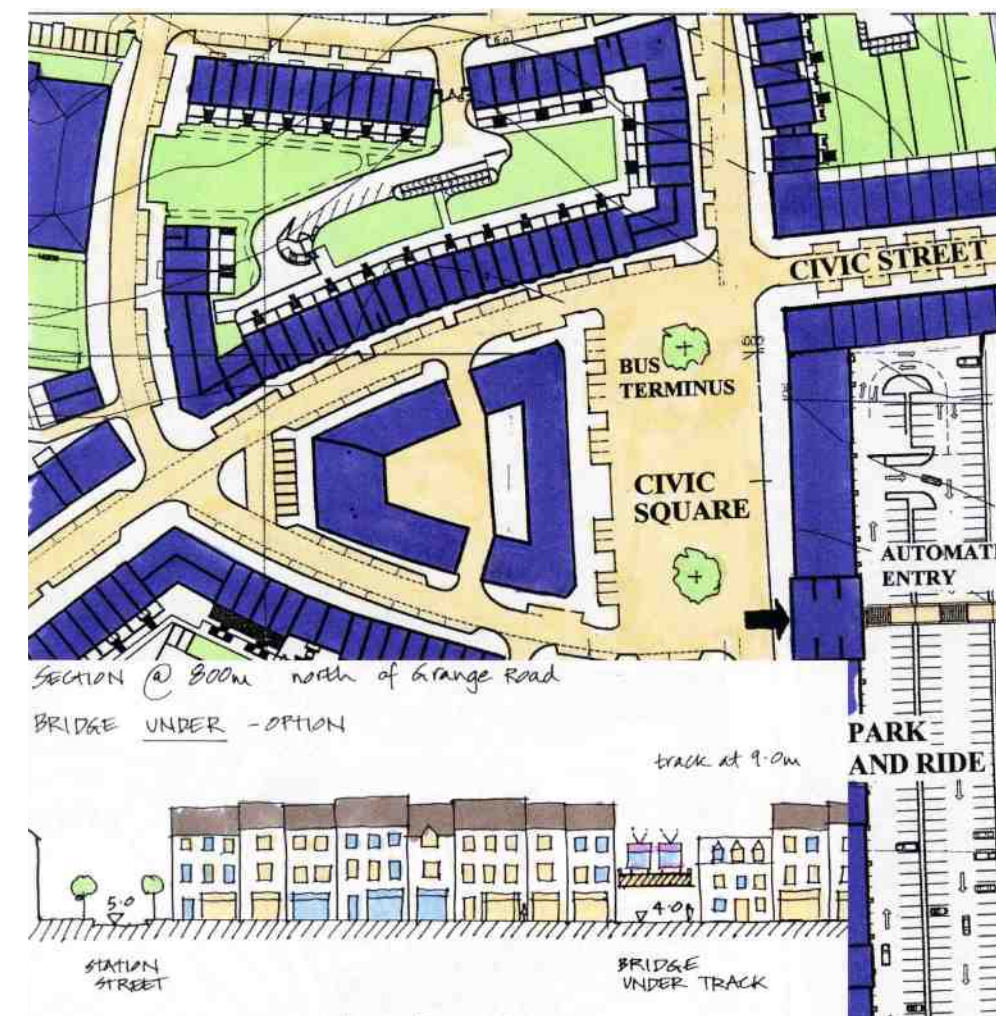
four years construction has recommenced, tentatively at first, but now with greater confidence.

Close to 2,500 homes and c.19,500m² of commercial uses have been completed, are under construction or are approved with construction imminent within the new town.

The majority of infrastructure has also been built including roads, parks, community facilities and commercial uses. The balance of the lands are viewed as infill and will come forward as a final phase of the new town development.



Public realm design as part of original Clongriffin Masterplan



Masterplan sketches & design rationale as part of original Clongriffin Masterplan



3D Physical model of Main Street for original Clongriffin masterplan

3. MASTERPLAN - BUILT/ APPROVED

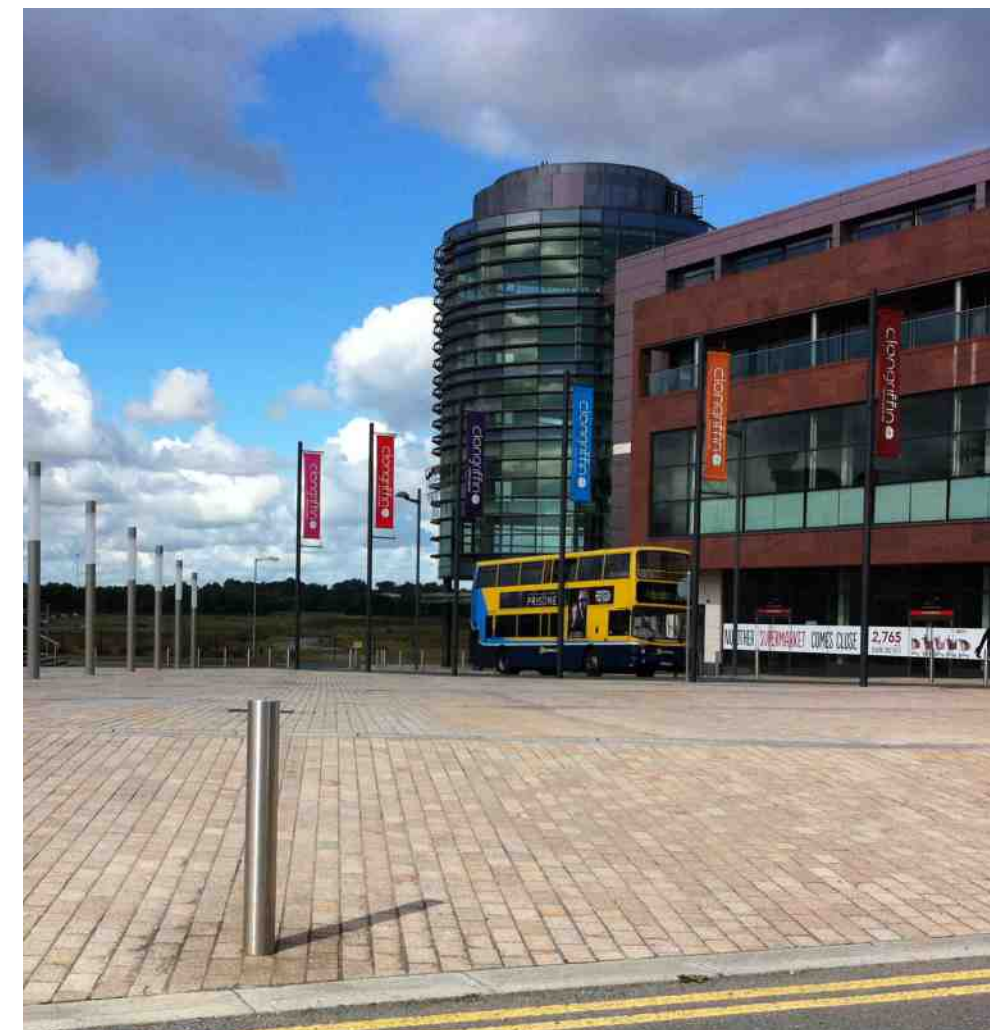
Construction investment in Clongriffin was estimated at €350,000,000 in 2013. In addition to the great number of dwellings completed and the construction of purpose-built retail and commercial units to shell and core status, there has been enormous investment (financial, planning and design) into the infrastructure of the new town. Approximately 80% of the overall infrastructure (roads, drainage, services and landscaping) is complete.

In the years since the original permission was granted the economy of Ireland and Dublin have changed and the aspirations and realities of Clongriffin have adapted accordingly. In addition, multiple changes and extensions have been sought to the original permission. This has been as a result of changing demographics, a maturing residential apartment market and a nationwide shift towards higher densities.

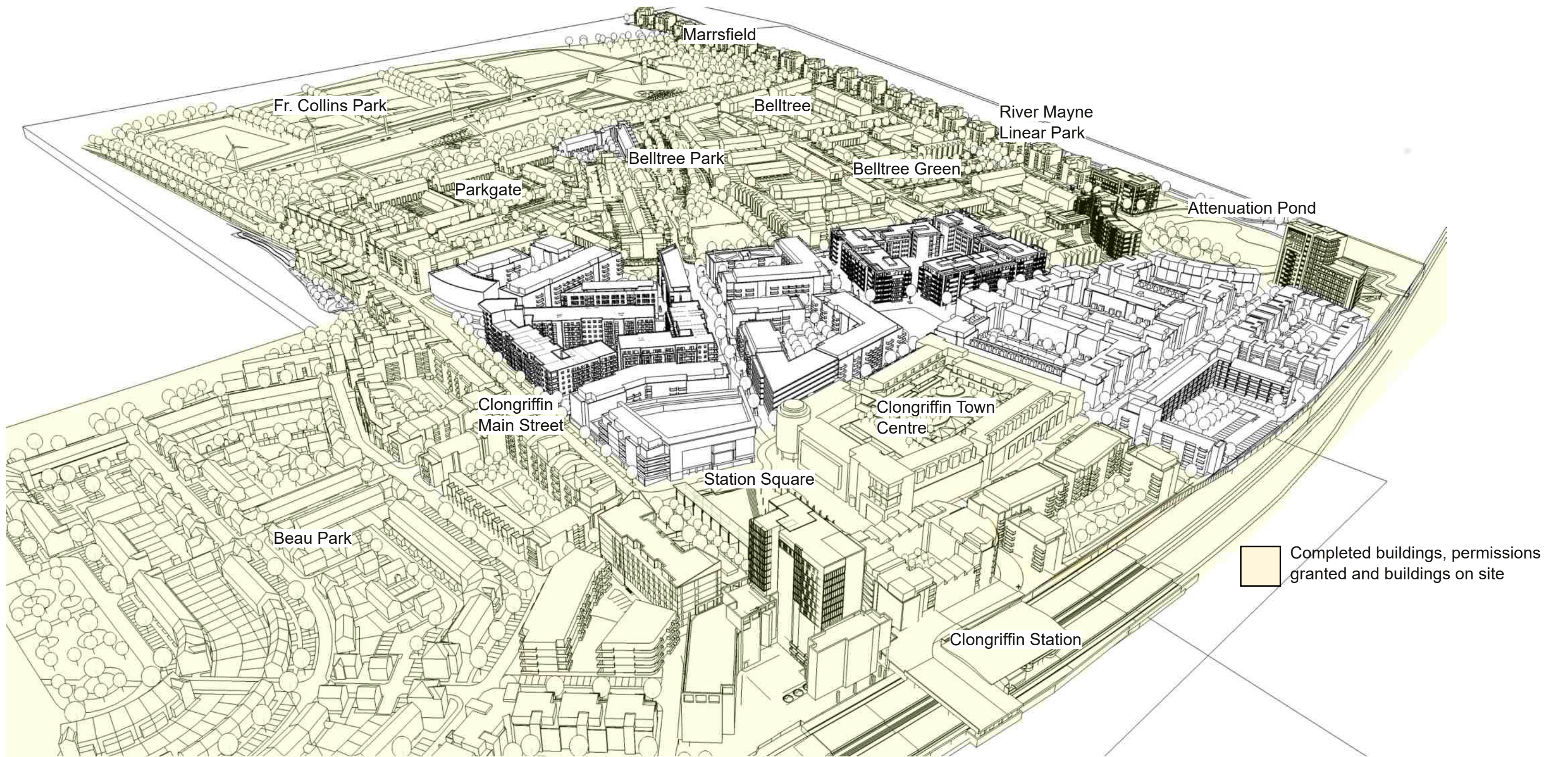
All of these changes adhere to the objectives of the wider masterplan which was set out in the original application. Road infrastructure and utilities have largely been installed and green infrastructure, pedestrian permeability and links to the wider community have all been protected. The overall trend has been to increase density, reduce parking and improve the urban environment for all users where possible.

Below is a summary of all of the works completed, which will be further enhanced by the proposed infill of the “expired sites” within the original masterplan framework:

- 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.
- 1,632 houses, duplex units and apartments, and 19,474sqm commercial and retail development completed.



Clongriffin Station Square



4. MASTERPLAN - INFILL

The masterplan update for 2018 aims to respect and adhere to the design principles established through the North Fringe Area Action Plan 2000, the masterplan scheme granted in 2003 and the Local Area Plan 2012 – 2018. The diagram on the next page aims to illustrate the extent of completed buildings and infrastructure in Clongriffin, the additional sites which have active granted planning permissions and the “expired sites” which form the basis for this master plan document.

The expired sites include Blocks 3, 4, 5, 6, 8, 11, 13, 14 and 15. It should be noted that of the “expired sites”, three are in the ownership of Barina and thus will not form part of the client's proposals. These are Blocks 7, 9 and 10.

The proposed masterplan aims to infill these outstanding blocks from the original masterplan which were not constructed due to the economic downturn. Since the majority of the road infrastructure and services are already in place to service these blocks, no deviation from the original infrastructure network is proposed.

In addition to the infill sites, it is proposed to amend and re-apply for planning permissions at some adjacent blocks which currently have granted permissions. These blocks include Blocks 17, 19, 25, 26, 27 and 28.



Main Street Clongriffin, June 2018

Blocks 3, 4, 5, 6, 13, 14 & 15
Permission expired
Infill sites

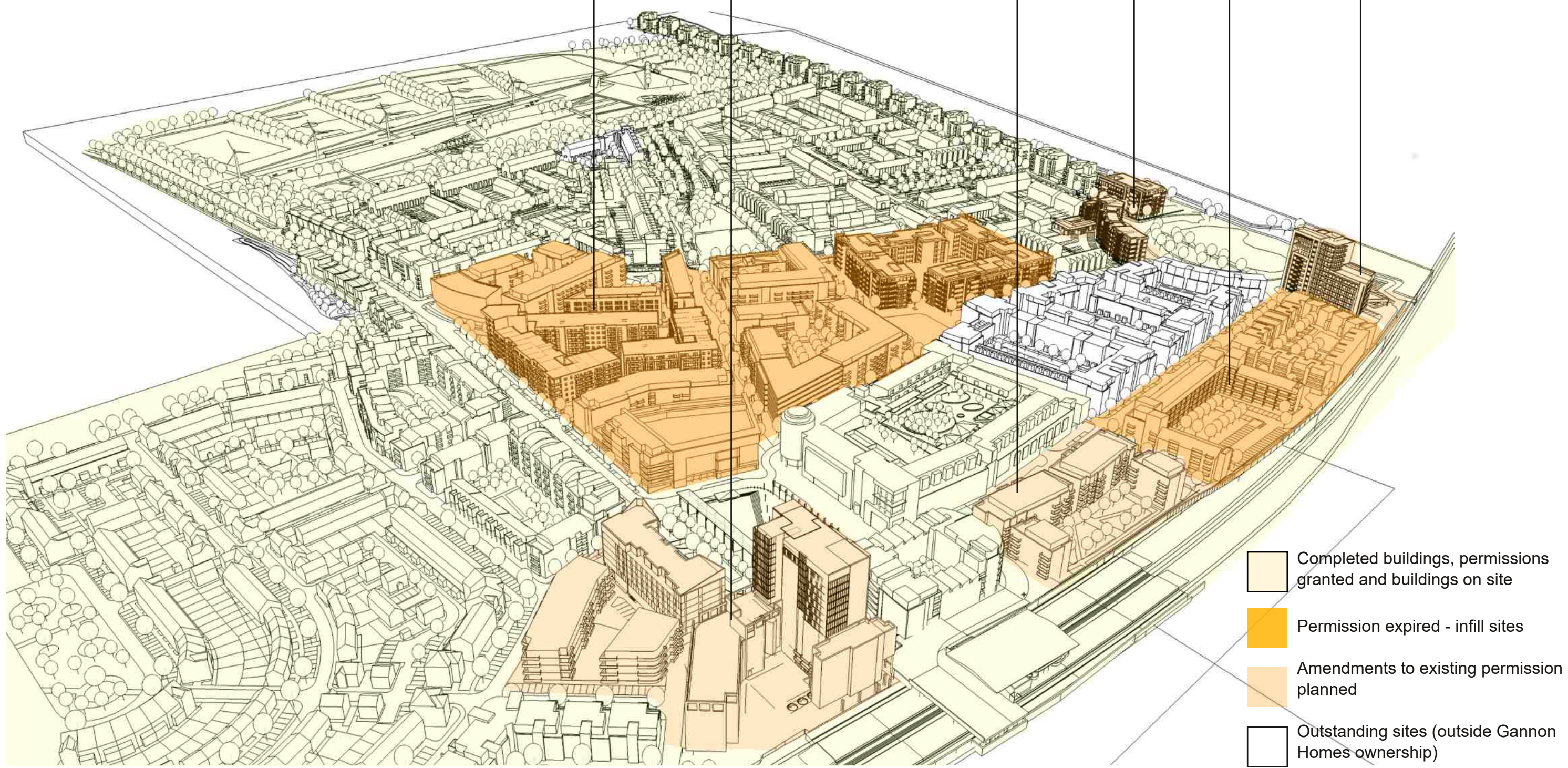
Blocks 25 & 27
Permission granted
Amendments planned

Block 26
Permission granted
Amendments planned

Blocks 17 & 19
Permission granted
Amendments planned

Block 28
Permission granted
Amendments planned

Blocks 8 & 11
Permission expired
Infill sites



5. SDRA1 - DCC DEV PLAN 2016-2022

Section 15.1 of DCC Development Plan 2016-2022 designates the North Fringe as a Strategic Development and Regeneration Area 1 (SDRA1) Clongriffin - Belmayne.

Clongriffin forms the eastern end of the North Fringe area. The guiding principles apply to specific aspects and parts of Clongriffin. How the masterplan addresses each of the 7 principles is set out below;

1. *To create a highly sustainable, mixed-use urban district, based around high quality public transport nodes, with a strong sense of place;*

The masterplan sets up a mixed-use new town based around Clongriffin Train Station, the Malahide Road QBC, high quality public realm and strong cycle links. Density increases closer to the station, encouraging residents to walk or take the train. The station is set within Station Square, where markets take place weekly, creating a strong sense of place and local community.

Community uses are also prevalent in many of the buildings, encouraging local use and interaction. Landmark buildings, active frontages and strong street edges help create a sense of enclosure and activity along streets whilst also aiding legibility and wayfinding.

Plentiful benches, steps, long vistas and community uses are employed to encourage pedestrians to linger, which aids social interactions.

2. *To achieve a sufficient density of development to sustain efficient public transport networks and a viable mix of uses and community facilities;*

The masterplan sets out a varied mix of densities across the lands with density increasing in proximity to Clongriffin Train Station. Plentiful apartments increase density over the site, whilst the incorporation of terraced and medium density housing provides a good social mix and choice of dwellings in the neighbourhood.

When complete the density of the masterplan will be around 75-80dph across the lands in Gannon ownership, which is well above suburban Dublin averages.

Maintaining adequate density supports community and transport infrastructure. Much of this is already in place with more ready to open as soon as buildings currently on site are completed, allowing sufficient population growth to support them. Community facilities already in operation include an Islamic Centre, multiple public squares and green spaces, three creches, two playgrounds, a health centre and a new community centre.

Transport links include Clongriffin Train Station, the Malahide Road QBC and segregated cycle tracks.



SDRA point 1; A strong sense of place in Station Square

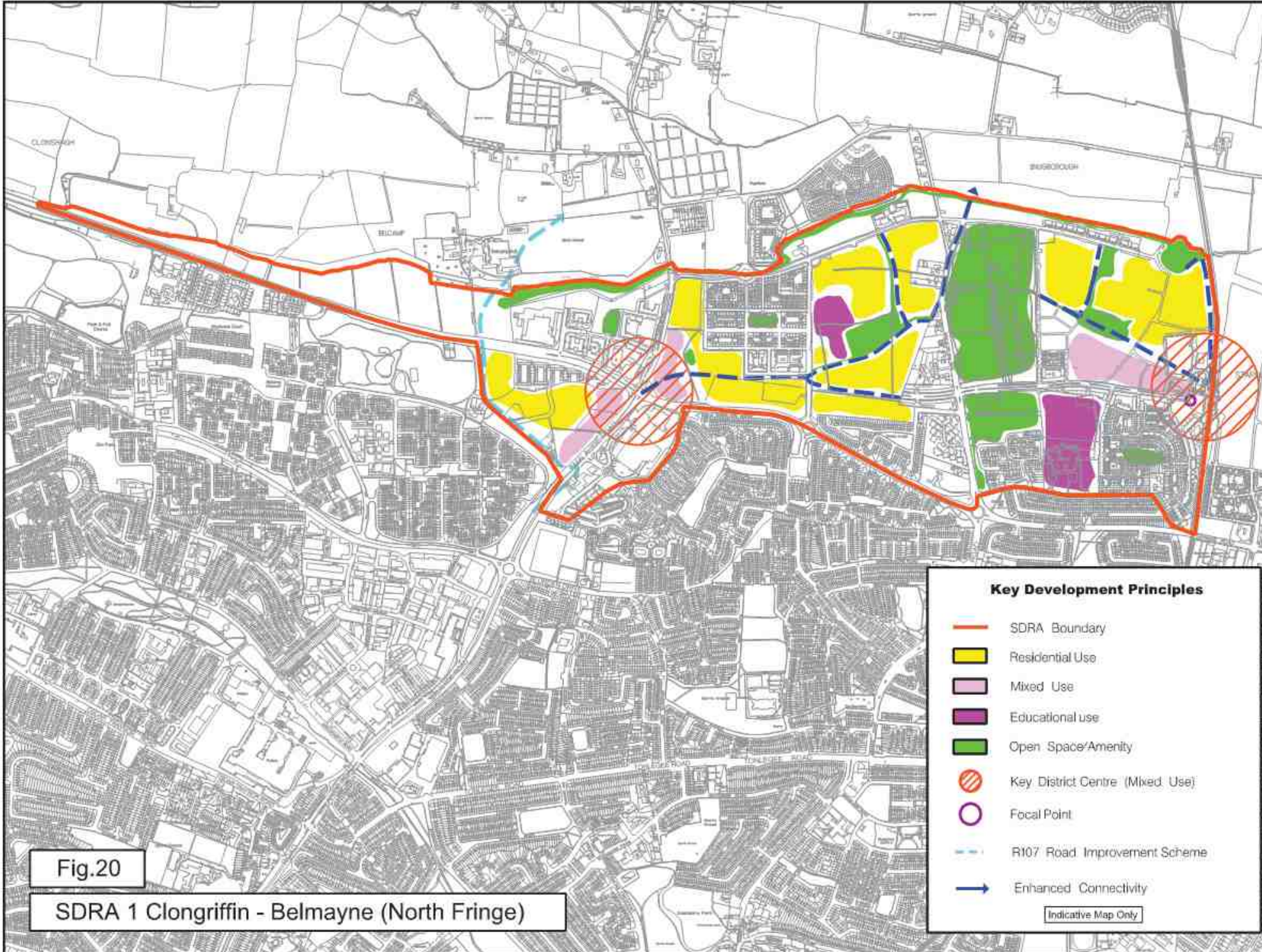


Fig.20
SDRA 1 Clongriffin - Belmayne (North Fringe)

5. SDRA1 cont.

3. To establish a coherent urban structure, based on urban design principles, as a focus for a new community and its integration with the established community, comprising the following elements;

a. A central spine route, in the form of a boulevard or high street, linking the Malahide Road with the proposed train station to the east; One side of this spine road has been completed along Main Street, with the north side coming forward currently. Mixed uses, tree planting and active frontages, cycle lanes and structured vistas have been employed to create a Boulevard feeling.

b. Two high quality urban squares (one at the junction of the Malahide Road with the Main Street boulevard and the other adjacent to the rail station) as the main focus for commercial and community activity; Station Square and the adjoining shopping centre at Block 12 are complete, creating an emerging hub of commercial and community activity. The second urban square is within DCC ownership and outside the scope of this document.

c. A series of smaller urban squares as significant place markers and activity nodes, e.g. a recreation square adjacent to Father Collins Park; These have been planned for in the Clongriffin masterplan and are being completed in tandem with development, e.g. Beapark Square and Belltree Park. They are linked along tree lined streets.

d. A flagship urban park in the redesigned Father Collins Park; This park is complete and is now proposed to be linked to Mayne River linear park.

e. A new perimeter route running north from the Malahide Road via Belcamp Lane, relieving traffic pressure from the N32 and from the proposed Main Street boulevard; A large section of Marrisfield Avenue is complete and has connected to the Hole-In-The-Wall Road and beyond through St. Samsons to the Malahide Road. Marrisfield Avenue is connected to Main Street by Park Avenue, running along the east edge of Fr. Collins Park. Work to complete the eastern link between Marrisfield Avenue and Station Square via Lake Street is now complete.

f. An interconnected network of streets and public spaces; An interconnected and permeable street network is central to the masterplan (Reg. Ref. 0132/02) and provides three new streets to the town, Lake Street, Market Street and Priory Lane.

g. To promote the creation of a high-quality public domain by establishing a high standard of design in architecture and landscape architecture; High quality durable materials have been chosen for all construction to date including the landscape design which will not deteriorate over time. Earlier phases have worn well and do not look dated or worn.

h. To use building heights to define key landmark locations, including:

- Minimum heights of 5 storeys for the key district centres at Clongriffin rail station and the N32/ Malahide Road junction; Building heights at key junctions are proposed to be 6 storeys minimum.
- Minimum heights of four to five storeys for the Main Street boulevard; All completed buildings along Main St are four storey to the shoulder with set back penthouses above.
- A landmark structure of 10-14 storeys (office height) adjacent to the rail station; Block 17, of 16 storeys, is approved (reg.ref: 0132/02 & PL29N131058)

i. To develop the amenity potential of the Mayne River in the creation of a linear park; A section of the Mayne River linear park behind the three completed apartment blocks on Marrisfield Avenue has been completed and is open to the public. Planning permissions 3247/14 and 3380/15 extends the park to link St. Samsons. There is a pedestrian link under the railway which will link the park to the Baldoyle nature park.

j. To develop an urban design strategy for the lands at St Michael's Cottages that is co-ordinated with the overall strategies for the developing areas; St. Michael's Cottages lie outside of the application site area.

3d. Father Collins Park
Improvement works on the park are complete

3g. High Quality Public Domain
All construction materials have been carefully chosen for durability as can be evidenced in the the quality of completed phases

3e. Perimeter Road
A large portion of the perimeter road is now complete

3c. Smaller Urban Squares
Belltree Green is currently under construction

3f. Interconnected network of streets
A grid of connected streets is central to the masterplan and many have been completed or are under construction

2. Sustainable density
Density increases in proximity to Clongriffin Station. Trains and buses are operating within the town centre. A range of house and apartments types ensures density whilst providing a mixed community and housing options.

1. Highly sustainable, mixed-use urban district;
Station Square has become a hub of community activity with weekly markets, health services, an Islamic Centre, shops, cafés and civic uses in addition to housing.

3h. Building Heights
Building heights follow the Development Plan guidelines at junctions, Main Street, district centres and the approved landmark structure

3b. High quality urban square
Station Square was completed in 2006-2007

3a. Central Spine Road along Main Street



Compliance with SDRA1

6. MOVEMENT - LAP Objectives

MTP 1

To facilitate the completion of the existing road infrastructure network as identified in the movement and transport strategy.

Within the Clongriffin lands the majority of identified transport links have been completed. This includes the new link to Malahide Road along Main Street, the majority of the peripheral road around the site, portions of the River Mayne River park, a new link under the railway in the NE and the beginnings of a cycle and pedestrian priority route linking Fr. Collins Park with Clongriffin Train Station.

MTP 2

To promote co-ordination with Fingal County Council in the implementation of the trans-boundary road projects including completion of the Main Street into the Baldoyle – Staploin LAP for public transport, walking and cycling priority, works to the junction of the R107/ R139.

This objective is outside the scope of this document.

MTP 3

To promote increased cycling and pedestrian activity by the development of cycle and pedestrian network routes that connect with local parks, community facilities, employment areas, retail areas and public transport facilities.

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. A cycle and pedestrian priority link will connect Fr. Collins Park with Station Square in due course.

MTP 01

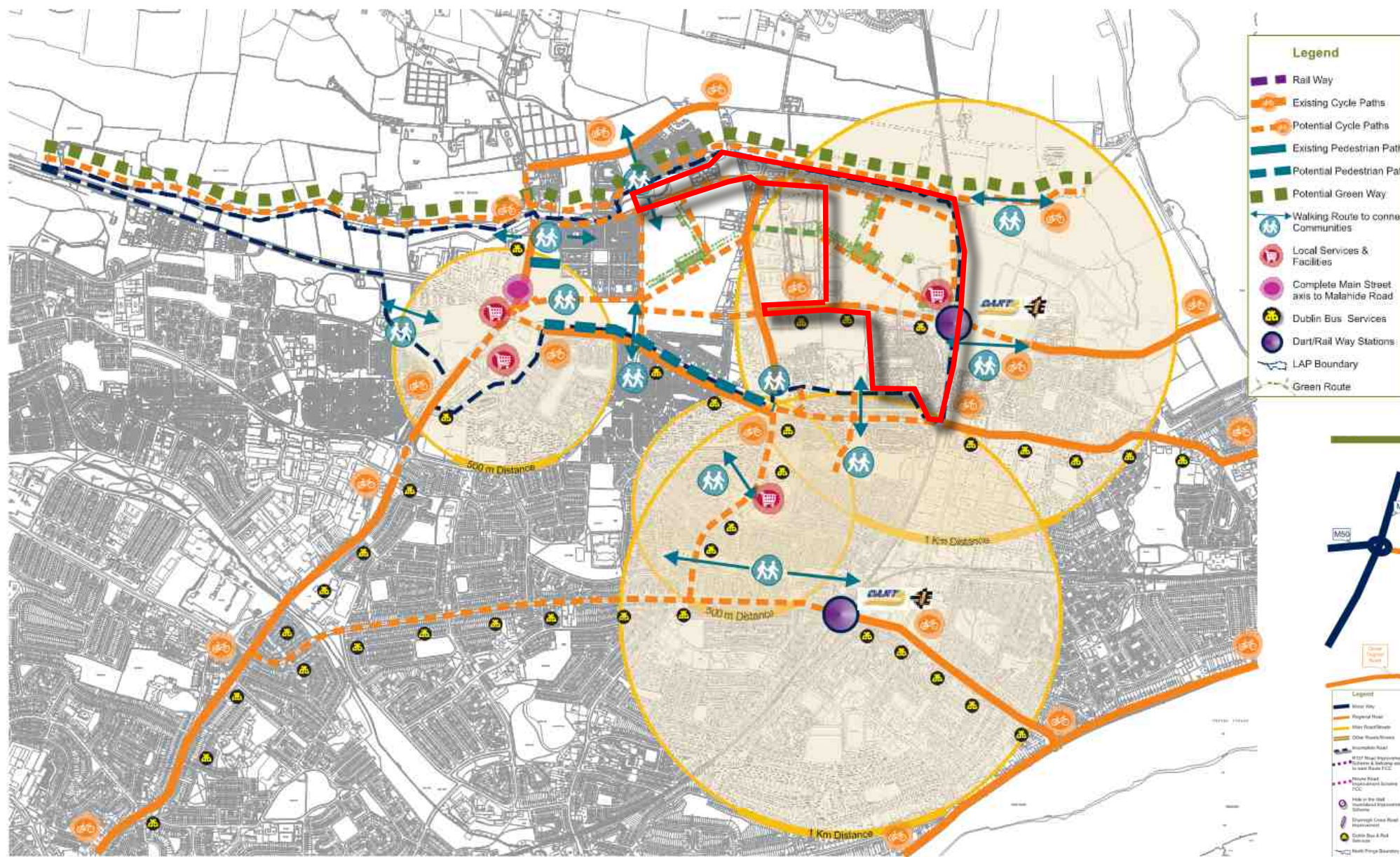
To develop routes through sites that are likely to remain vacant in the long term, as pedestrians/ cyclists routes, eliminate barriers to movement and provide significantly enhanced permeability and through access to adjoining streets that are safe and pleasant to use by all.

The majority of the internal road network has been developed to wearing course.



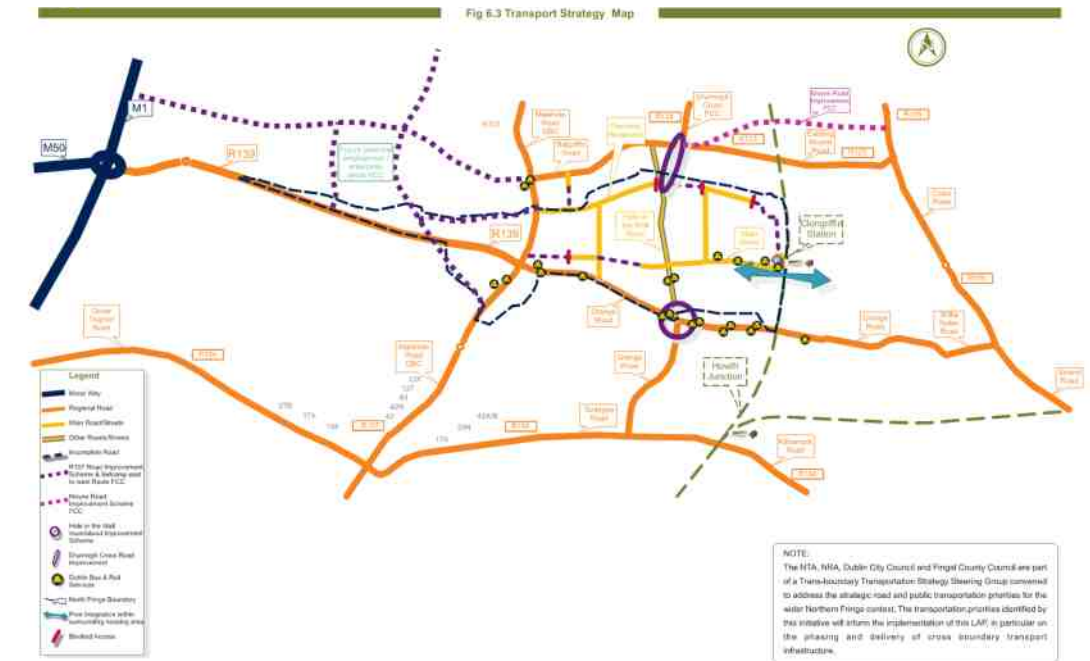
Main Street, looking west

Fig 6.2 Smarter Travel Map



LAP Movement map

Fig 6.3 Transport Strategy Map



LAP Transport map

NOTE:
The RTA, MIA, Dublin City Council and Fingert County Council are part of a Trans-boundary Transportation Strategy Steering Group convened to address the strategic road and public transportation priorities for the wider Northern Fingert context. The transportation priorities identified by this initiative will inform the implementation of this LAP, in particular on the planning and delivery of cross boundary transport infrastructure.

6. MOVEMENT - LAP Objectives cont.

MTP 02

To provide new patterns of pedestrian and cycle movement in both the east-west and north-south directions throughout the area that is coherent, direct, safe and convenient.

A new link has been provided under the railway in the NE corner of the lands. Taken with the emerging River Mayne Park this provides a new option for movement within and through the lands. As a result of the permeable nature of the proposed masterplan, many options of cycle and pedestrian movement will be available to all, including segregated lanes along Main Street, a cycle and pedestrian priority link to Station Square and a network of tree-lined neighbourhood streets.

MTP 03

To initiate a Local Smarter Travel Plan within 1-2 years and pursue its implementation taking into account the Sustainable Movement and Transport principles outlined in the LAP.

All documentation requirements have been/ will be met at the appropriate time.

MTP 04

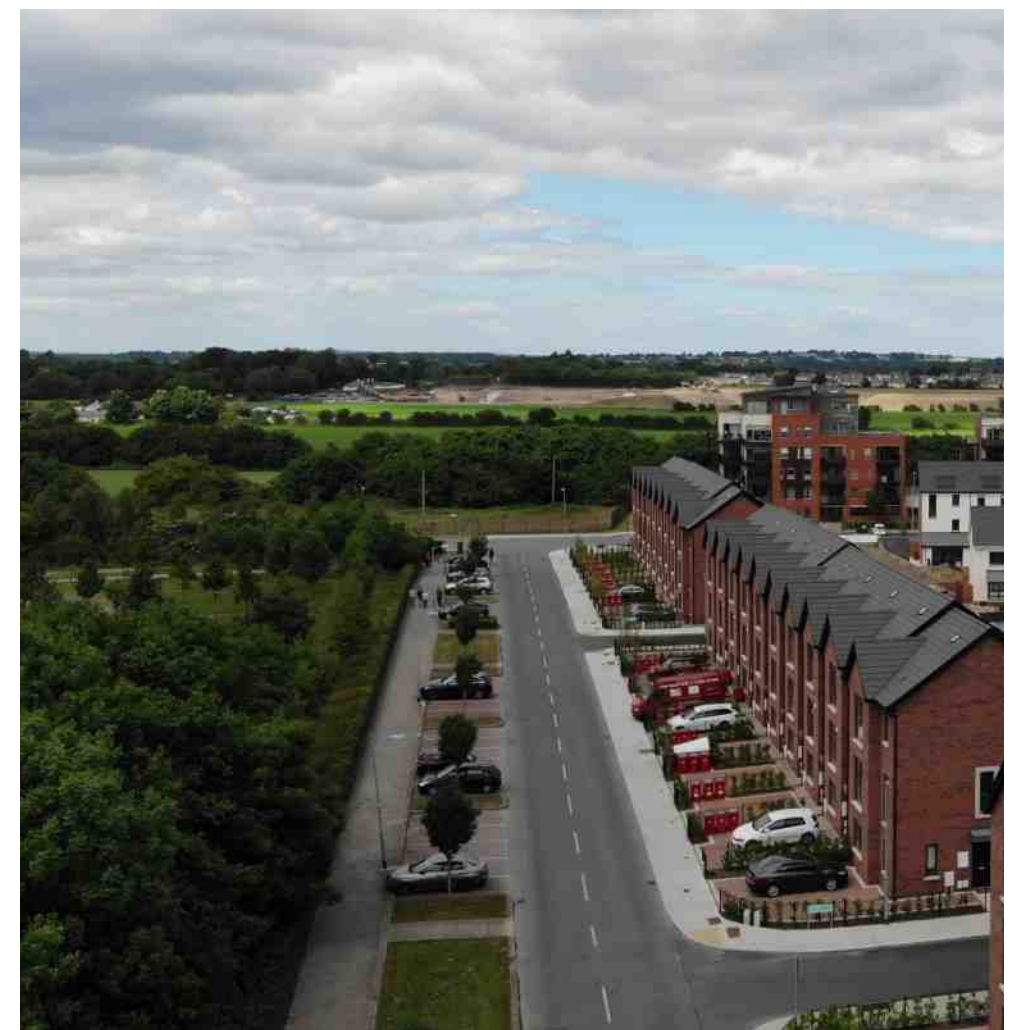
To facilitate enhanced patronage and efficient utilisation of public transport and promote walking and cycling, through a range of means including a reduced provision of car parking for commercial development.

Car parking will be provided at a reduced rate across the masterplan. Dublin Bus are running services through the lands, linking to the Malahide Road QBC, and train services have increased at Clongriffin Station. Principles from DMURS have been incorporated, such as tree planting, on-street parking and curved roads, to aid traffic calming, reduce speeds and prioritise pedestrians and cyclists whilst accommodating cars.

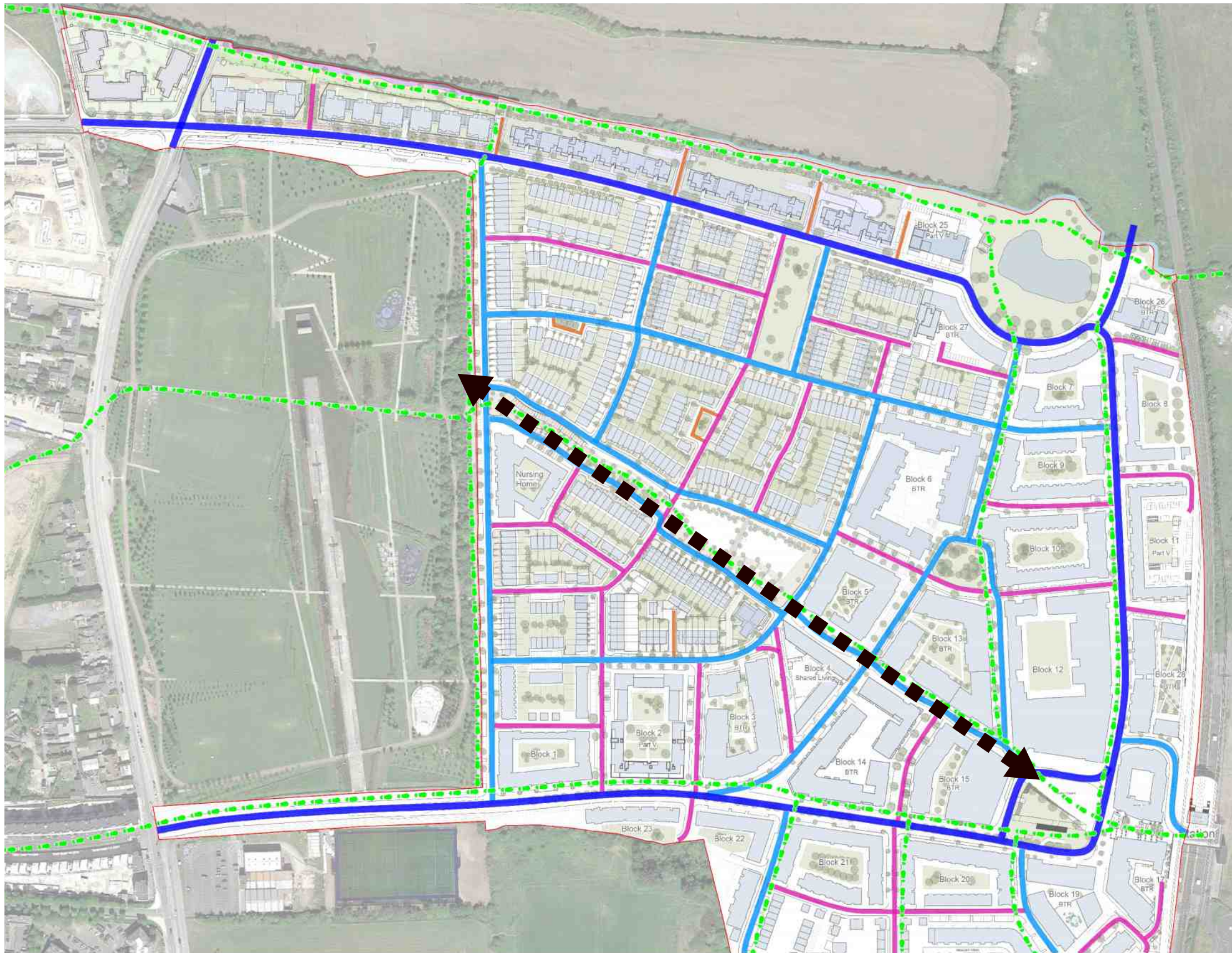
MTP 05

To liaise with Irish Rail and promote greater frequency and enhanced services at Clongriffin Rail Station for commuters as the area continues to grow.

Liaison has taken place at the appropriate time.



High quality streetscape on Park Avenue



- ■ ■ Key link
- Primary route
- Secondary streets
- Neighbourhood road
- ... Pedestrian & cycle priority

Hierarchy of streets within the masterplan

6. MOVEMENT - LAP Objectives cont.

MTP 06

To undertake an area wide traffic management plan including a review of the traffic operations of the R139/R107 Junction and Grange/Kilbarrack Road/ Raheny Road Junctions.

This objective is outside the scope of this document.

MTP 07

To develop a pedestrian route along the Mayne River and access the potential to connect with amenity lands in Baldoyle Estuary and further amenities along the coastal routes.

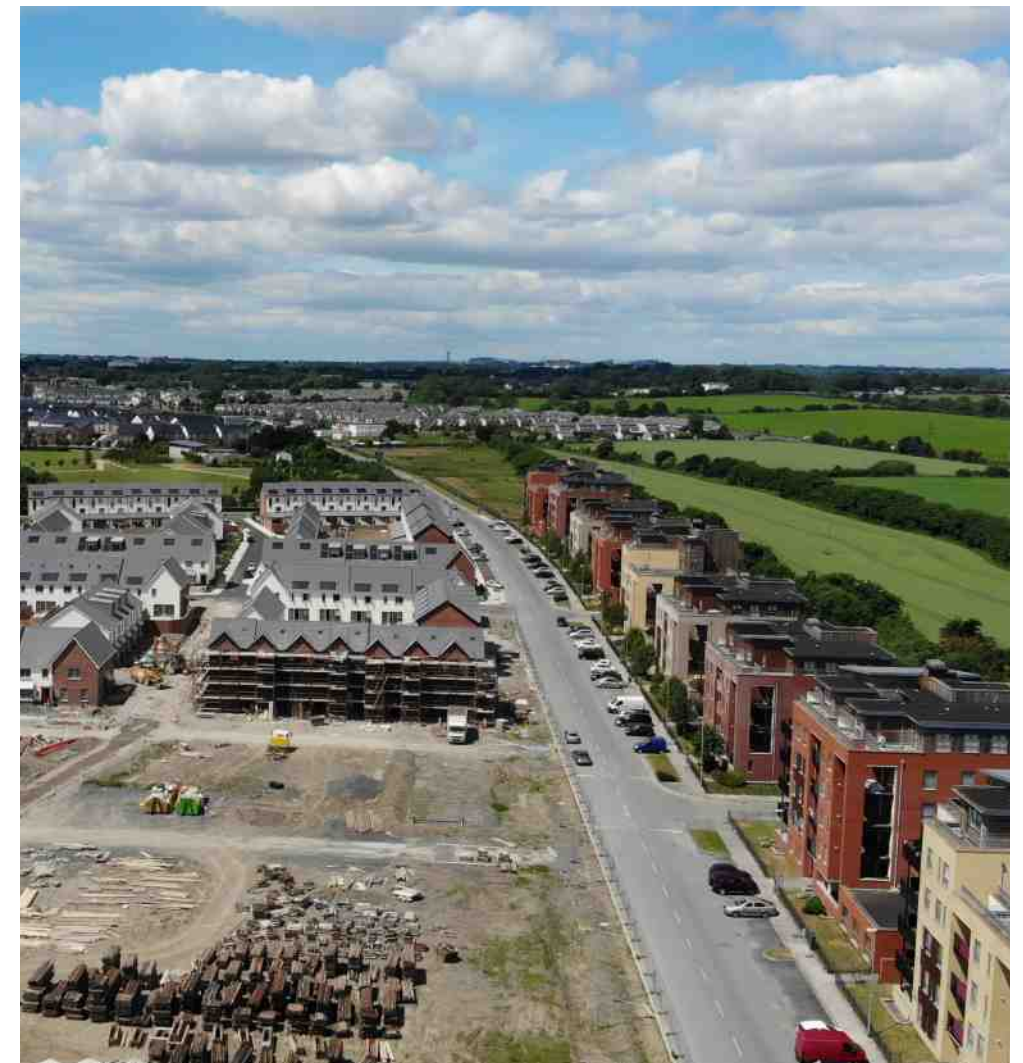
The River Mayne Park has been designed and 350m has been constructed. This includes a portion of the park including pedestrian paths, tree planting and remedial works. In addition, a new link has been opened under the railway, connecting the park with lands to the east. An attenuation pond and wetland park associated with this park are under construction now.

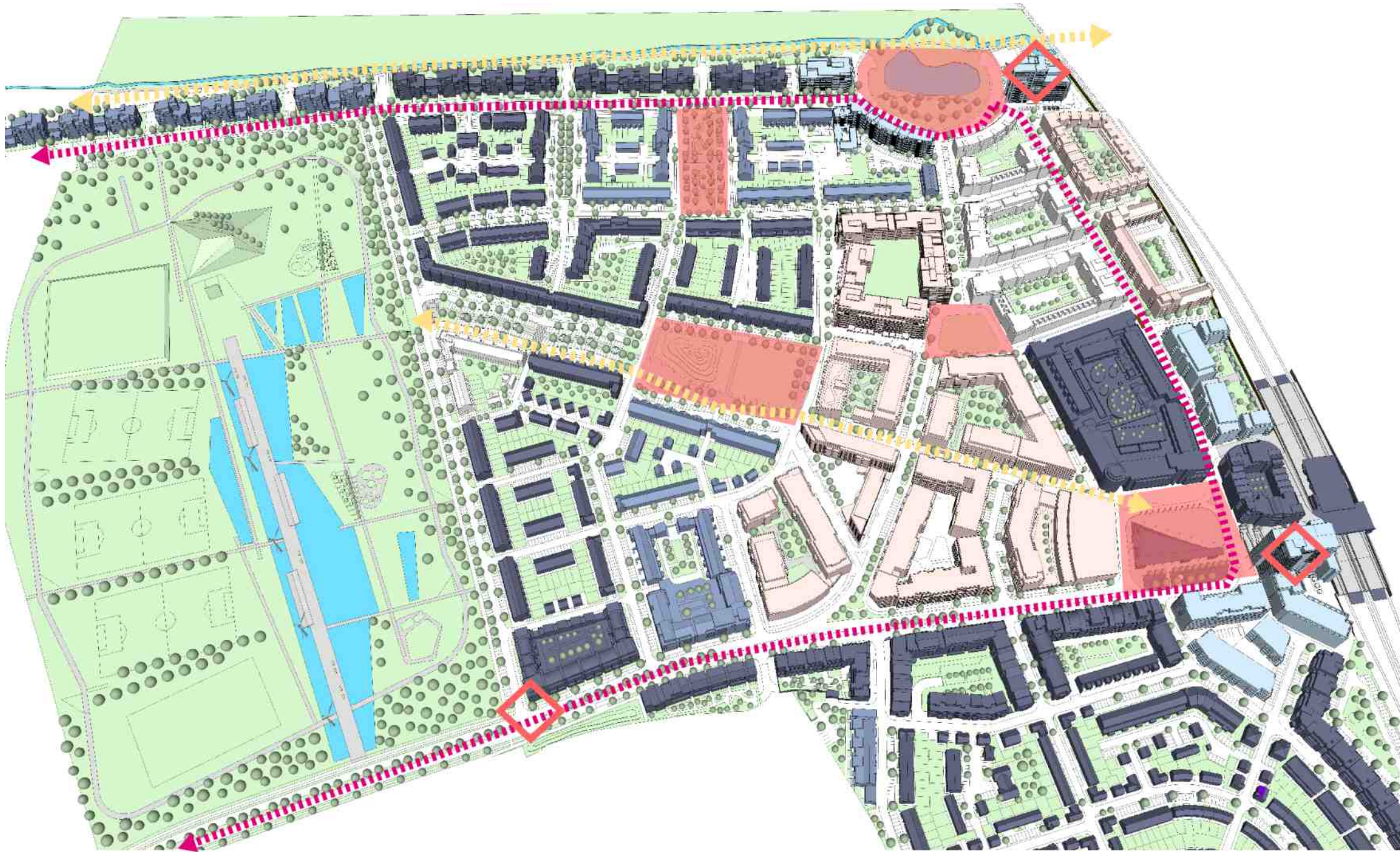
MTP 08

To seek well integrated design solutions for adequate car parking within the design and layout of schemes with particular attention to visitor parking and car storage.

Different approaches to car parking have been taken across the masterplan, depending on the nature of the street. A mixture of on-curtledge and on-street car parking have been employed in order to develop a hierarchy of streets, from neighbourhood to town centre. The development has been divided in 3 zones, which relate to the distance to Clongriffin Train Station; Red Zone: within 200m from the train station (5m walk approx), Green Zone: within 375m from the train station (7m walk approx), Blue Zone: within 500m from the train station (10m walk approx). Based on the different zones, a different rate has been used to estimate the residential car parking provision from a rate of 0.65 (Red Zone) up to 0.75 for Residential units within Blue Zone.

The commercial car parking provision is based on the maximum car parking standards for various land-uses. The total provided represents a reduction of about 25% from the maximum. A 483 space park and ride facility has also been constructed and is in operation beside the railway station. Go Car rentals are now available within this car park and proving very popular.





Key routes and spaces

6. MOVEMENT - LAP Objectives cont.

MTP 09

Implementation of the Movement and Transport Strategy for the LAP will be considered in the context of the wider Norther Fringe region's development and transportation infrastructure requirements across both Dublin City Council and Fingal's County Council. Consultation between both authorities, the NRA and NTA through the Trans-boundary Transportation Strategy Steering Group, including the identification of trans-boundary transportation priorities, will guide the phasing and implementation of transport infrastructure over the timescale of the LAP.

Consultation has been undertaken and the masterplan reflect the requirements of the NRA and NTA where relevant.

MTP 10

That the design of all streets fully comply with the design standards and requirements of the Roads and Traffic Department of Dublin City Council to facilitate the orderly taking in charge process for all public roads. Requirements of Dublin City Council for street design including public lighting, traffic and pedestrian control signalling, street signage and traffic calming shall be ascertained at the design stages and completed if requested before taking in charge.

Liaison has been made with all relevant teams with the City Council as and when appropriate.

MTP 11

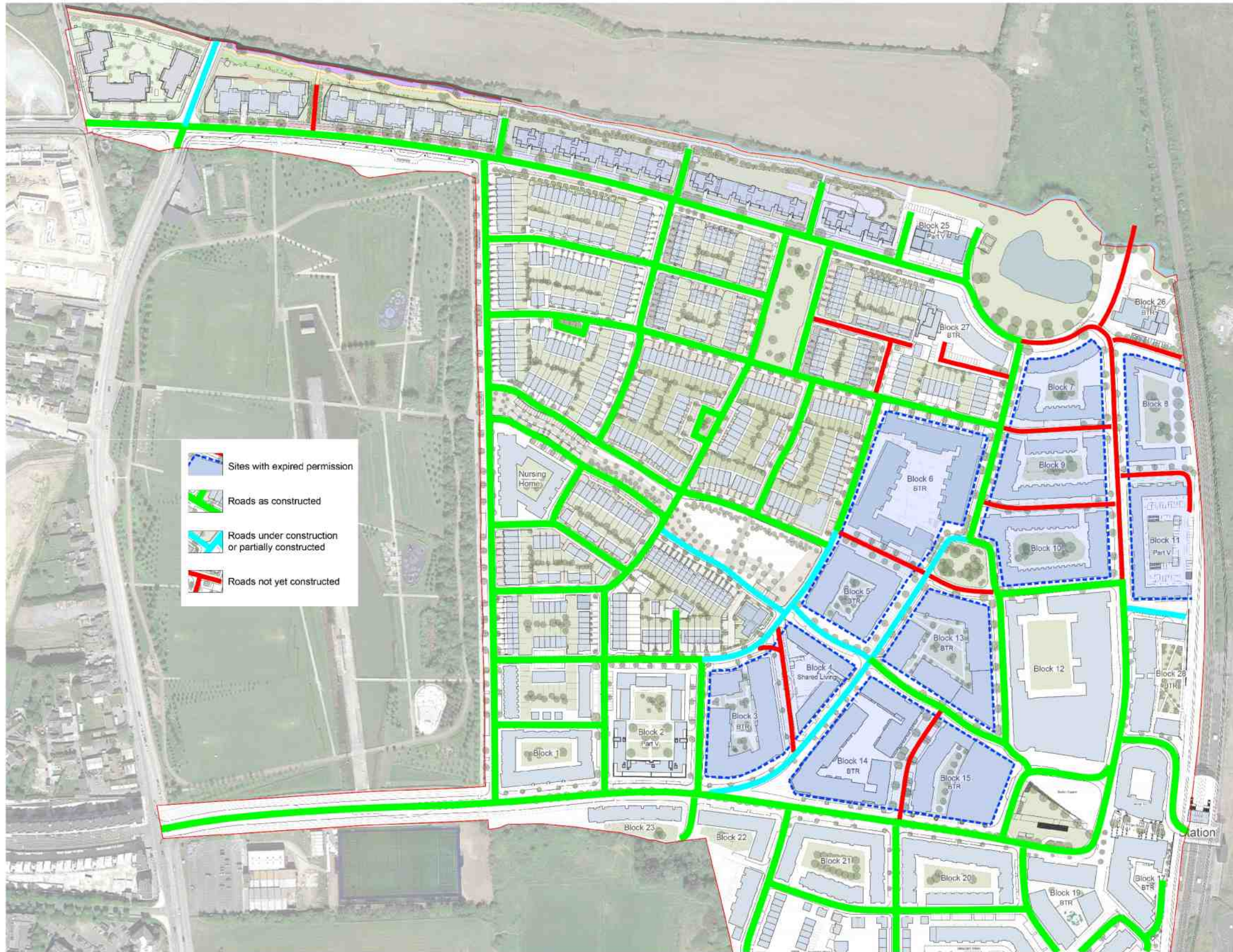
Consultation to be undertaken with existing retail, commercial and other service providers at the junction of R107/R139 to ensure that customer access to important local services is fully considered in design and traffic movement options.

This objective is outside the scope of this document.

MTP 12

To liaise with Dublin Bus and the NTA on the operation of bus services and alignment of bus routes through the area having regard to the location of new housing, community facilities and other services and new street completions (offering the potential for new route options) as they occur in the LAP area.

Liaison has taken place at the appropriate time.



Roads built, under construction and unbuilt

6. MOVEMENT - Summary & DMURS

Existing Road Network

Most of the development's internal road network has been constructed under the parent planning application, Reg. Ref. 0132/02, PL29N.131058, as shown on pg 25 of this report.

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.

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.

Creating a Sense of Place

Four characteristics represent the basic measures to create people-friendly streets that facilitate more sustainable neighbourhoods.

1. Connectivity

The creation of vibrant and active places requires pedestrian activity. This requires walkable street networks that can be easily navigated and are well connected. The proposed development gives pedestrians and cyclists precedence over other modes of transport. Each block has footpaths on all sides, with pedestrian crossings provided regularly. All Blocks are within close proximity to Clongriffin DART Station. The furthest from the station, Block 25, is approximately 750m away, approx 9 minutes walking distance.

Dublin Bus also services the development, with bus route 15 running along Main Street, every 7 to 8 minutes at peak hours and 10 to 12 minutes off-peak. The provision of pedestrian and cycle links to the Clongriffin DART Station and the local bus stop ensure good connectivity to the local public transport services.

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.

2. Enclosure

A sense of enclosure spatially defines streets and creates a more intimate and supervised environment. A sense of enclosure is achieved by orientating buildings towards the street and placing them along its edge. 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.

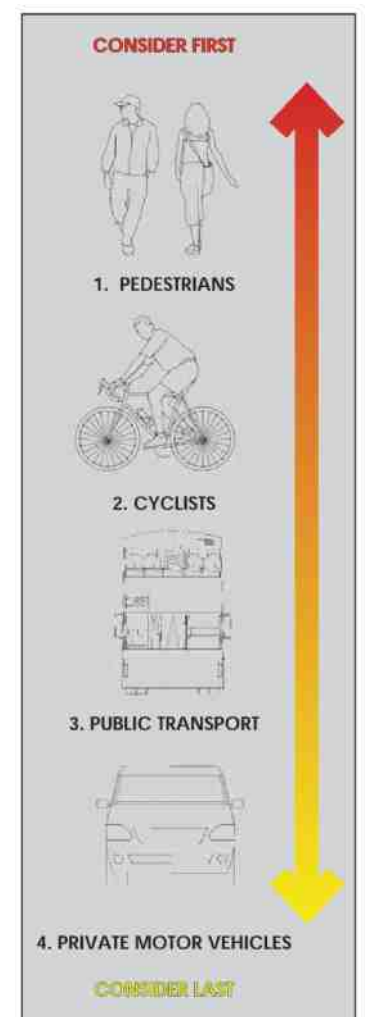


Figure 2.21: User hierarchy that promotes and prioritises sustainable forms of transportation

3. Active Edge

Active frontage enlivens the edge of the street creating a more interesting and engaging environment and ensures the street is overlooked by generating pedestrian activity as people come and go from buildings. 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 will increase footfall.

4. Pedestrian Activity/Facilities

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.

As outlined above, the proposed development has been designed to provide excellent pedestrian and cycle connectivity. Blocks all front directly onto roads and streets, creating activity and providing surveillance to enhance pedestrians' feeling of safety and wellbeing.

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.

Key Design Principals

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

1. Connected Networks

The proposed development has been carefully designed to ensure that the focus on connectivity is centred on pedestrians and cyclists, which will promote walking and cycling by making them a more attractive option than the private car.

2. Multi-Functional Streets

The proposed development includes a mix of residential and commercial space, spread over 15 blocks. Provision has been made for a wide range of uses for the commercial spaces, including offices, a car showroom, community room, crèches, cafés, corner shops, an 8-screen cinema, a hotel and a gym.

3. Pedestrian Focus

The design of the scheme has placed a particular focus on the pedestrian. Connectivity throughout the scheme is heavily weighted towards the pedestrian and away from the private car. The streetscape has been designed to provide a sense of enclosure and to be active with good passive surveillance in order to enhance pedestrians' sense of safety and well-being. The street design incorporates well thought out pedestrian facilities such as generous footpaths, pedestrian crossings and raised tables.

4. Multi-Disciplinary Approach

The design of the proposed scheme has been developed through the design team working closely together.

DMURS Summary

The site is located in Clongriffin, which is defined as per DMURS Section 3.2. 2 "Place Context" as an existing neighbourhood which is intensively developed with medium to higher density housing and contains a broad mix of uses.

An active frontage is achieved with frequent entrances and openings that ensure the street is overlooked and generate pedestrian activity as people come and go from buildings. The roads throughout the development have regular junctions and pedestrian crossings in accordance with this recommendation. Raised tables are provided at regular points to promote lower vehicle speeds and enable pedestrians to cross the street at grade, in accordance with DMURS Section 4.4.7.

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.

7. URBAN DESIGN - LAP Objectives

UD 01

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).

Densities vary across the masterplan in order to provide a balanced and mixed community with a range of housing options available. Density increases in proximity to the station, resulting in an average of about 80-85dph across Clongriffin, which is high for Ireland.

UD 02

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.

A range of house and apartment types have been developed in order to accommodate the full life-cycle of residents. These range from terraced houses with private gardens to apartments and duplexes with private terraces and balconies. Many properties are also adaptable with open plan living, level access and convertable attic or office spaces to accommodate future needs.

UD 03

To promote public spaces that provide both passive and active recreation and a connection to those forms of activities in the surrounding area.

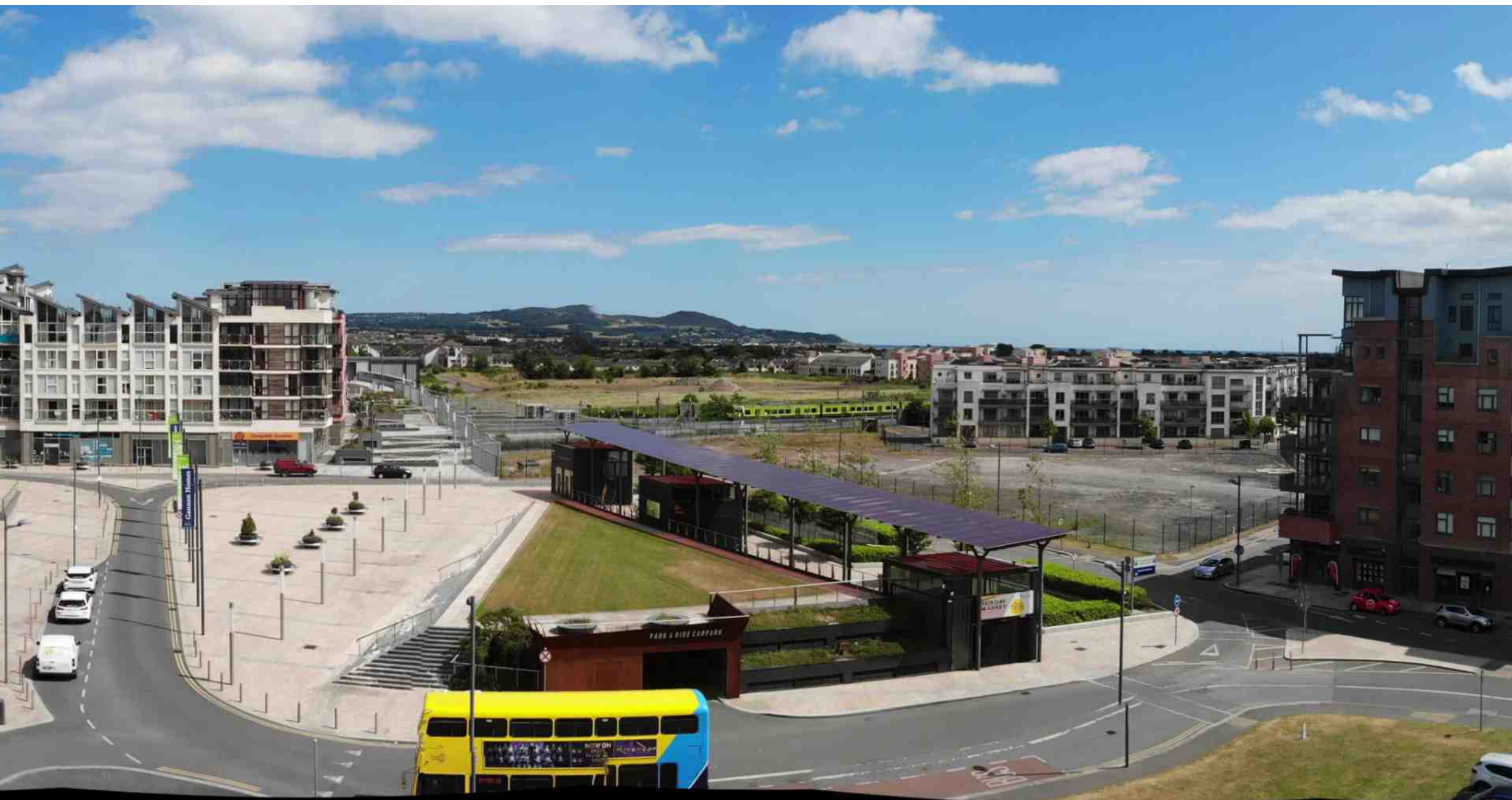
A variety of public spaces have been provided and continue to be constructed throughout the masterplan. These include improvements to Fr. Collins Park, the new River Mayne Park, a new link under the railway, new public squares, green spaces and less formal spill-out and lingering spaces. This range provides opportunities for all kinds of public life, both formal and informal to occur.

UD 04

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.

The highest quality materials have been chosen throughout all construction and design phases. This is evidenced in the lack of decay evident in earlier phases that have been occupied for some time already. For more detail refer to Section 8 Open Space & Amenity.





Clongriffin Station Square

7. URBAN DESIGN - LAP Objectives cont.

UD 05

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.

All roads have been designed with principles from DMURS in mind, as outlined in Section 6. Movement. This encourages a hierarchy of streets with a pedestrian and cycle priority. Key link roads also incorporate segregated cycle lanes where appropriate. A network of parks and spaces has been developed across the masterplan to provide a legible network of streets. Views between each have been carefully considered so as to help cyclists and pedestrians navigate.

UD 06

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.

Public realm enhancements and contribution levies have been agreed with the City Council where appropriate.

UD 07

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 Marrisfield, 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.

Building heights follow the Development Plan guidelines at junctions, main streets, district centres and the approved landmark structure. Three storey terraced homes line the park edge, mixed-use buildings of five to six storeys have been built along Main Street and Station Square and a landmark tower has been approved adjacent to the station.



Neighbourhood Street with greenway



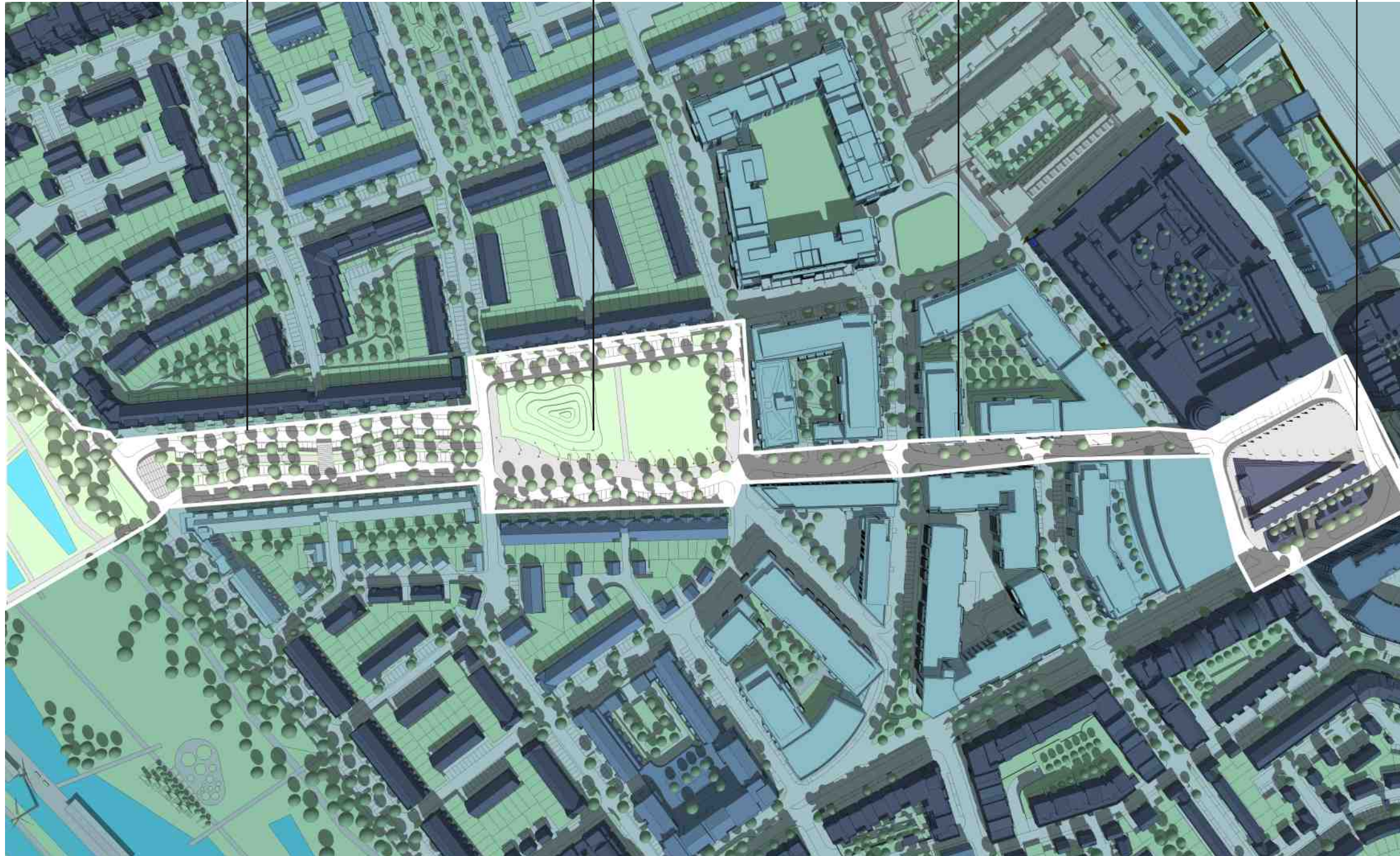
Bellpark Square



Pedestrian & bicycle priority street



Station Square



'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 are connected by high quality public realm.

The journey leads from the large scale Fr. Collins Park, through a quite 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, .

More information is outlined in Section 8 Open Space & Amenity.

Fr. Collins Park

Park Terrace

Belltree Park

Market Street

Station Square

7. URBAN DESIGN - LAP Objectives cont.

UD 08

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.

Full compliance has been sought for all completed phases to date.

UD 09

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.

Satisfactory arrangements for the on-going management of multiple unit developments has been sought where relevant.

UD 10

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.

Noise considerations have been made and incorporated into building design and layout where relevant.

UD 11

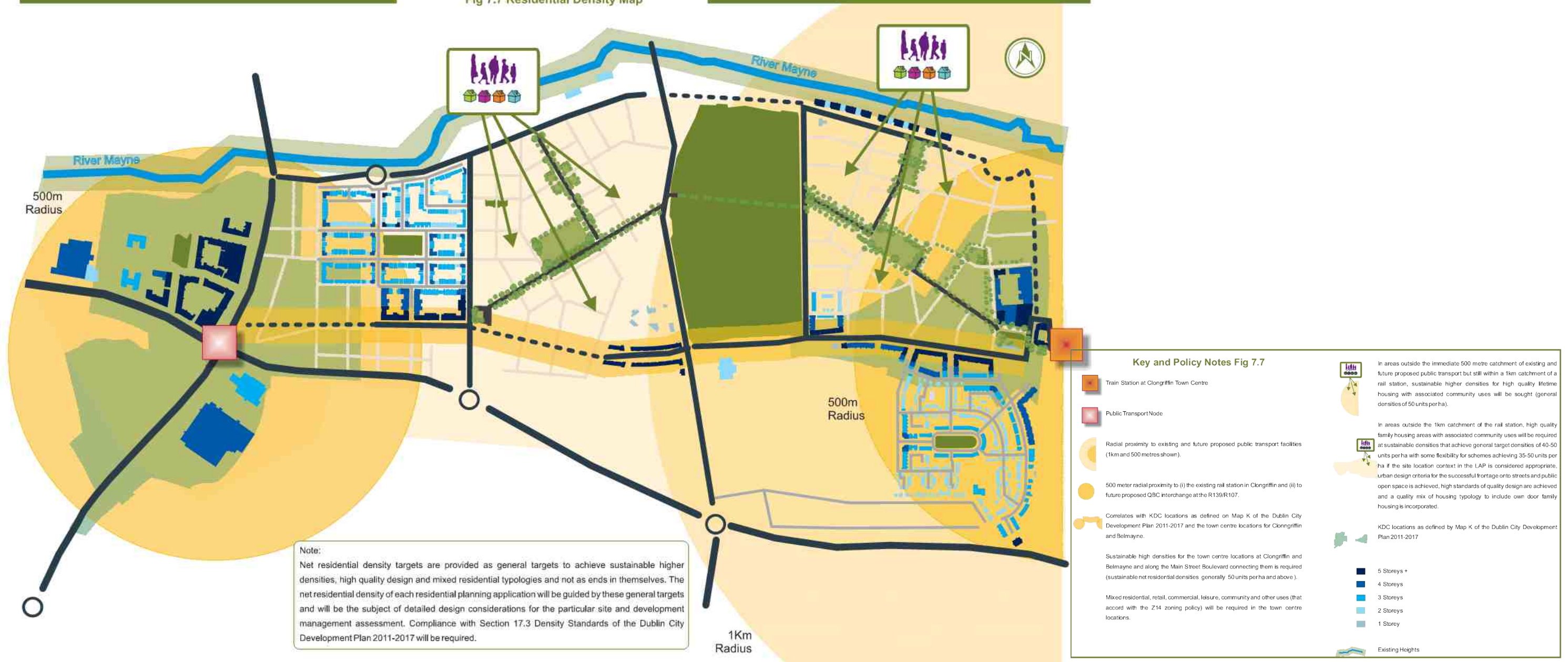
To preserve and maintain good air quality in the plan area in accordance with national and EU policy directives on air quality and where appropriate promote compliance with established targets.

All proposals meet the relevant policy and building standard requirements.



Marrsfield Avenue

Fig 7.7 Residential Density Map



LAP Residential Density Map

7. URBAN DESIGN - LAP

7.1 Principles of Urban Design

The Clongriffin Belmayne LAP sets out in Chapter 7.0 Urban Design *"that the principles of urban design will drive future development in the North Fringe to achieve a high quality urban environment creating a neighbourhood where people will want to live, work and visit, now and in the future"*.

Chapter 7.0 Urban Design lists 9 objectives and the following pages will deal with each of these.

The table to the right outlines how the masterplan complies with the 6 Local Urban Design Principles outlined in the Clongriffin-Belmayne LAP.

LOCAL URBAN DESIGN PRINCIPLES		
PRINCIPLE	ELEMENTS	MASTERPLAN RESPONSE
Consolidation	<ul style="list-style-type: none"> • Development patterns • Intensification of existing developed sections 	Development is intensified around Clongriffin station. This helps to sustain a local community and a walkable neighbourhood. Commercial and community uses along main routes and at the station ensure passive surveillance and security.
Integration and Connectivity	<ul style="list-style-type: none"> • Movement networks • Building interfaces 	A permeable neighbourhood with a variety of route options has been developed in the masterplan. Primary vehicle routes are clearly legible and interspersed with pedestrian priority local roads. The masterplan also links into surrounding neighbourhoods in multiple locations, ensuring integration with the context.
Diversity and Adaptability	<ul style="list-style-type: none"> • Mix of uses • Flexibility of buildings • Sustainable buildings 	A broad range of homes are proposed, from single family houses with private gardens to shared living and town centre apartments. This provides a good social mix and choice of dwellings. Many properties can also be adapted to accommodate elderly or less able-bodied inhabitants.
Legibility and Identity	<ul style="list-style-type: none"> • Urban form • Visual character 	A grid of streets bookended by open spaces and landmark buildings aid legibility and wayfinding within the masterplan lands. Primary routes are lined with mixed-use buildings, active uses at ground floor and street trees. A balance has been sought, through material finishes and street furniture, between creating distinctive neighbourhoods and developing a cohesive town.
Environmental Responsiveness	<ul style="list-style-type: none"> • Ecosystem • Green network • Sustainable urban drainage • Waste • Energy 	Several large parks have been provided already or are under construction including Fr. Collins Park, the River Mayne Corridor and the Wetland Park. Street planting has been incorporated to mitigate surface water run-off.
Streetscape and Design	<ul style="list-style-type: none"> • Animation • Footpaths • Street furniture and trees • Active frontage • Public realm 	Active frontages and apartments over commercial have been employed along all primary routes to provide 'eyes on the street'. Tree planting, benches and high quality landscaping finishes have been employed to ensure a long lasting, high quality streetscape. Visual connections are employed to aid wayfinding and legibility.

7.2 Urban Structure

Station Square

Station Square is fully built and occupied. Station Square has become the heart of Clongriffin and has proven itself as a hub of community life. Further development, including a landmark tower, are approved and will further activate and define this vital space.

A commuter car park associated with the station and Go Car car rentals help to draw in a wider community and have proven extremely popular.

Malahide Road Junction

This junction is outside the scope of this document.

Main Street Boulevard

Main Street Boulevard is largely built. One side of Main Street has been completed with active uses, wide pavements and extensive tree planting. Main Street is a hive of activity and a successful primary route.

A new community centre including a Men's Shed opened on Main Street in Spring 2018 and is now providing a focus for community activity.



Station Square Sunday market

7. URBAN DESIGN cont.

7.3 River Mayne Corridor

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

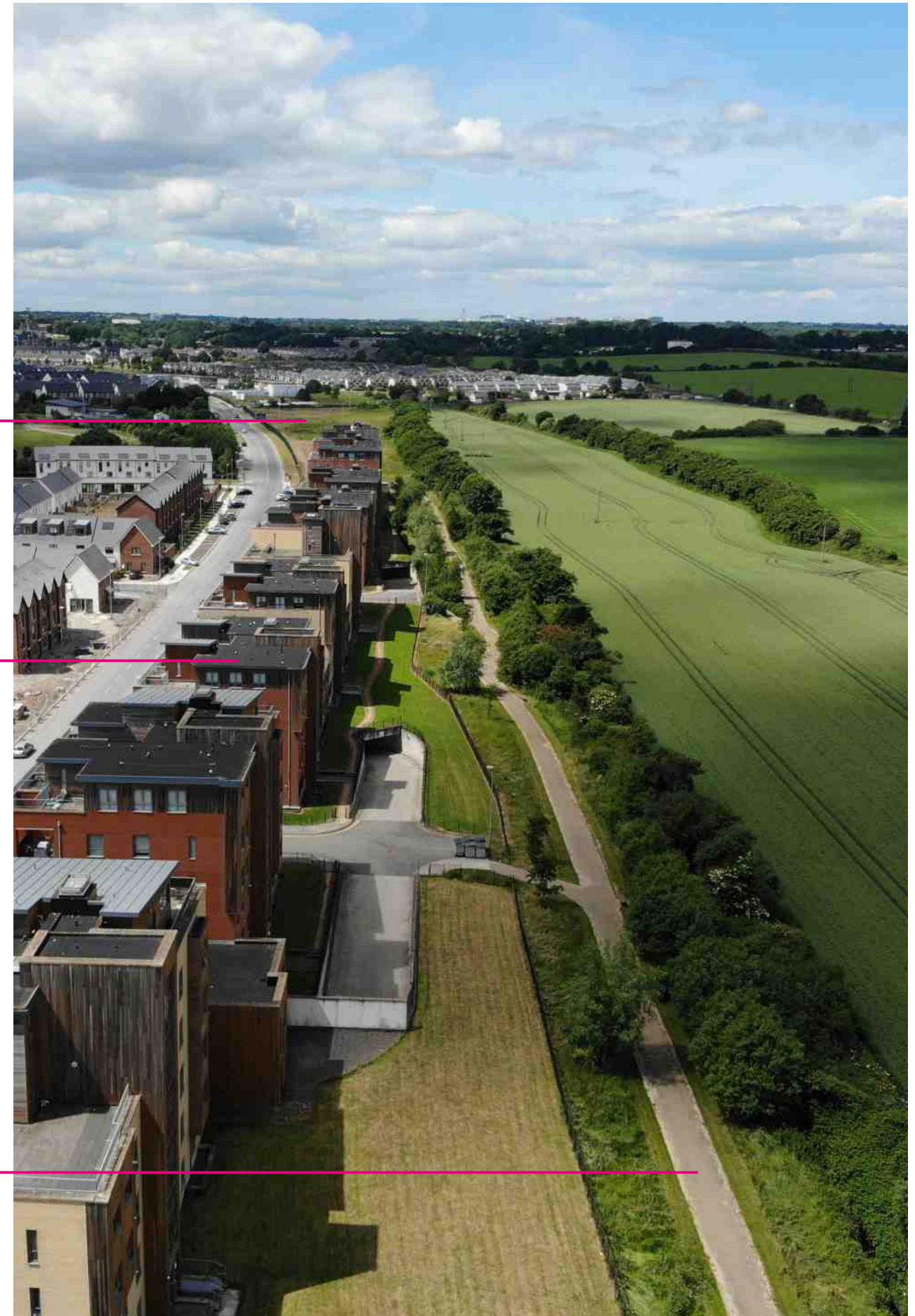
Landscaping along the river is high quality and a network of pedestrian footpaths has been linked along the full length. Extensive tree planting, of native species, in addition to smaller shrubs and plants has also been provided.

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

Apartments approved at
Marrisfield Avenue beside
Fr. Collins Park

Apartments completed at
Marrisfield 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 its journey to the coast

7. URBAN DESIGN cont.

7.4 Urban Form

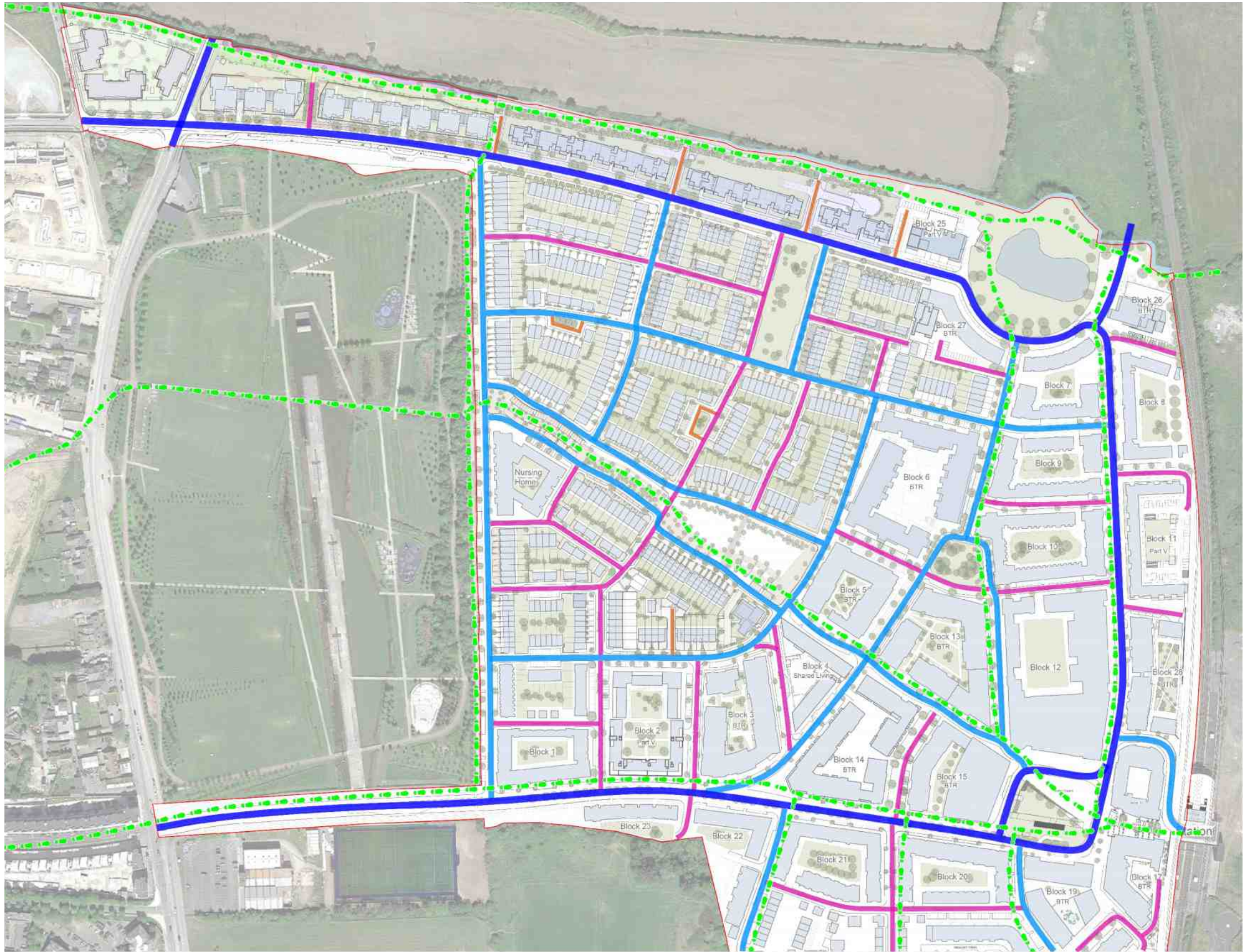
A hierarchy of streets has been provided for with one primary vehicle route around the outer edge of the masterplan. An internal network of smaller scale, neighbourhood roads provides alternative, slower, options for cyclists and local traffic. A central spine links Fr. Collins Park with Station Square 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. More detail in Section 6 Movement.

Main streets have residential units above commercial and community facilities at street level. This allows 'eyes on the street' and passive surveillance.

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.





-  Primary route
-  Secondary streets
-  Neighbourhood road
-  Pedestrian & cycle priority

Hierarchy of streets within the masterplan

7. URBAN DESIGN cont.

7.4 Urban Form (cont.)

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.

The form of each block responds to its location and function within the masterplan, with density and height used to structure civic spaces and aid way-finding and legibility of streets.

Taller corners and active frontages are utilised to structure the masterplan, provide edges, nodes and structure.





Active frontages and key routes

7. URBAN DESIGN cont.

7.5 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.

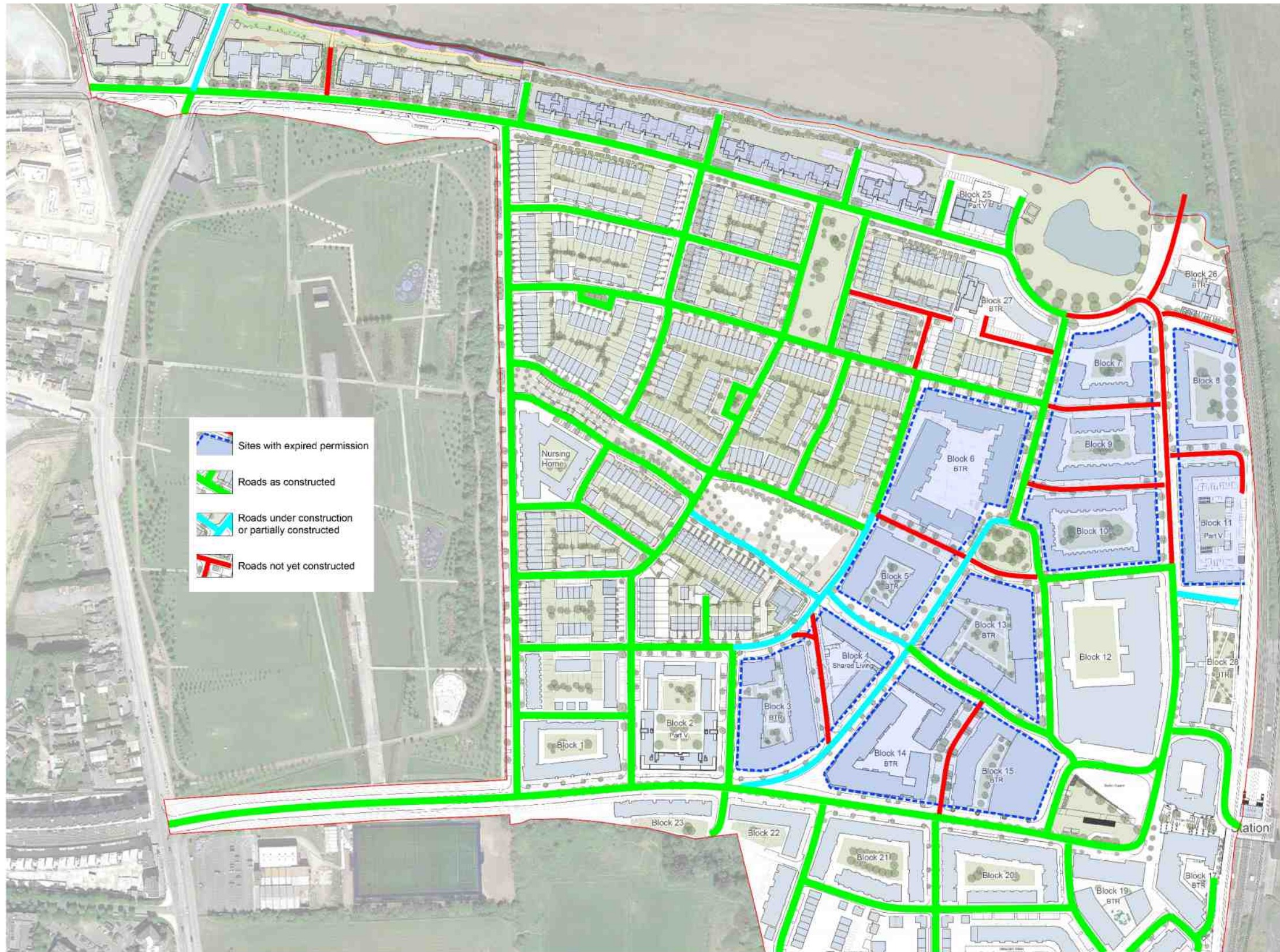
On-street parking, incidental open space, tree planting and lighting have all been employed to enliven the street environment and subtly demarcate between private and public areas.

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.

Taller buildings with flush frontages to the street provide civic structure whilst smaller elements are incorporated to introduce a human scale and help people navigate.



Main Street looking west



Roads built, under construction and unbuilt

7. URBAN DESIGN cont.

7.5 Public Realm cont.

Foul Water Drainage – Existing

The entire Clongriffin development drains by gravity to the Clongriffin Pumping Station on Marsfield Avenue, which has been taken in charge by Dublin City Council. The pumping station discharges to the 1600mm diameter North Fringe Interceptor Sewer which is located within the reservation of Marsfield Avenue.

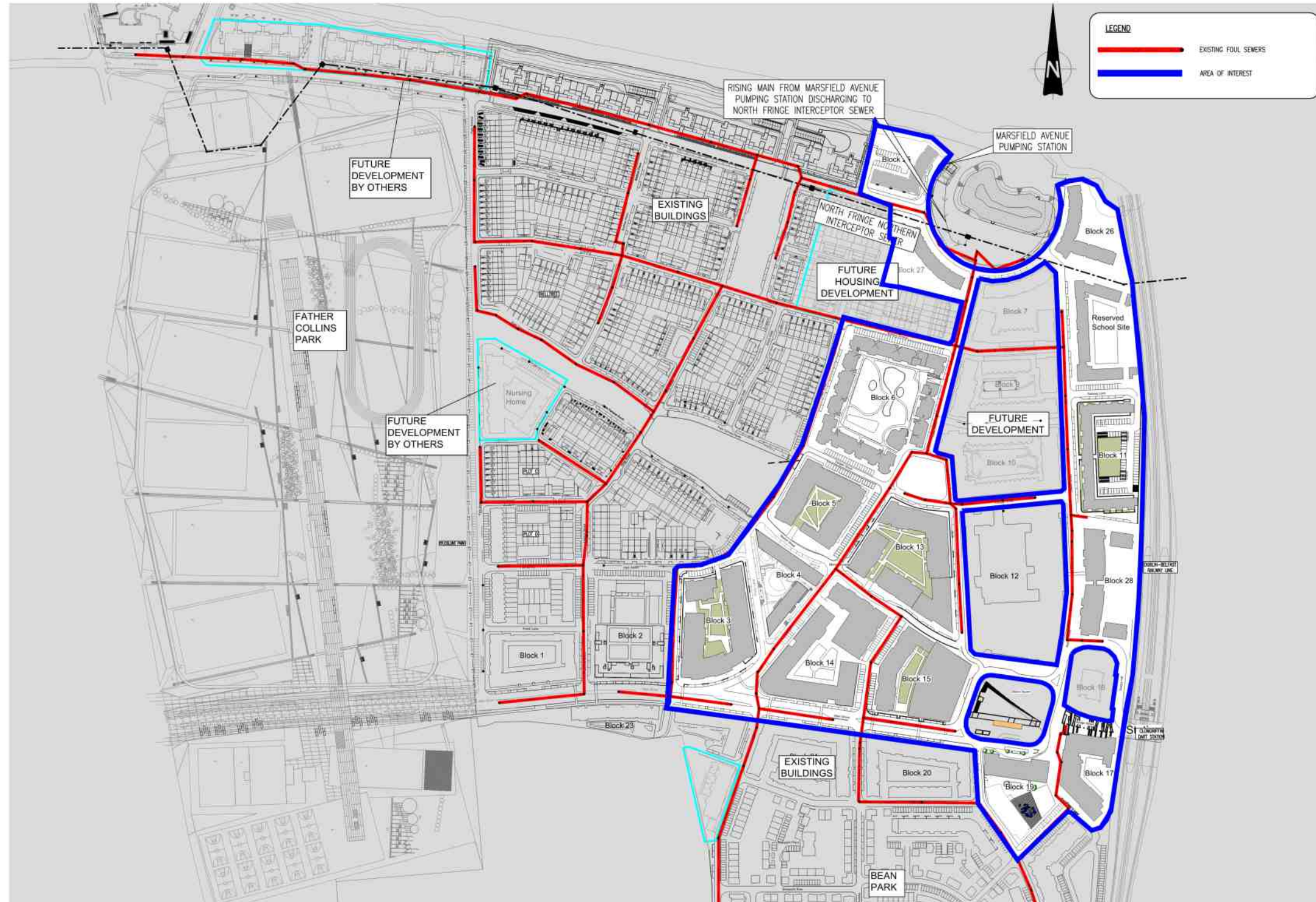
A series of existing 225mm, 300mm and 450mm diameter foul sewers within the road network surrounding the subject blocks will connect and drain to the Pumping Station.

Foul Water Drainage – Proposed

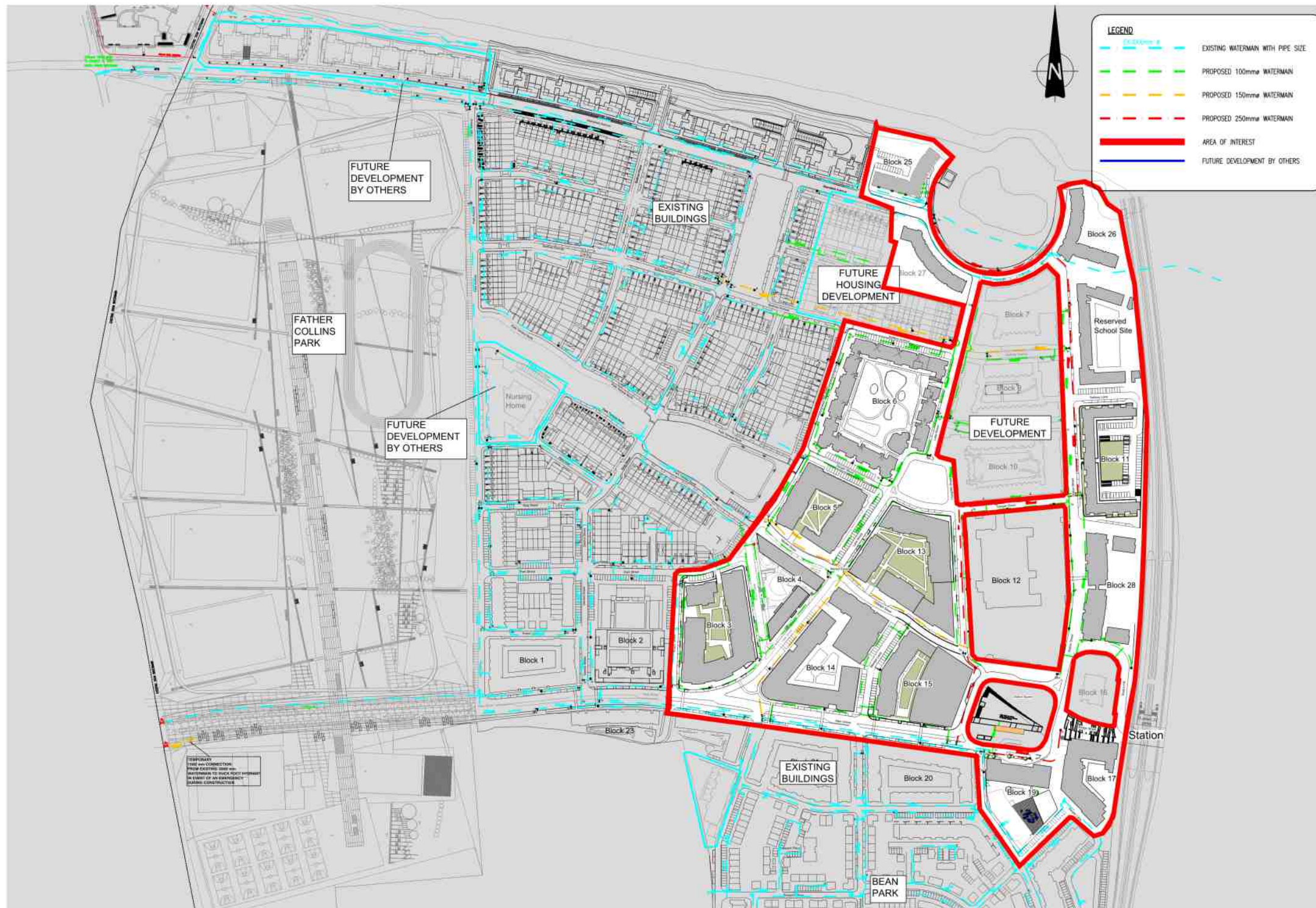
It is proposed to discharge foul water from the subject blocks to the existing foul water system outlined above. It is proposed to discharge any surface water collected within basement gullies to sumps and pump to the foul water outfall manholes. A Class 2 bypass petrol interceptor will be provided within each basement before pumping basement storm water to the foul water outfall manhole. A non-return valve will be provided at the outfall manholes to minimise the risk of surface water entering into the private network.

Foul Water Drainage – General

All private drains will be laid to comply with the requirements of Part H and will be constructed to the most current requirements and details of Irish Water's Code of Practice.



Existing Foul Water Drainage



Water Supply – Existing

The overall Clongriffin development is served by an existing watermain network constructed under the parent planning permission Reg. Ref. 0132/02. The network has been designed and constructed to accommodate the subject blocks, with capped ends provided to enable future connection. Refer to the map to the left, which shows the existing watermain network for the entire Clongriffin North site. The drawing shows the Clongriffin Masterplan layout in the background, highlighting the buildings and roads which have been constructed, with the subject blocks also identified.

Water Supply – Proposed

It is proposed to supply water to the subject blocks via connections to the existing watermain network, as indicated on Figure 3, above. This watermain network design follows the original approved Clongriffin watermain masterplan. The water demand that will be generated by the subject Blocks is approximately 920m³ per day, with an average demand of 10.66 l/s and a peak demand of 66.62 l/s.

Water Supply – General

All watermains will be constructed to the most current requirements and details of Irish Water’s Code of Practice.

Existing & Proposed Watermain Layout

7. URBAN DESIGN cont.

7.5 Public Realm cont.

Surface Water Drainage – Existing

The subject lands are served by an existing storm water drainage system approved and constructed under the Clongriffin parent planning permission.

The surface water sewers constructed under the parent planning permission discharge to an attenuation lake in the northeast of the Clongriffin scheme before discharging to the Mayne River at a controlled rate of 249 l/s, as permitted under the parent planning permission.

The map opposite shows the existing as-constructed trunk surface water drainage layout for the entire Clongriffin site. The drawing shows the Clongriffin Masterplan layout in the background, identifying completed portions of the development. The drawing illustrates the surface water drainage strategy for the main infrastructure identifying the main sewer networks to the attenuation lake, before discharging to the Mayne River.

Surface Water Network and SuDS Strategy

Storm Water Management Plan

The methodology involved in developing a Storm Water Management Plan for the subject site is based on recommendations in the Greater Dublin Strategic Drainage

Study (GDSDS) and in the SuDS Manual. We propose to incorporate a Storm Water Management Plan through the use of various SuDS techniques. Treatment and storage of surface water at source will intercept and slow down the rate of runoff from the site to the existing surface water sewer system.

Based on three key elements, Water Quantity, Water Quality and Amenity, the targets of the SuDS train concept have been implemented in the design. The SuDS train provides for SuDS devices for each of the following:

- Source Control - Individual blocks or private property
- Site Control – Public Roads within the development
- Regional Control – Clongriffin catchment and sub catchments

The SuDS devices proposed within and around the subject blocks consist of the following:

Source Control:

It is proposed to provide open grassed areas with low level planting and permeable paving in the courtyards at the ground floor podium level. This will ensure that all podium levels will act as soft scape and will significantly slow down and reduce the amount of surface water runoff from the courtyard/podium level.

Planter boxes, planted areas and permeable paving areas will also take surface water runoff from the down pipes fronting onto the courtyard area. The ground floor podiums have been designed to

allow for loading of 500mm of soil and 300mm of surface water. Green roofs are proposed for some of the blocks. The paved areas on these roofs will drain to the planted areas. The green roof decks are designed to allow for loading of 500mm soil and 300mm of surface water.

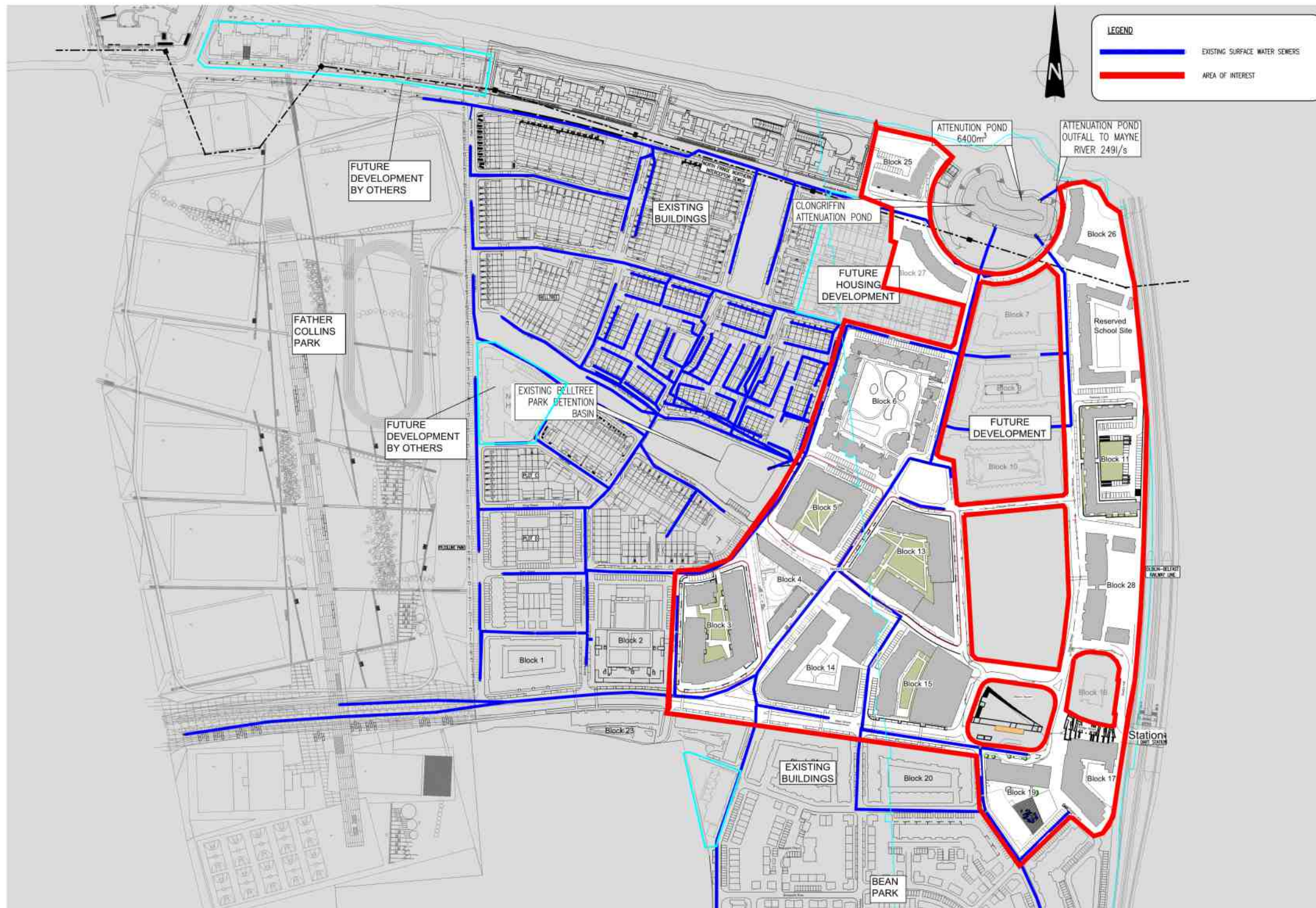
Filter drains are proposed around the perimeter of each block. Rainwater pipes from the roofs of the surrounding buildings will be directed to the filter. The filter drains consist of stone trenches that provide for linear collection and treatment of surface water, allowing for some infiltration into the ground. The filter drains will discharge into a collector drains before eventually discharging into the storm sewer network. These will act as the first layer of SuDS provided within the private realm.

Site Control:

Permeable paving will be utilised at roadside parking spaces, with underlying perforated pipes connecting to the storm water sewer network within the roads.

Regional Control:

Regional Attenuation Pond: The Clongriffin regional attenuation pond, located in the north east of the Clongriffin development, was designed and constructed to accommodate attenuation for the Clongriffin development, including the subject Blocks. The pond has a permanent water body of 6,400m³ and acts as the final treatment to improve the quality of the surface water discharge from the site prior to discharging to the River Mayne.



Existing Surface Water Drainage

Attenuation

Surface water from the subject site discharges to the Clongriffin regional attenuation pond before continuing to the River Mayne at a controlled rate of 249 l/s. Excess flows from the development are attenuated within the regional attenuation pond which has been designed and approved by Dublin City Council to facilitate the requirements of the entire Clongriffin Development.

Surface Water – General

Surface water sewers will generally consist of PVC (to IS 123) or concrete socket and spigot pipes (to IS 6). Sewers will be laid strictly in accordance with the Greater Dublin Regional Code of Practice for Drainage Works and the recommendations contained in the Dublin City Council requirements. No private drainage will be located within public areas.

Drains will be laid to comply with the requirements of the latest Building Regulations, and in accordance with the recommendations contained in the Technical Guidance Document H.

7. URBAN DESIGN cont.

7.6 Sustainable Density

Density varies across the masterplan, increasing with proximity to the station. Overall an average density in excess of 80dph is anticipated, once the masterplan is built out. This density is above average for similar locations around Dublin and represents a highly sustainable density, particularly in the context of the high number of houses prevalent.

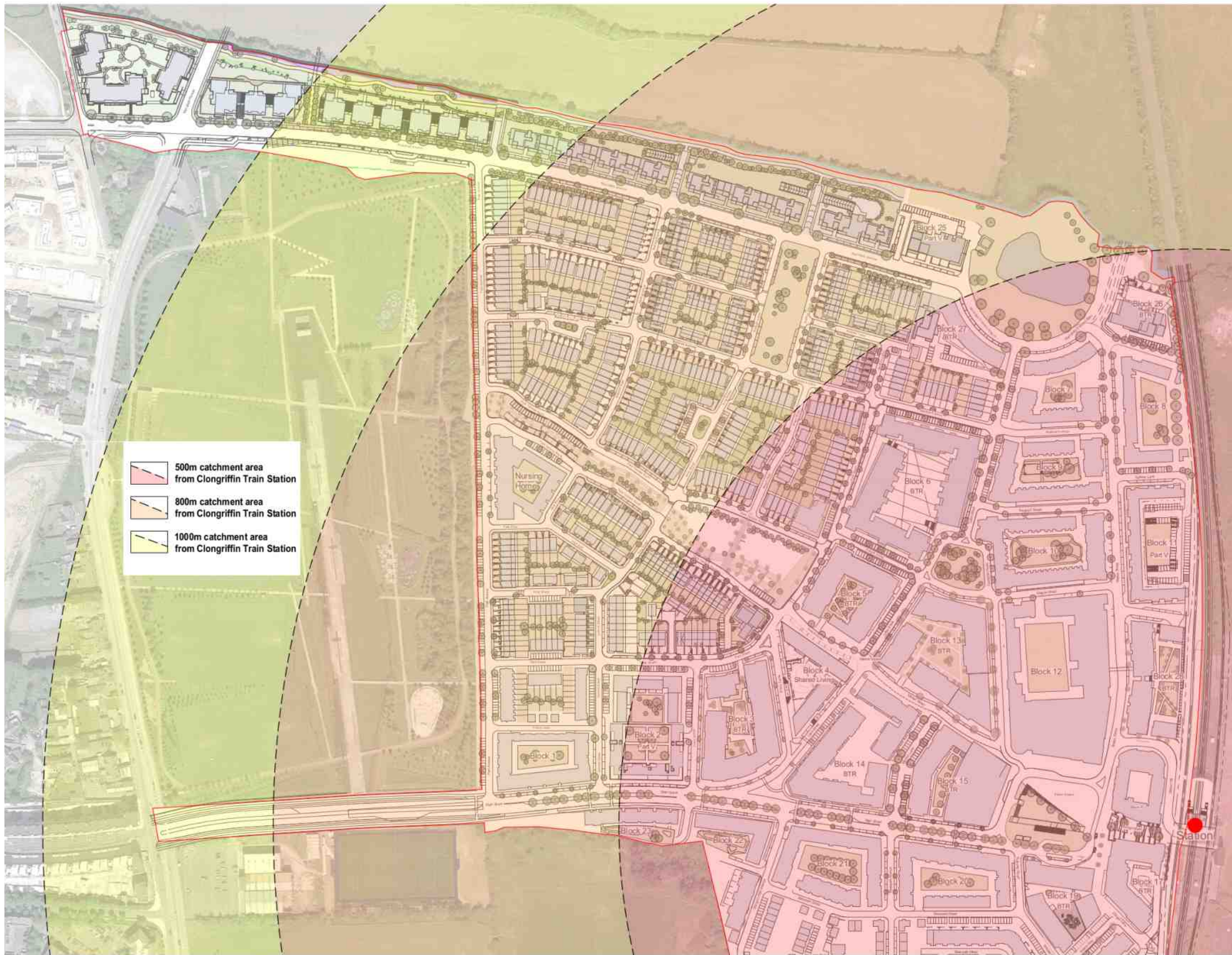
The proposed density helps to create a sustainable community and supports commercial and community uses including creches, pubs, shops, professional services, restaurants/ cafés, a yoga studio and community centre. A high local population combined with walkable and bikeable streets combine to allow small businesses and local shops to thrive.

Clongriffin already has a population of 5,000 residents with approximately half the residential units built to date. Already the population has created sufficient momentum to support significant commercial and community activities.

This density has been possible as a result of the exceptional public transport infrastructure including Clongriffin Train Station, the Malahide Road QBC and a network of cycle tracks linking Clongriffin the 9.4km to the City Centre.



Three storey terraced homes overlooking Fr. Collins Park on Park Avenue



Walking distances from Clongriffin Station

7. URBAN DESIGN cont.

7.7 Housing

A broad mix of housing has been planned for within the masterplan. Homes vary from own-door, terraced houses with driveways and private rear gardens, to some shared living accommodation and town centre apartments adjacent to the station.

To date houses have been the most popular choice amongst incoming residents but as the town centre develops and becomes more established an increased interest in the urban living opportunity has been noted.

The variety of typologies provided allows a broad range of inhabitants and a diverse community.

Several blocks of social housing have already been provided and taken over by The Iveagh Trust.



New homes at Belltree Park,
June 2018



Park Avenue & Belltree Park



Marrsfield Avenue



Belltree Avenue

7. URBAN DESIGN cont.

7.8 Building Heights

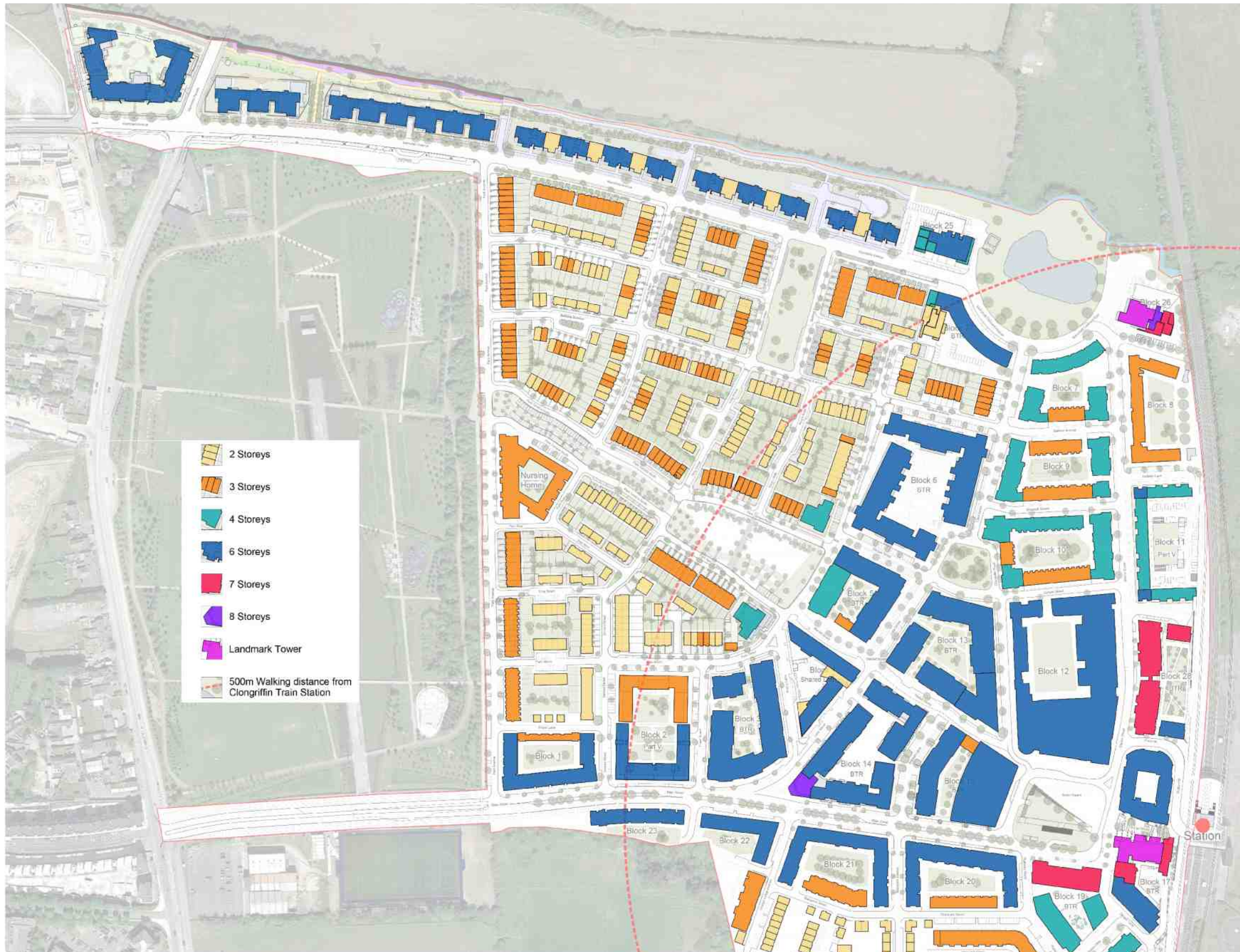
In accordance with the LAP objectives building heights have been employed to reinforce street hierarchies, aid wayfinding and structure public spaces.

Houses are two to three stories, apartments four to five stories and higher buildings close to the town centre six to seven stories, with commercial at ground floor.

A landmark tower of 16 stories has been approved at Block 17 which will structure views and aid wayfinding to the train station. A 12 storey tower is proposed at Block 26 to Marrisfield Crescent East as a wayfinder at the north-east node of the town.

The map opposite demonstrates the correlation between building height and proximity to the station.





Building Heights

8. OPEN SPACE & AMENITY - LAP Objectives

Significant progress has been made on the establishment of open spaces and amenity within the masterplan.

EOSP1

To realise the potential of a high quality environment as a key driver in economic development, community development, bio diversity enhancement, improved sustainable movement and enhanced quality of life for the local area.

Focus has been put on delivering open space and amenity in a timely manner, frequently ahead of associated development. All spaces have been designed to the highest possible standards by landscape architects and use has been made of high quality materials and finishes.

EOSP2

To protect and maximise the assets of natural heritage both within and adjoining the local area, in particular coastal amenities, and promote the development of green corridors between amenity areas in both Dublin City Council and Fingal County Council areas.

Two green corridors exist within the lands; the new River Mayne Park and a link between Fr. Collins Park and Station Square. The delivery of these has been prioritised, in particular the delivery of part of the River Mayne Park and Wetland Park.

EOSP3

To protect the natural habitats and protected status of Baldoyle Estuary by ensuring protection of water quality and habitats along the riparian corridor of the River Mayne and ensure appropriate set back of developments, surface water management and park design along its course.

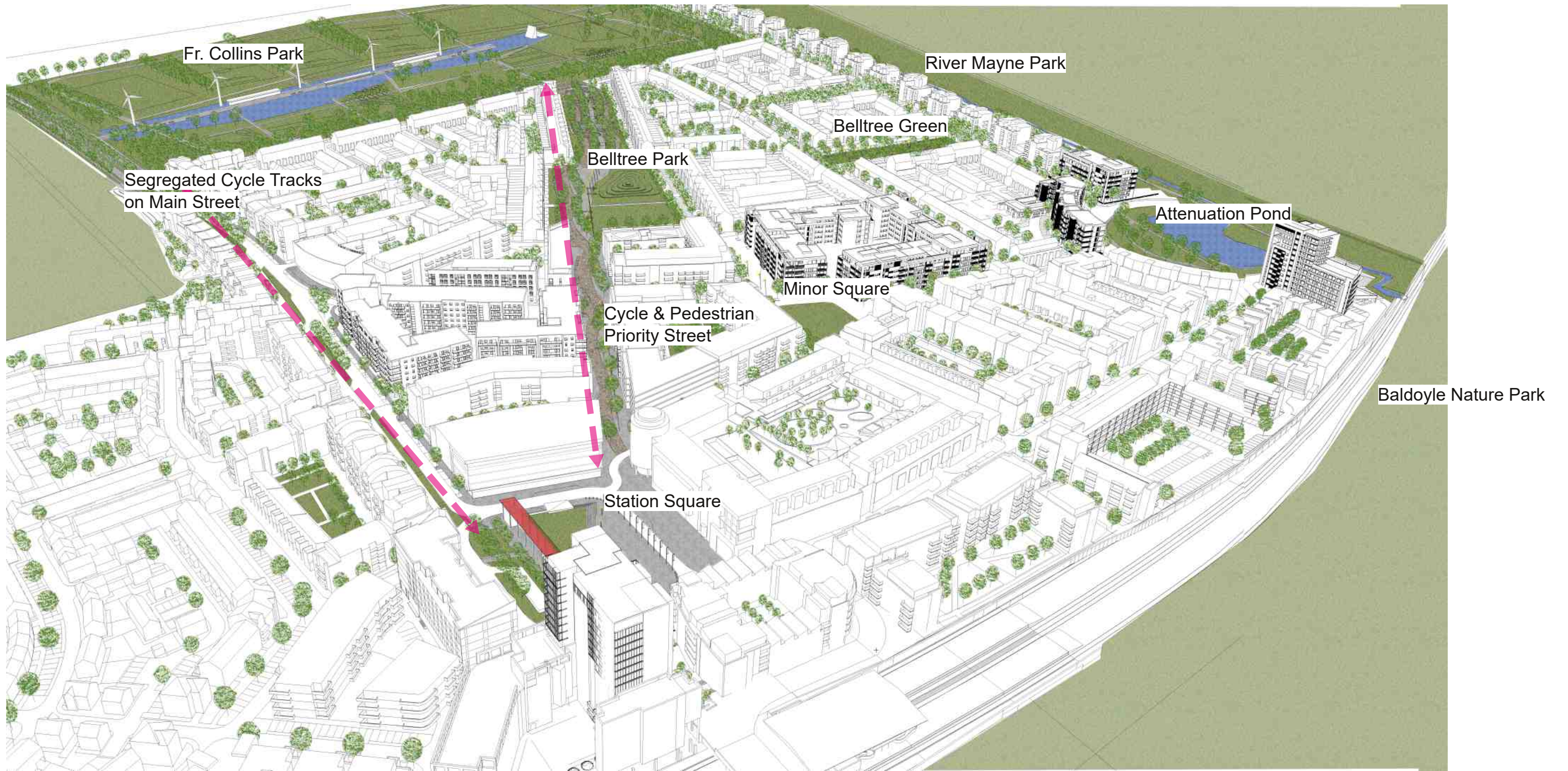
Part of the River Mayne Park has been completed with a further phase approved. The Wetland Park is under construction.

EOS01

To achieve best practice and innovations in SuDS design as part of development schemes including the successful co-ordination of surface water management with ecology and amenity functions of open space and landscaped areas.

An attenuation pond and wetland park is currently under construction at Marrsfield Avenue. More detail on the SUDS strategy was outlined in Section 7.5 Public Realm.





8. OPEN SPACE & AMENITY - LAP Objectives

EOS02

To prioritise and seek the early completion of the original network of open spaces throughout the developing area in the LAP.
Priority has been given to establishing links and open spaces early in the delivery of all phases of construction.

EOS03

To co-ordinate with Fingal County Council and other stakeholders on the completion of a phased plan and delivery of a linear park along the course of the River Mayne and enhancement of the biodiversity value of the riparian corridor.
The first phase of this park has been delivered and a further phase approved, in co-ordination with all relevant stakeholders.

EOS04

To promote connections between existing amenity areas in the LAP proposed amenity areas and greenways including potential connections to an extended S2S route.
The River Mayne Park can link to the S2S route through Baldoyle Nature Park.

EOS05

To prepare a specific local biodiversity action plan and landscape character assessment study within the life time of the LAP.
All documentation requirements have been/ will be met at the appropriate time.

EOS06

To assess the feasibility of establishing a pilot project site(s) for allotments and/or other growing initiatives on vacant sites within the LAP area as a priority action.
No demand for allotments or community gardens was identified as a result of a high proportion of private gardens in the first phases developed.

EOS07

To promote improvements of vacant sites for the interim period pending their development within the LAP area and promote progress towards the completion of final stages of Fr Collins Park.
There are currently no vacant sites as all sites are either under construction or in temporary use.



Fr. Collins Park

Pocket Park
 Pocket park incorporates a walking route between the northern distributor road towards the centre of the Clongriffin residential precincts. The park combines opportunity for passive recreation with tree planting, seating and lighting along a high quality landscaped walking route.

Wetland Park
 Wetland park serves as both a surface water attenuation areas and an opportunity to create a lake habitat close to the River Mayne. The open space area intersects with the River Mayne corridor in plan and is close to the rail line boundary with Fingal. Features of this space included its landmark shape and presence where the north distributor road turns south towards the town centre (an important orientation point). It incorporates greenery, natural wetland vegetation, viewing platforms and walkways.

Linear Park
 The linear Park provides a wide landscaped esplanade for walking and cycling connecting Fr Collins Park to a local park in the centre of the Clongriffin residential precincts. Opportunities for seating, tree planting and greenery are integrated. Street car parking is incorporated with landscaping at the park edges.

Panhandle Park
 Panhandle Park serves as a park in the centre of the Clongriffin lands. It is designed with wide areas of paving and public realm where the park adjoins the linear park and walking /cycling route to Fr Collins Park. It also provides spacious greenery in contoured design, seating and landscaping.

Creche Park
 Another example of a small park area but with an important contribution to facilitating community interaction and greenery adjacent to a location where a proposed community use, in this case a crèche, is intended.

Conifer Park
 Conifer park is an example of a small space for rest, seating and a meeting point at an important junction in the street network.

Community Square
 This square is located approximately a third of the journey length along the Main Street boulevard (from the Malahide Road end). It is also located at the junction of an important street connection linking the main street and northern distributor roads. It provides a space to rest along a route, meet, interact and incorporate landscaping and nature into a higher density urban setting. The concept for the space is to have active ground floor uses that provide a community focus in particular.

Garden Precinct Local Park
 This is an example of a local park, similar in function and design concept to the park in Bolmayne, which is integrated as a focal point and main design feature for the residential precinct adjoining.

Quadrangular Plaza
 This space is an example of how to use landscaping to define an important junction. Four corners have set back building lines and space for landscaping and seating. Such small pocket parks can provide good opportunities to rest, and for the community to interact.

River Mayne Linear Park
 Completion of the River Mayne Linear Park as a greenway connecting to the Baldoyle Estuary. This park will provide a riparian corridor to protect and enhance biodiversity, provide opportunities for walking and cycling amenities and help to connect communities in both the DCC Baldoyle - Stapolin LAP area.

Note: The names for planned but not yet complete public open spaces are indicative to describe their location as per permitted landscaped plans. The final names of these public open spaces may change to reflect the locality.

LAP Proposed Open Spaces



8. OPEN SPACE & AMENITY

An important aspect of the master plan proposal is the links and connections between open spaces. Each space provides value in its own right and together they connect to create a permeable, human scale, vibrant neighbourhood.

Market Street has been identified as a key connector street between Belltree Park and Station Square. Much thought has gone into the design of this street and detail of this is outlined opposite and on the following pages.



Green spaces in the masterplan

On-street parking adds activity



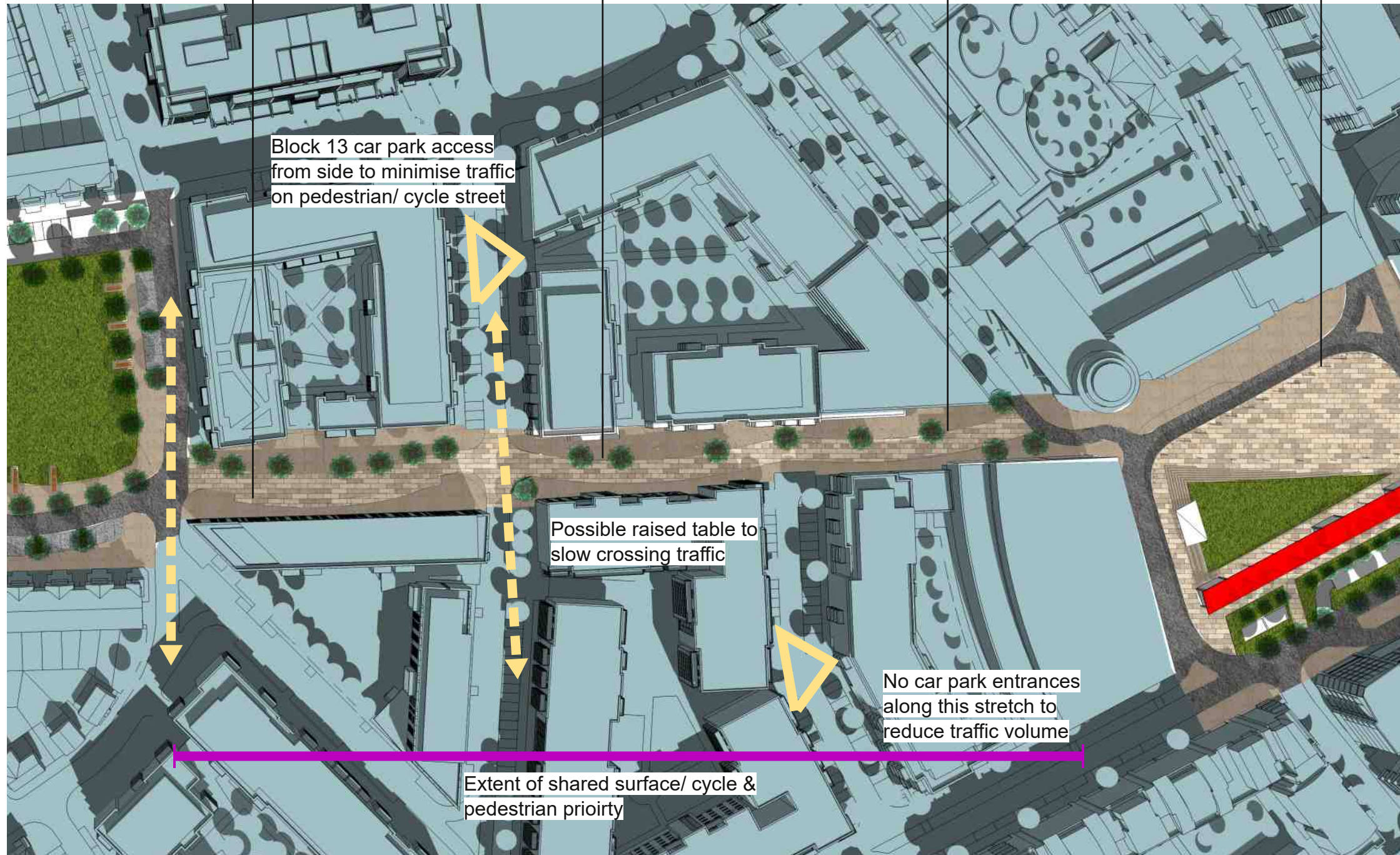
Flush surfaces encourage driver caution



Material finishes indicate priority and segregation



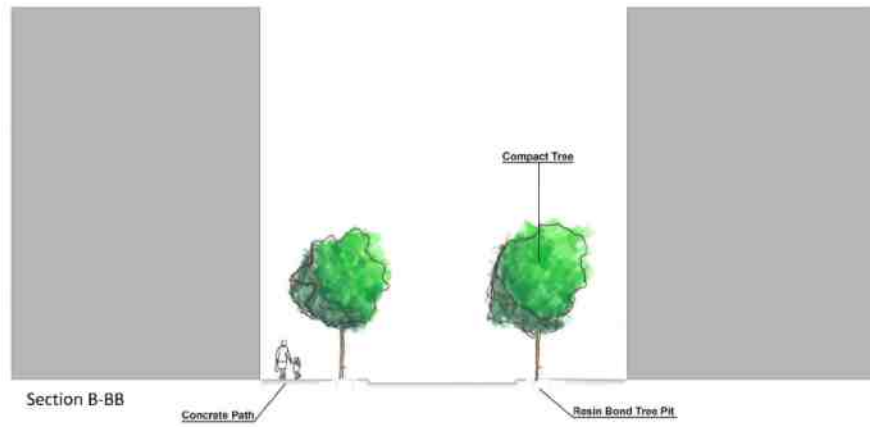
Street lighting choice implies pedestrian scale



Detail of the proposed pedestrian and cycle priority link to Station Square along Market Street. Further detail from Landscape Architects on following pages.

8. OPEN SPACE & AMENITY

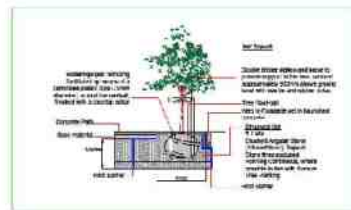
To the left and opposite are details of the Landscape Architect's design for different streets within the masterplan. The street hierarchy has been used to plan a series of different road sections and tree planting approaches across Clongriffin.



Materials

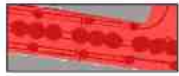
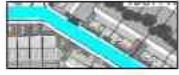






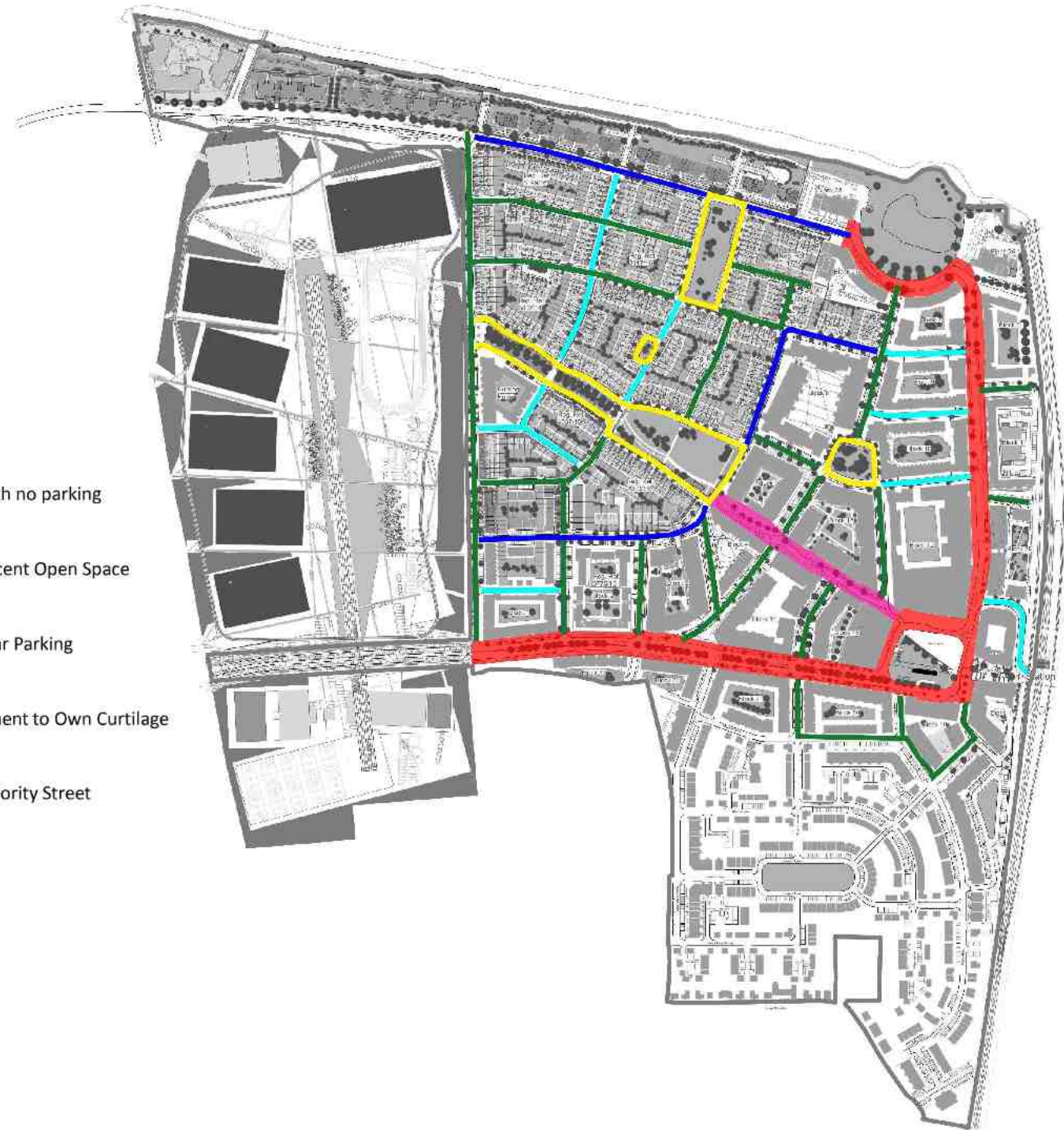
Resin Bond Tree Pit'



Tree Pit Detail

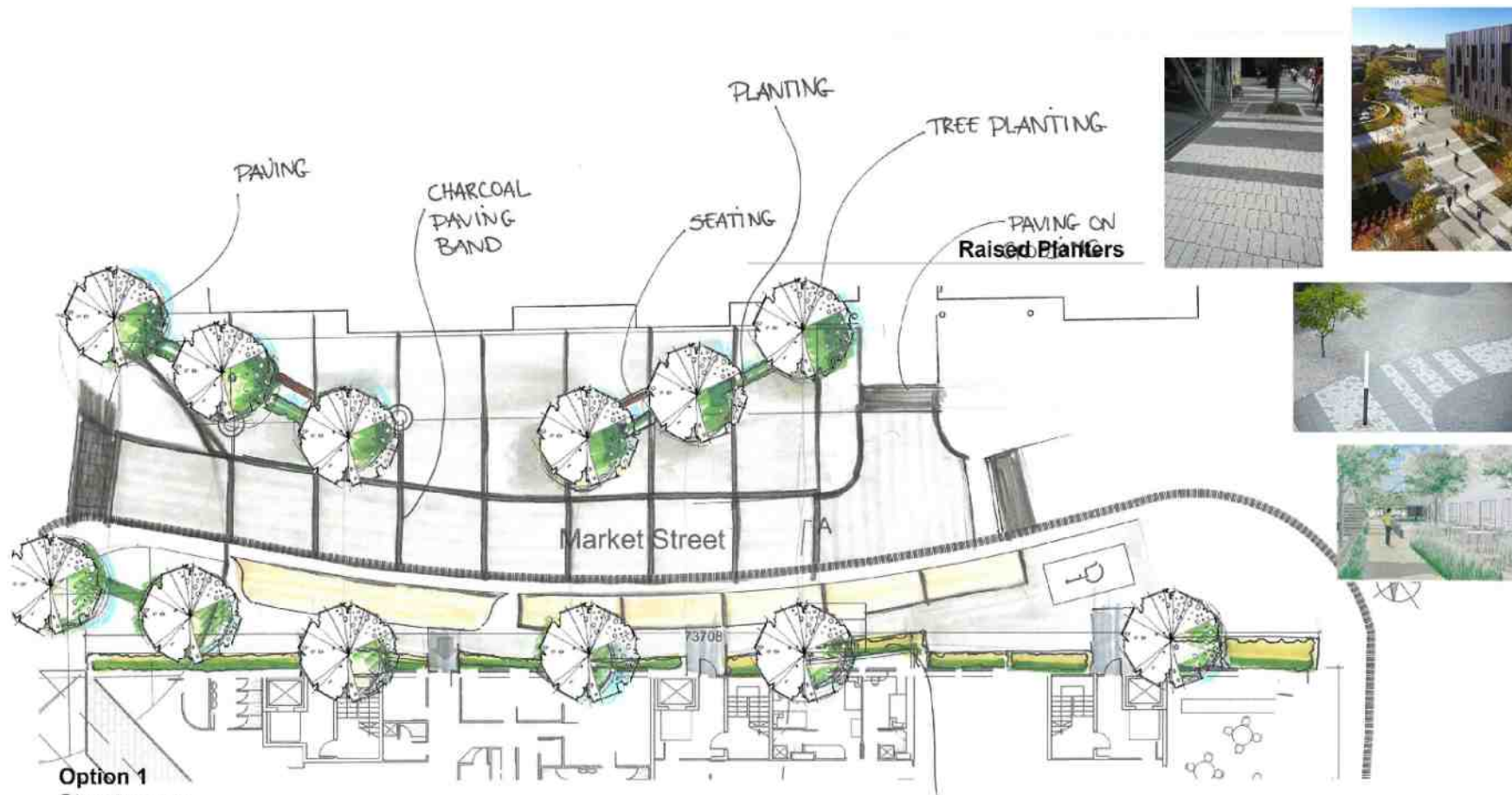
Section and detail of tree planting on streets with no car-parking

-  1. Main Street
-  2. Side Street with no parking
-  3. Buildings adjacent Open Space
-  4. Street with Car Parking
-  5. Retail/Apartment to Own Curtilage
-  6. Pedestrian Priority Street

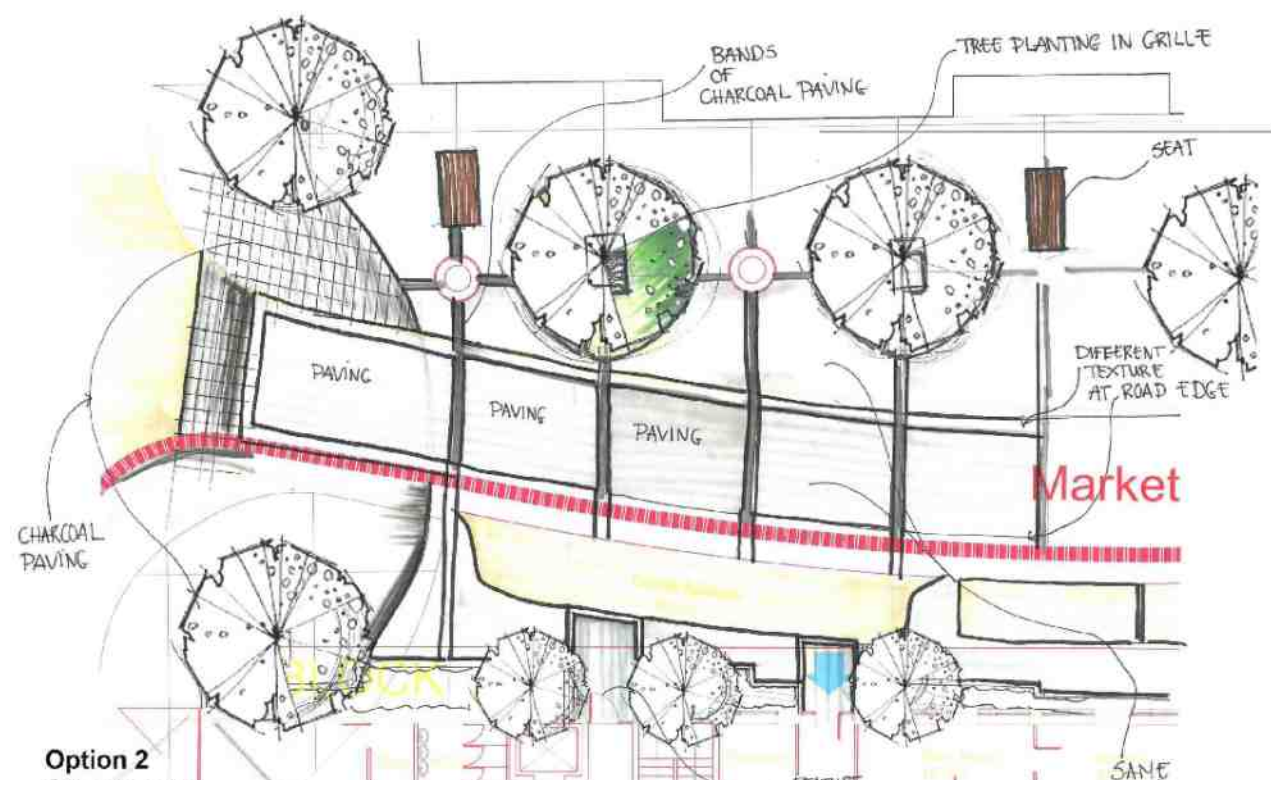


Street Hierarchy





Option 1



Option 2

Landscape Architect's sketch options for Market Street between Blocks 4 and 5

9. NEIGHBOURHOODS

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.

Several distinct neighbourhoods exist within the Clongriffin lands, providing options to home buyers and interest to the area.

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.

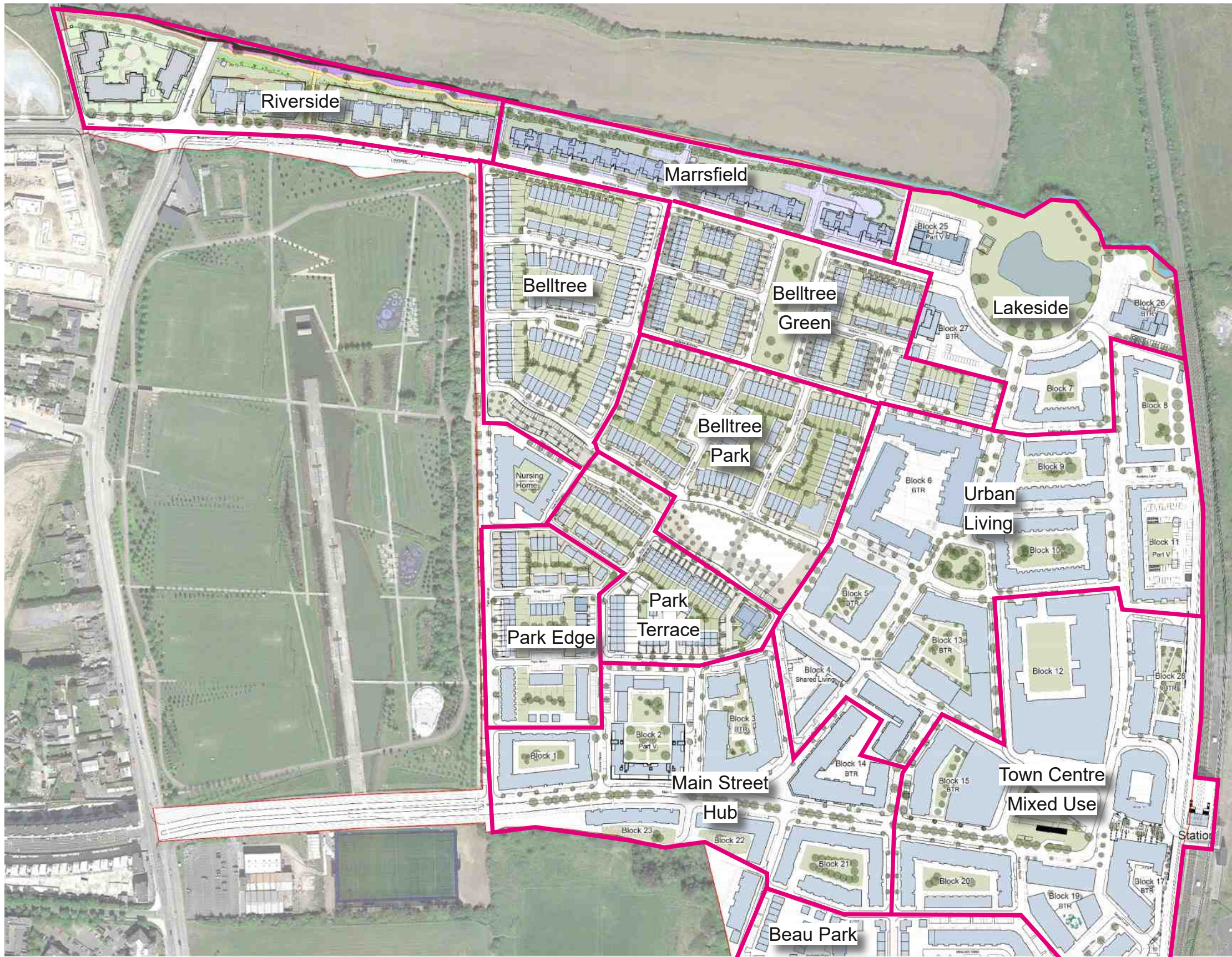
All public spaces have been designed in accordance with principles from the Urban Design Manual: A best practice guide published by the Departments of Environment, Heritage and Local Government.

Applicants will be required to submit as part of their planning application the following supplementary written information.

- *Community infrastructure audit*
- *School capacity audit*
- *Transport assessment*
- *Phasing and implementation program*

The requested documents have been/ will be submitted to the local authority at the relevant time.





Neighbourhoods

10. KEY DISTRICT CENTRE

Clongriffin is identified as KDC1 in the Dublin City Development Plan 2016-2022.

The masterplan 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 exists across the masterplan as a result of the broad range of house and tenure types provided.

Density; Density across the masterplan is higher than average for Dublin and incorporates a broad range of housing and tenure options.

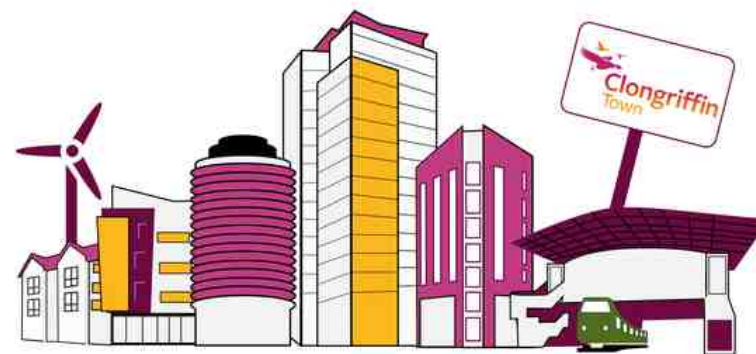
Transport; Clongriffin Station and multiple Dublin Bus routes serve Clongriffin. A commuter car park has been provided at the train station. In addition provision has also been made for cycling with segregated cycle paths on main roads.

Commercial/ Retail; Active frontages are incorporated along all main roads to animate the streetscape and provide passive surveillance.

Community & Social Services; Multiple community and social services have been delivered in the town centre in response to demand.

Employment; Offices and commercial units have been delivered in the town centre and responded to demand.

Built Environment; A network of streets and spaces of different scale and feel is core to the masterplan.



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



11. COMMERCIAL & RETAIL

A mixed-use town centre is central to the masterplan. All three main streets - Main Street, Station Street and Marrsfield Avenue - will be lined with active uses.

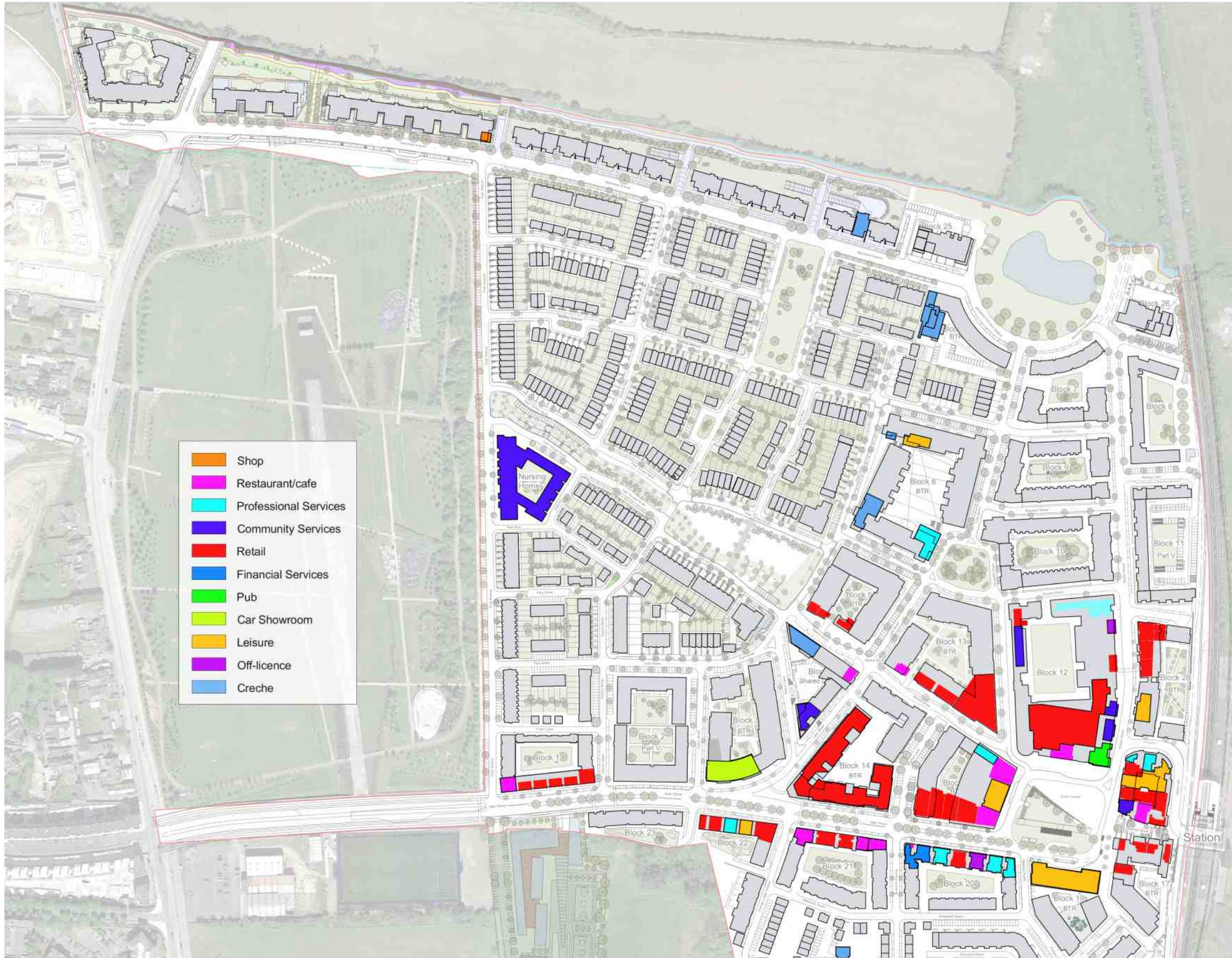
Station Square already provides a hub of activity with the completed shopping centre already open for business.

The combination of walkable streets and a pedestrian and cycle focused streetscape has resulted in a thriving local economy of small businesses.

Businesses that have already occupied units and opened include financial services, offices, health centres, creches, cafés/ restaurants/ take-aways and shops.



Active frontages and key routes



Commercial and community uses
Existing and Proposed

12. COMMUNITY FACILITIES - LAP Objectives

CS01

To promote well designed, accessible and sustainable urban neighbourhoods throughout the LAP area that are well served by local facilities and public transport.

Every effort has been made to ensure all areas of the masterplan are accessible and well served by public transport. The farthest walking distance from either the station or a bus stop is less than 900m.

CS02

To ensure access for all to community and social infrastructure for community integration.

Several community facilities are already open in Clongriffin including a new community centre that opened in March 2018, an Islamic Centre and various health services. Community engagement is high with local groups meeting in person and also on social media. Demand has been identified for 'Men's Sheds' and one has currently been provided within Clongriffin.

CS03

To ensure that buildings intended for community related facilities are designed as adaptable flexible spaces that accommodate a range of uses.

All community facilities are located on main streets and are designed to be adaptable and accessible to all.

CS04

To assess the feasibility of providing a Dublin City Council Library facility to service the future population within the LAP area, include this feasibility within the next five year city library strategy and consider optimal locations that co-locate such a facility with other community uses.

A travelling library has been visiting Clongriffin regularly for several years.

CS05

To encourage community integration through such examples as creative recreational space, allotments and markets (the concept of "third spaces" for community interaction).

A Sunday market has opened in Station Square in early 2018 and is already proving successful. The new community centre will provide further opportunities for social engagement and community interaction.





Community uses
Existing and Proposed

12. COMMUNITY FACILITIES - LAP Objectives

CS06

To seek to create safe and useable open spaces with each residential development for play through overlooking and passive surveillance.

All proposed open spaces are overlooked by houses and apartments. In addition all main streets with commercial uses have apartments on upper floors to provide 'eyes on the street'.

CS07

To make provision for the completion of key routes and access points for all to the permanent primary school site within the LAP lands. The lands identified for educational use are on the periphery of the masterplan. Main street is complete as far as the school site.

CS08

To promote and encourage a socially inclusive community that cater for all age groups, that accord with the principles of universal design and that offer quality of opportunity and good services to all.

Community services already in place in Clongriffin reflect a diverse community. Such uses include an Islamic Centre, three creches, a yoga studio, health centre, a community centre and a car club.

CS09

To assess the feasibility and support the medium-long term provision of public sports facilities in combination with the completion of Fr Collins's Park south of the Main Street on lands zoned Z9 for recreation and amenity and to facilitate interim use of these lands for recreation and community purposes.

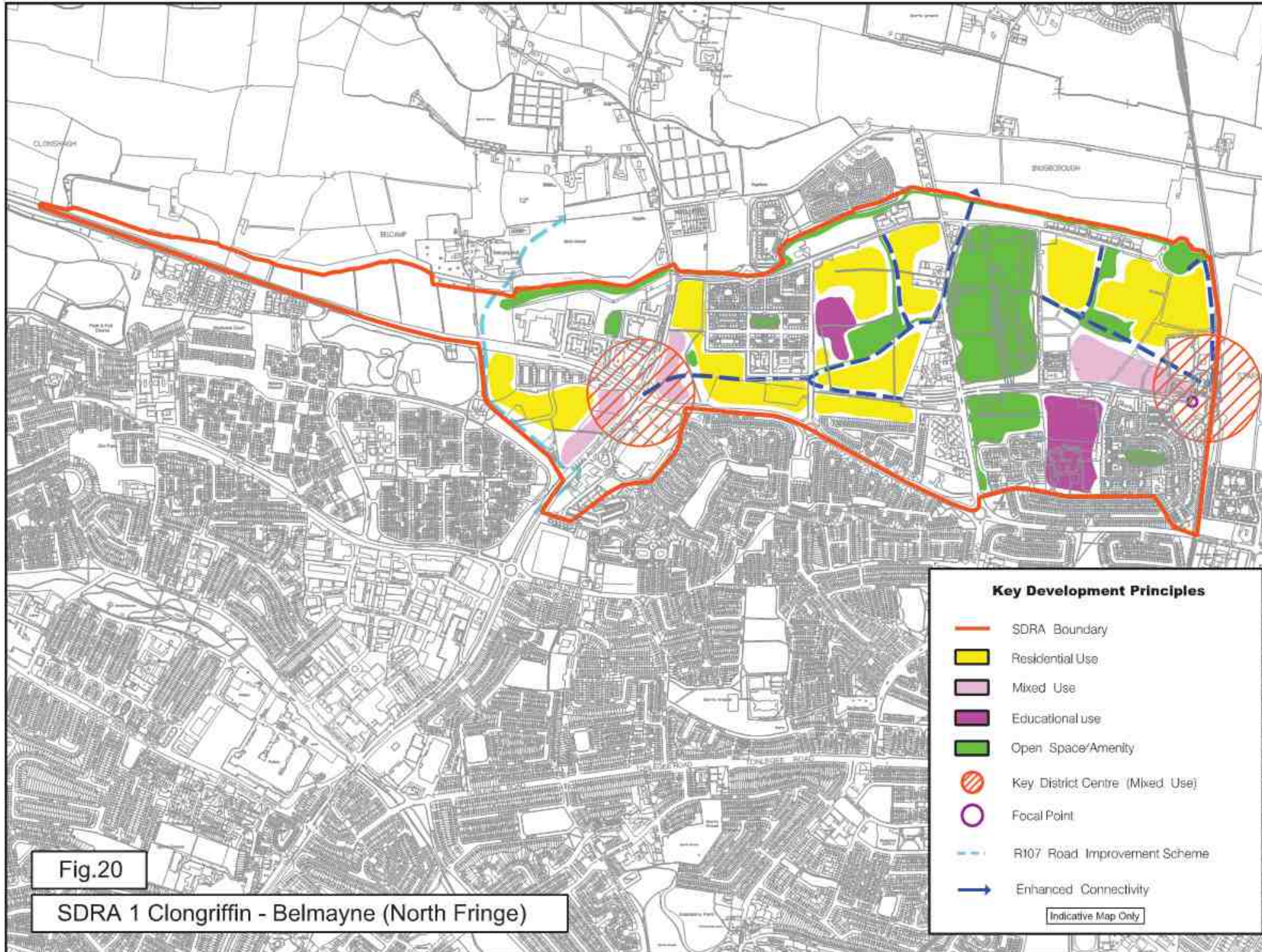
Fr. Collins Park is now complete.

CS10

To encourage the provision of accessible sports, recreation and community facilities as part of a sustainable mix of uses for future development proposals within the LAP area.

A broad mix of community and sports facilities have been delivered and are planned for Clongriffin.





CS11

To facilitate the development of two co-located primary schools in Belmayne, facilitate ease of access and connectivity to the school location and to reserve specially designated sites, of appropriate size and configuration to fulfil both the school's space requirements and integrate successfully with adjoining development, for educational uses to service the future population of the LAP area.

Lands to the south of Clongriffin are zoned for educational uses.

CS12

To encourage the provision of health care services within the LAP area in accessible locations to cater for the needs of the existing and future population of the growing neighbourhood and to co-ordinate with the HSE, through the implementation and review process of the LAP, on the future planning for such facilities under HSE investment plans. The Council will support and promote the Clongriffin - Belmayne LAP area as a location suitable for the provision of a Primary Care Centre. Local health care services have been delivered.

CS13

Commercial facilities such as local supermarkets, restaurants, cafes and public houses are encouraged in the town centre and main street locations to provide opportunities for local employment, for the community to meet, interact and socialise and to assist community development.

A supermarket, restaurants, café and public house have all been delivered in the town centre. In addition fast food takeaways, shops, creches and community facilities have also been delivered.

12. COMMUNITY FACILITIES

Clongriffin Community Audit

Clongriffin Community and Social Infrastructure Section 11.0 of the Clongriffin Belymane LAP sets out the Community and Social Infrastructure requirements for Clongriffin. The Masterplan has had regard to such policies and objectives and provides considerable community and social infrastructure to serve the Masterplan Lands.

Community Centre

The Masterplan provides for a long term multi-functional community centre within Block 4 of Clongriffin. This Community Centre has been designed in line with the requirements of the LAP and indeed Dublin City Council and is located on the key pedestrian/cycle route from Father Collins Park through to the town square. The community centre provides for multi-functional spaces which can be used by all members of the community and will provide essential space for local events and activated.

The community centre will also accommodate a Mensheds which is a community-based, non-commercial facility which is open to all men where the primary activity is the provision of a safe, friendly and inclusive environment where the men

are able to gather and/or work on meaningful projects at their own pace, in their own time and in the company of other men and where the primary objective is to advance the health and well-being of the participating men.

Sports, Leisure and Recreation

Clongriffin comprises significant existing sports, leisure and recreational facilities with Father Collins Park comprising 26 hectares providing significant outdoor sporting activities such as a skate park, fitness trail, playgrounds, sports fields etc. Trinity Sports and Leisure Club which is situated at Father Collins Park provides numerous indoor activities including swimming, scuba diving, pool aerobics, sports hall for basketball, indoor soccer, boxing etc as well as lounges and rooms which provides weekend entertainment. The masterplan lands are therefore well served by recreational and sports facilities. It is acknowledged that an extension to Father Collins Park forms part of the LAP. Such lands are in public ownership to the south of the existing park and do not form part of the current masterplan lands.

Children and Play

A key element of the Masterplan is the provision of adequate childcare facilities to serve the overall development. It is important to note that there are 13 childcare facilities within 2 km of the Masterplan Lands. Permission has also been granted for a childcare

facility accommodating 50+ children on Marsfield Avenue that is currently vacant. The Masterplan also provides for a number of childcare facilities accommodating an additional 120+ child spaces which in conjunction with the existing childcare facilities in the area, will provide high quality childcare facilities for Clongriffin.

Educational Facilities

The wider Clongriffin area is well served by national and postprimary schools with c. 24 national schools and 7 post primary schools in the vicinity of Clongriffin. Grange Community College, which is to the immediate south can accommodate an additional 80 no. post primary school pupils whilst the Donahies Community School has capacity for an additional 360 no. pupils. The masterplan also proposes an additional school to the north of the Grange Community School and south of the Main Street on Educational zoned lands.



Activities currently happening in the Clongriffin Hub on Main Street are:

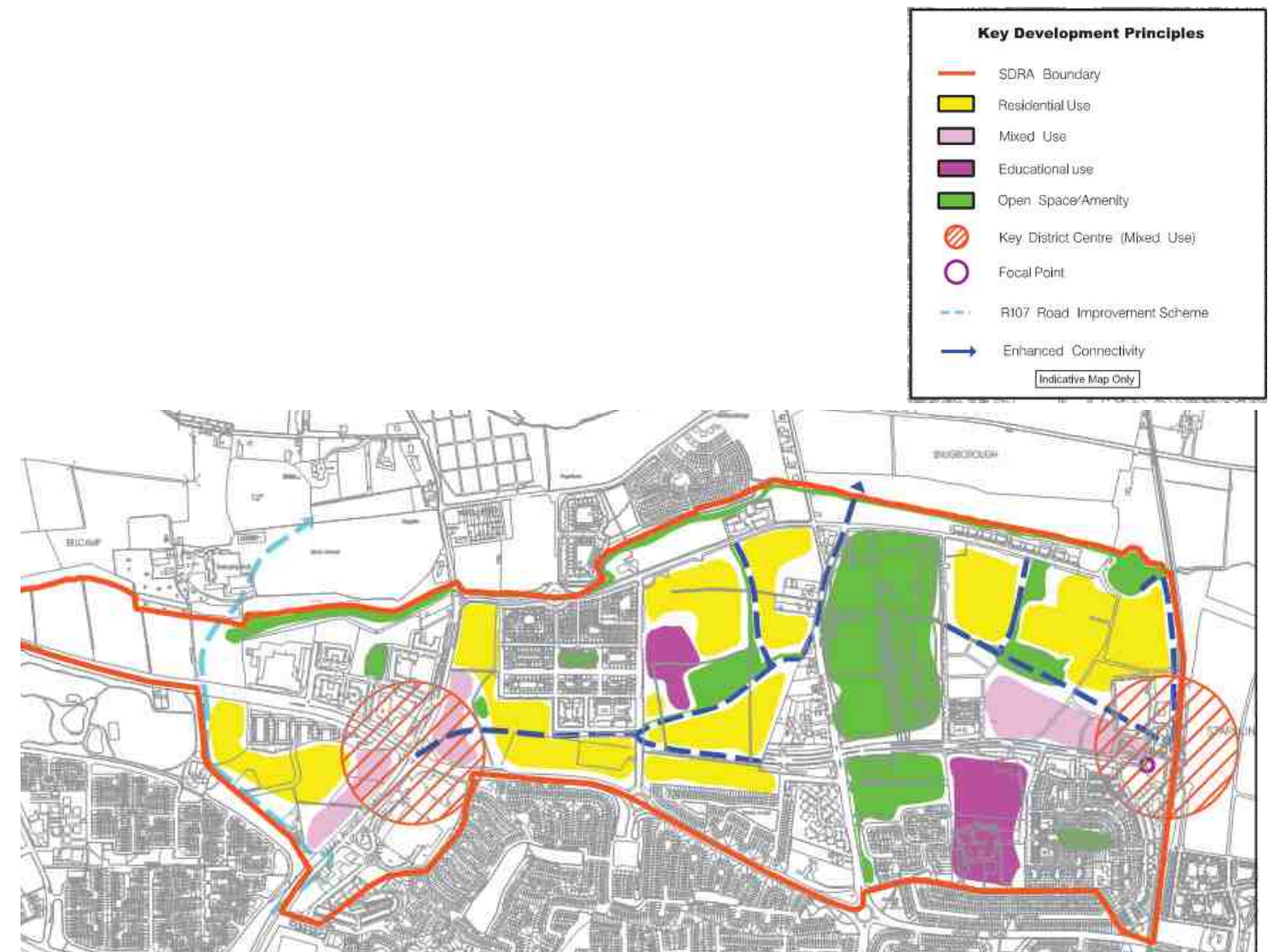
- Safer Belmayne/Clongriffin Forum - run by Dublin City Council, the forum typically takes place quarterly.
- Trinity Youth Services
- Newman Dance Academy
- Rainbow Music for Kids
- Yoga Sphere Ireland
- Life is Beautiful Yoga Classes.

Clongriffin Community Hub

13. EDUCATION & CHILDCARE

Clongriffin has developed into an ideal location to raise and educate a family, with abundant amenities right on the doorstep. Three creches are already in operation in the town and proving successful.

Land to the south of Main Street is zoned as Educational use in the DCC Development Plan 2016-2022. The proposed site for the school is to the north of the Grange Community College. This location is ideal for a school as it would provide a civic front to Main Street, allow community use of the school hall for local events, be appropriately sited close to the playing fields and leisure centre and also be located centrally to the wider community adjacent to excellent transport links.





Location of
proposed
School Site

Location of creches in the masterplan. An outline design for a school is identified on the zoned site, central to the wider community. A school in this location would provide a good civil frontage onto Main Street at a key node and be ideally located next to the existing playing fields and leisure centre

14. SUSTAINABILITY & ENERGY

This is a high level summary of the proposed global approach to sustainable energy usage in the dwellings and commercial units of the masterplan.

Methodology

The approach to the global analysis across all of the blocks was to cover the total combined residential and commercial area using a few typical sized unit making up the combined proposed total area.

Compliance requirements

It is anticipated that construction of any of the outstanding blocks is not to commence prior to March 2019 and therefore compliance would need to be in line with :

Residential element * : Part L 2018 and applies to all works commencing after 31-03-2019. (currently Part L 2011)
Commercial element : Part L 2017 applies to all works commencing after 31-12-2018.

* Part L 2018 will replace Part L 2011 once the public consultation process is completed.
Part L 2018 is also referred too as the “Nearly Zero Energy Building” (NZEB)

Units analysed.

3 no typical apartment arrangements.

- 1) 25% 100m² apartment unit – Ground floor – single aspect - 18% glazing.
- 2) 35% 75m² apartment unit – Middle floor – single aspect - 20% glazing.
- 3) 40% 55m² apartment unit – Top floor – single aspect - 25% glazing.

3 no typical commercial arrangements.

- 1) 10% 1000m² commercial unit – Ground floor – single aspect - 25% glazing – General / office use
- 2) 30% 250m² commercial unit – Ground floor – single aspect - 30% glazing.
- 3) 60% 200m² commercial unit – Ground floor – single aspect - 40% glazing.

BER target.

The typical target BER label for a Part L 2018 (residential) compliant unit will be : high A2 or low A3
pending the configuration of the unit.
The typical target BER label for a Part L 2017 (commercial) compliant unit will be : high A3 or low B1
pending the actual use of the unit.

Compliance parameters.

The following measures will be applied to achieve compliance to TGD Part L 2018 (residential)and Part L 2017 (commercial)

- a. Ground floors : $U \leq 0.110$ W/m²K
- b. External walls : $U \leq 0.130$ W/m²K Curtain walling (commercial) $U \leq 1.20$ W/m²K
- c. Party walls : $U = 0.0$ W/m²K (solid party wall)
- e. Roof : $U \leq 0.08$ W/m²K
- f. Window & frame : $U \leq 0.80$ W/m²/K, Solar transmittance ≤ 0.66
- g. External (unglazed) door & frame : $U \leq 1.0$ W/m²K
- h. Cold bridging : $U \leq 0.07$ W/m²K special construction joints applied..
- i. Thermal mass : TP250
- j. Ventilation : Humidity controlled natural ventilation + humidity controlled intermittent extracts or full MVHR.
- k. Air tightness : Design assumption ≤ 3.0 m³/m²*h
- l. Lighting. Low energy lighting. 100%
- m. Controls. 2 channel programmable time clock with Room thermostat and hot water thermostat.
- n. Circulation pumps. Class A variable speed pump
- o. Heating / hot-water system : Communal heating system with buffered hot-water (150L calorifier)
- p. Heating / hot-water source : City District Heating Network (CDHN) or Communal mains gas boilers.
- q. Renewable energy : CHP on CDHN or photovoltaic with communal mains gas boilers.
- r. Cooling system / source (commercial only): Refrigerant cooling cop (EESER) ≥ 3.8



Wind turbines in Fr. Collins Park

Solar panels in Belltree

15. IMPLEMENTATION & PHASING

Section 16 of the LAP sets out a plan for the phasing and implementation of proposals across the LAP lands. Below is a summary of each phase and the masterplan response.

1. Completion of internal street network for ease of access into and through the developing lands. Completing the northern street and the main street, which are key distributor roads for both vehicular access and public transport, will facilitate better access and movement and assist integration between the new residential estates on site.

Note that the Priory Hall development, and a key section of the Main Street running through it, present a barrier to completing the main street distributor road.

Primary routes through the masterplan are mostly constructed and open. Where sections of road are not yet open they are currently under construction or in use for construction vehicles.

2. To re-organise the extent of very large vacant sites. Which are both visual and physical barriers. A diagonal green route is part of the planning permission for future phases. This route would be attractive for pedestrian and cyclist movement. Providing this route will help make the large vacant sites more accessible & manageable, allow

visual improvements and allow permeable access east to west and north to south for residents. This will promote better access between residential areas and facilities such as Fr Collins Park, schools and public transport stations. It will also improve safety & provide the opportunity to install public lighting and connect Marrsfield to the town centre more successfully.

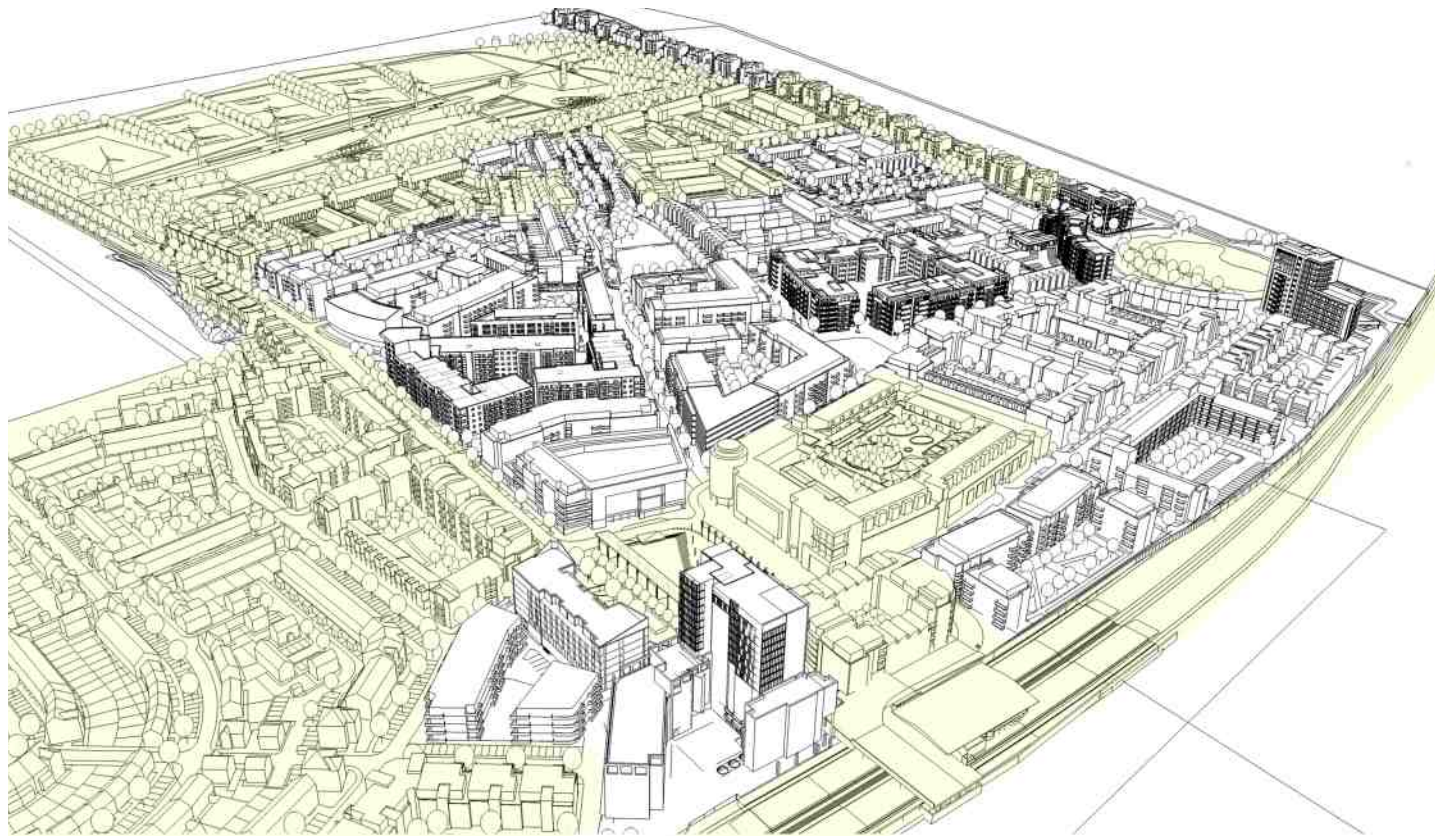
There are very few instances of large vacant sites remaining as priority has been given to completing infrastructure works early.

3. Using the green route to identify suitable phasing parcels, a sequenced hierarchy of next phase developments should be identified on site. These phases should be of an appropriate scale to assist the incremental development and consolidation of the developing area and should assist the provision of access infrastructure as identified in 1 and 2 above. Sites for future development should have more aesthetically appropriate boundary treatment (such as fencing) which allows visual transparency to improve passive surveillance.

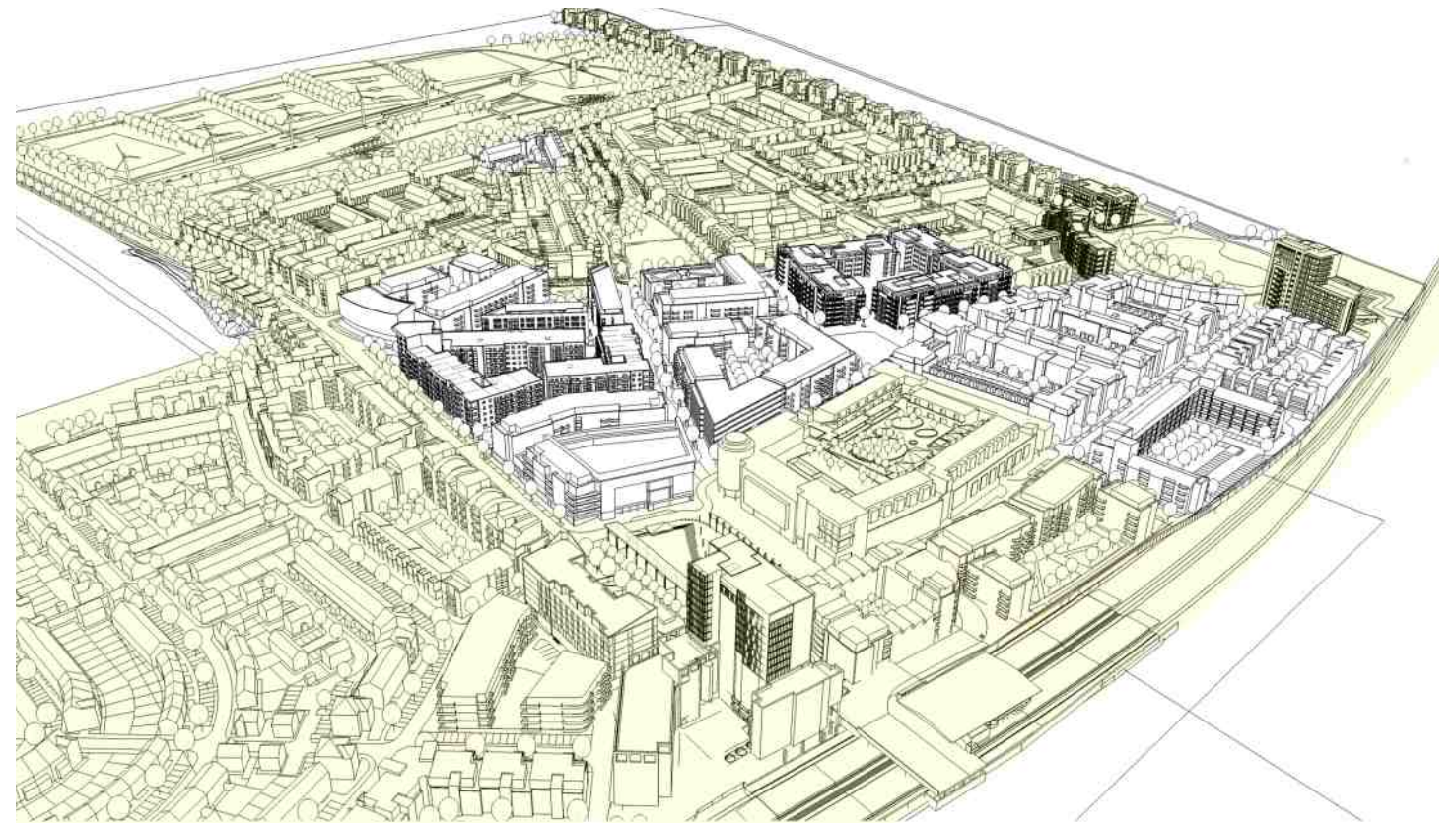
Much of the green infrastructure has either been delivered or is currently being delivered. Where feasible aesthetic boundary treatments have been employed on vacant sites.

4. On sites pending future development, temporary reinstatement works including removal of debris, levelling off soil mounds and grass seeding should be carried out to create a well managed and ordered appearance to the developing lands. There are potential positives in this for sustainable drainage, bio diversity and improved visual amenity. There are dividends for creating positive first impressions, improving the quality of life for residents, promoting the location and the availability of well managed serviced land and marketing the location for residential and commercial investment. Such works gain public notice and appreciation, can be pioneering and set positive precedents.

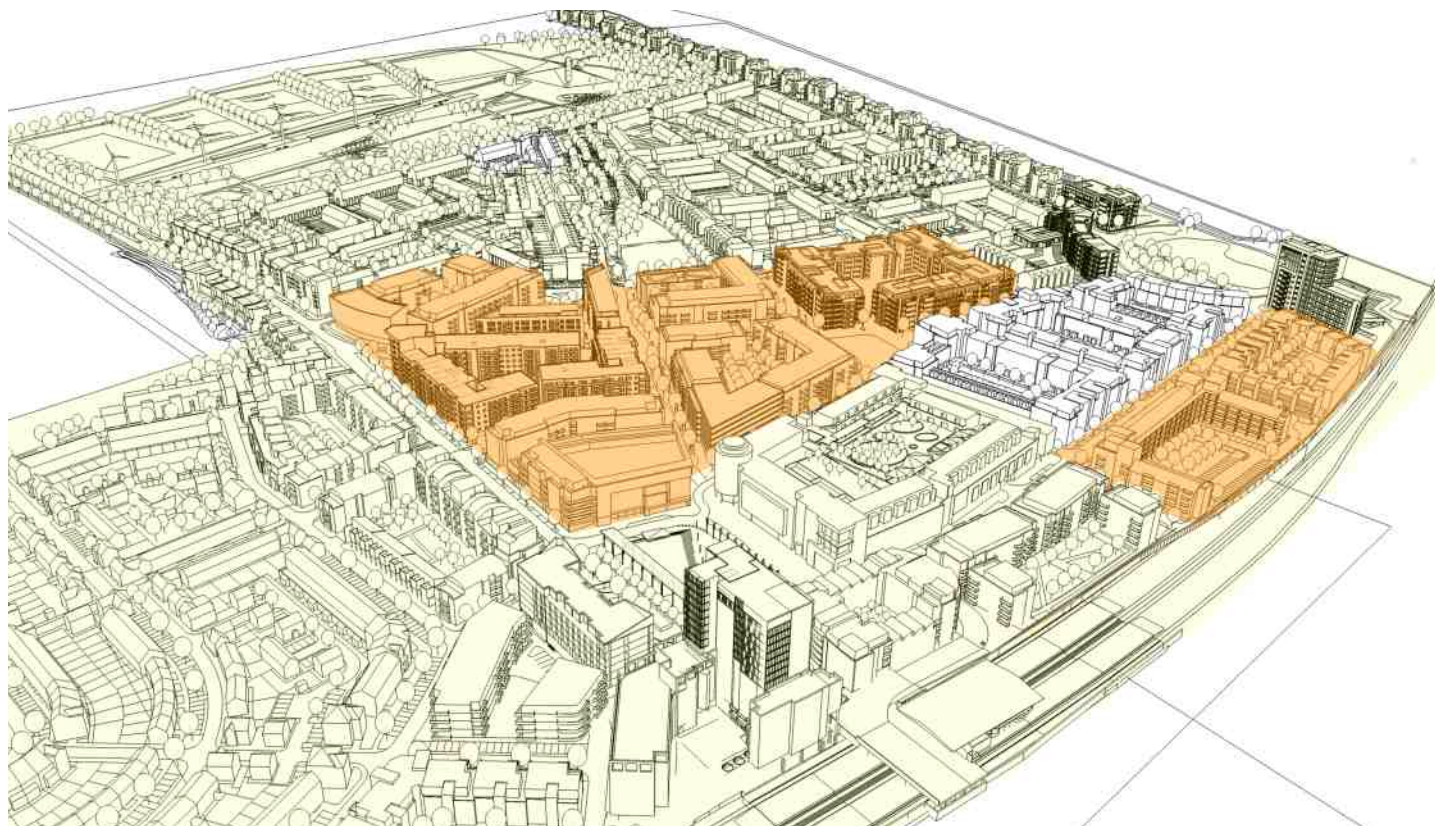
The majority of sites are under construction or at enabling works phase already. Where infill sites are awaiting decisions they are in mostly temporary use for construction storage and parking.



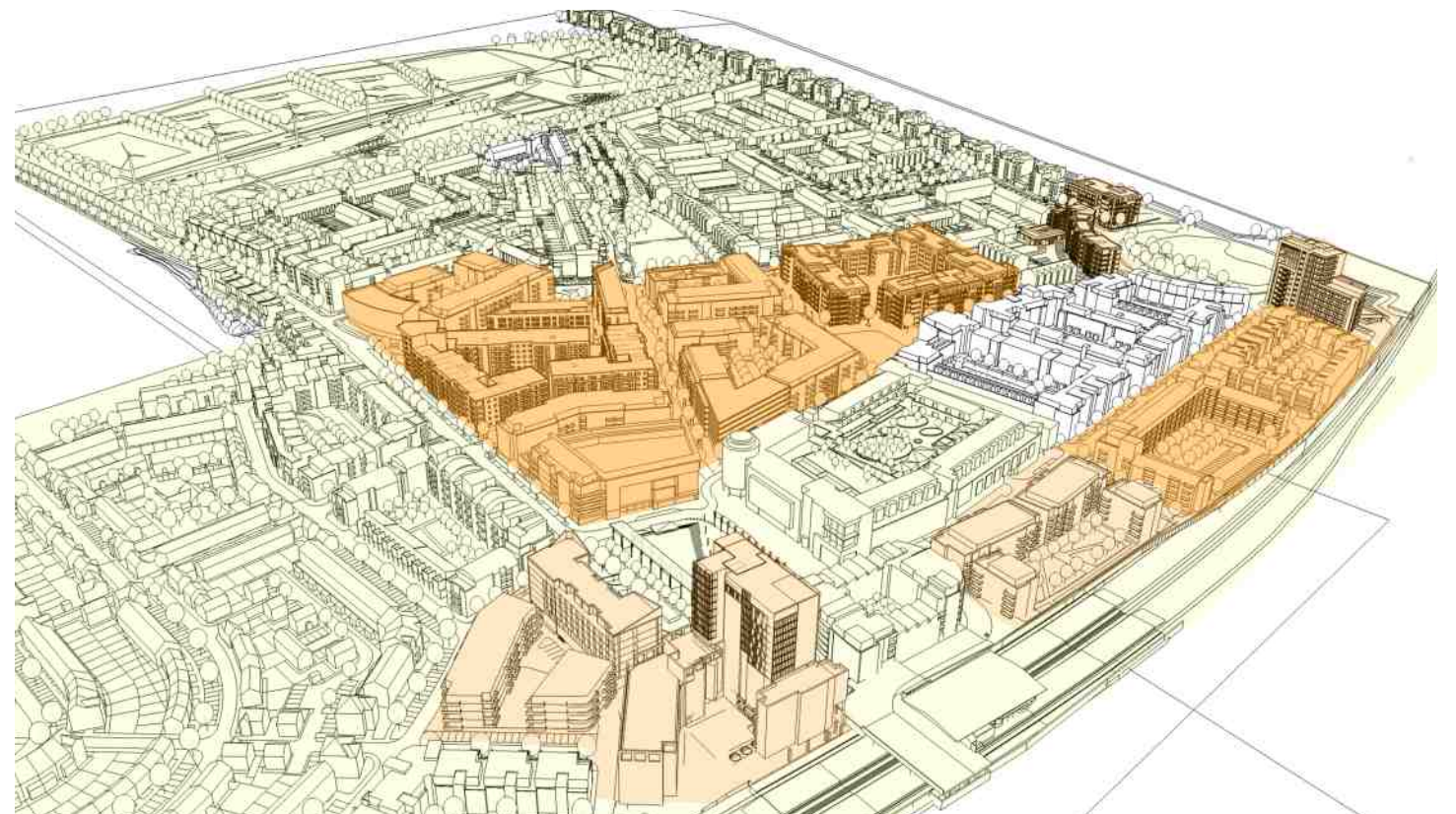
Completed buildings



Completed buildings and granted permissions



Completed buildings, granted permissions and proposed infill sites



Completed buildings, granted permissions, proposed infill sites and modifications to existing permissions

Completed buildings, permissions granted and buildings on site

Permission expired - infill sites

Amendments to existing permission planned

Outstanding sites (outside Gannon Homes ownership)

15. IMPLEMENTATION & PHASING cont.

5. Viable temporary uses could be explored on lands that are unlikely to develop in the short to medium term including uses that engender community development, create positive marketing of the location and have potential to generate modest financial return. Community gardens and allotment projects would be particularly suitable. There are successful examples within the city of management and operation of allotments. Suitable locations could include sites where planned future public open space is intended.

Several sites within the masterplan are in temporary uses, predominantly associated with construction works such as site storage and parking. No demand for community gardens or allotments has been demonstrated as many of the early phases have included homes with private gardens.

6. Marketing the assets of the location, in particular the access to the amenities of the coast would be beneficial in creating positive perceptions of the developing area. A greenway connecting the river Mayne to Baldoyle Estuary is part of the planning applications permitted and original concepts for this area. It would assist integration between new residential estates on both the DCC and Fingal Council side of the boundary, provide an attractive recreational

amenity that helps to develop the sense of community and provide a tourist/recreation feature that could be marketed to bring attention to the lands and the attributes of the location. A positive precedent (albeit on a larger scale) is the Great Western Greenway in County Mayo which has significantly boosted tourism revenues and visits to locations along its route.

Marketing of the location and homes within it has been extremely successful to date and sales of new phases have been very healthy. As the resident population has grown to approx. 5,000 people community engagement has gained significant momentum. Many purchasers have been attracted by the early development of strong green links and opportunity for an active, outdoor lifestyle.

7. Maximise the potential to integrate the developing area with its hinterland catchment to facilitate ease of access for people moving between new commercial locations, public transport stations, community facilities and recreational amenities. The higher the level of local passing movement, the more life and viability will be injected into the developing area and its designated town centres. Achieving a successful street connection across the rail line to the developing area on the Fingal Council side is important to encourage and achieve such local interaction and activity. Such infrastructure is already in place on the DCC side but needs to be matched, as originally planned, on the Fingal side.

New links have been provided between the masterplan and surrounding neighbourhoods including a new link under the railway tracks and links through Beau Park.

Further key infrastructure projects that are essential for improved access, transport capacity and connections to the area are:

- R07/R139 Malahide Junction by-pass as part of the R107 re-alignment

Outside the scope of this document

- Drumnigh Cross/Hole in the wall road improvement scheme.

Outside the scope of this document

- Cross rail connections (pedestrians & cyclists) into the Baldoyle - Stapolin LAP, particularly at the town centre in Clongriffin.

Constructed

- Complete connection between St. Samson's & Belmayne

Outside the scope of this document

Block 21
128 apartments
692m² commercial
Completed in 2006

Block 22
31 apartments
638m² commercial
Completed in 2008

Block 23
34 apartments
Completed in 2008

Block 1
69 apartments
548m² commercial
Completed in 2006

Park Edge
60 houses
Completed in 2007 &
2013

Park Terrace South
17 houses
Completed in 2018

Belltree
99 houses
Completed in 2017

Block 14
Permitted
Revisions planned

Block 3
Permitted
Revisions planned
In temporary use

Block 2
84 apartments
366m² commercial
Under construction

Park Street
45 houses
Construction started
2018

Belltree Park
Green Space
Under construction

Belltree Park
113 houses
Completed in 2018

Belltree Green
75 houses
Under construction



16. CONCLUSION

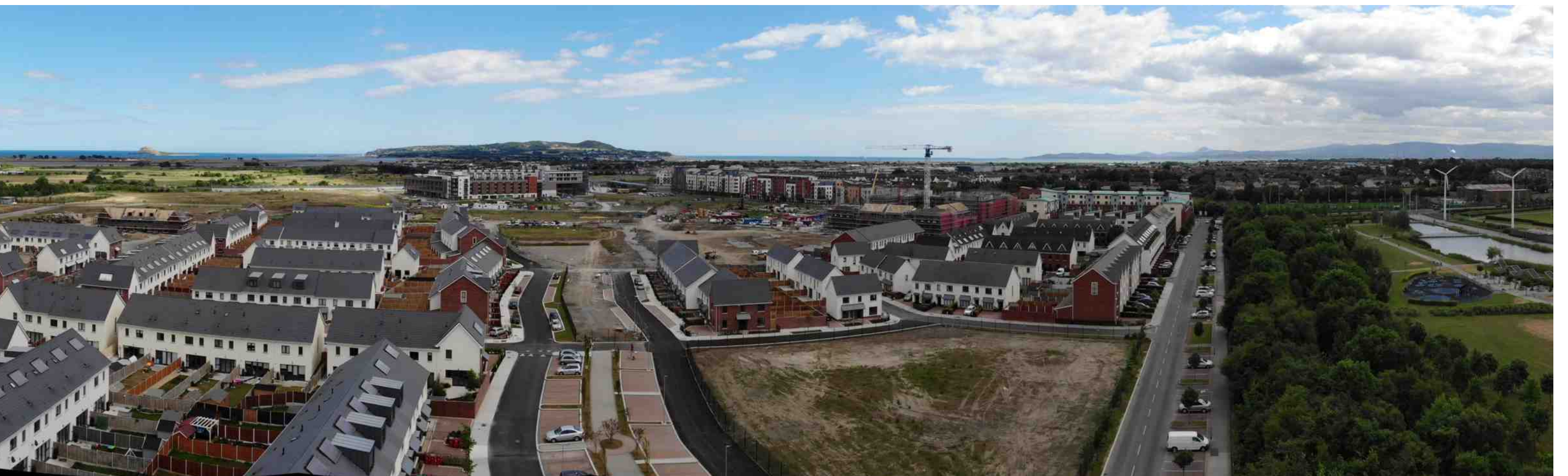
Since the first masterplan planning permission in 2003 Gannon Homes and Conroy Crowe Kelly Architects have taken a proactive role in working with both the local authority and local communities to develop a vibrant and thriving new town in Clongriffin.

As each phase of housing has come forward demand has only increased, with incoming residents recognising the exceptional opportunity to live in a sustainable and green, mixed-use neighbourhood, only 9.4km from the City Centre. Early phases have been extremely popular and Clongriffin is now home to an approximate population of 5,000.

In terms of policy, the Clongriffin masterplan meets and often exceeds the requirements of both the Clongriffin-Belmayne LAP and Dublin City Development Plan 2016-2022, as demonstrated throughout this document.

More than half the planned homes and commercial space are either built, under construction or approved. The infill sites, which have expired planning permissions, will make up most of the difference. The opportunity has arisen to go beyond speculation and respond directly to the needs and wants of the emerging community. As a result changes will now be sought to these expired permissions, to better reflect the needs of both Clongriffin and the wider North Fringe area.





17. PROJECT TEAM

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