Henry J Lyons

May 2026

CLONGRIFFIN WIDER LANDS
PHASE 2
LRD SUBMISSION

ARCHITECTURAL DESIGN REPORT
PHASE 2
(Zone 7, 8 & 9)

LDA
Ghníomhaireacht Forbartha Talún
Land Development Agency



Land Development Agency
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Wine Bar
Coffee

Introduction

Introduction

Project Description

This Planning Application Design Statement, prepared by Henry J Lyons Architects in collaboration with the wider architect-led design team, accompanies the planning submission for the Clongriffin wider lands (Zones 7, 8 and 9). It sets out the development vision, design approach, phasing strategy and anticipated community benefits.

Project Description:

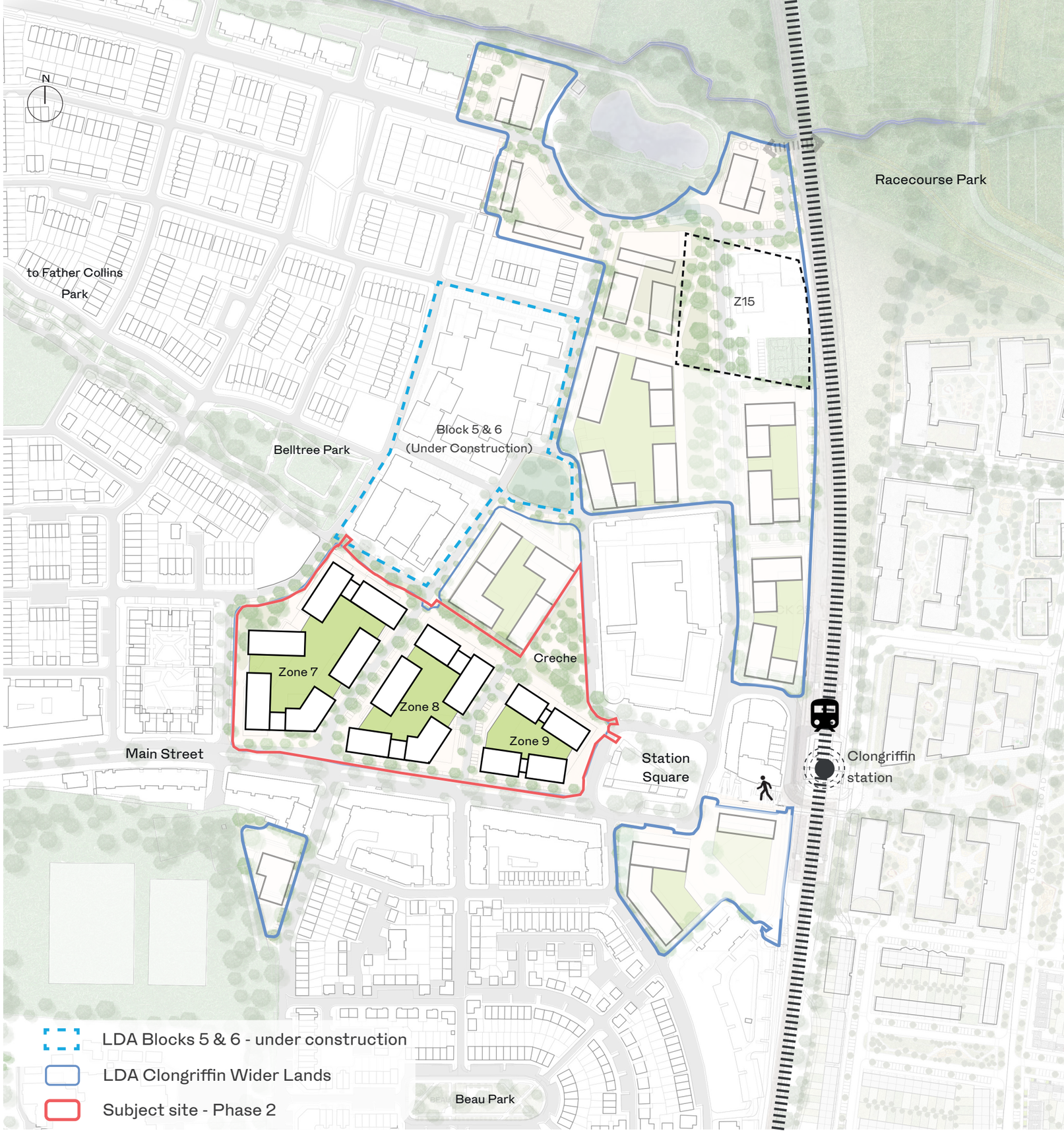
The development will consist of the construction of a residential development set out in 3 no. blocks (identified as Zone 7, 8 & 9), ranging in height from 5 to 10 storeys, to accommodate 711 no. apartments including café/ restaurant/retail units, community/cultural spaces, a standalone creche building and the completion of Market St.

The 3 no. residential buildings are arranged around podium courtyards accommodating communal amenity spaces for future residents. Zone 7 is a 5 to 7 storey block onto Main St, Friar's St, Park St and Market St containing 280 apartments. Zone 8 is a 6 to 8 storey block between Main St and Market Street containing 263 apartments. Zone 9 is a 6 to 10 storey block located on Main St, Station Square and Market Street containing 168 units.

Car and cycle parking for both residents and visitors is provided below podium and at surface level throughout the scheme. The proposed development includes all site landscaping works, open space, green roofs, lighting, servicing and utilities, signage, and associated and ancillary works, including site development works above and below ground.

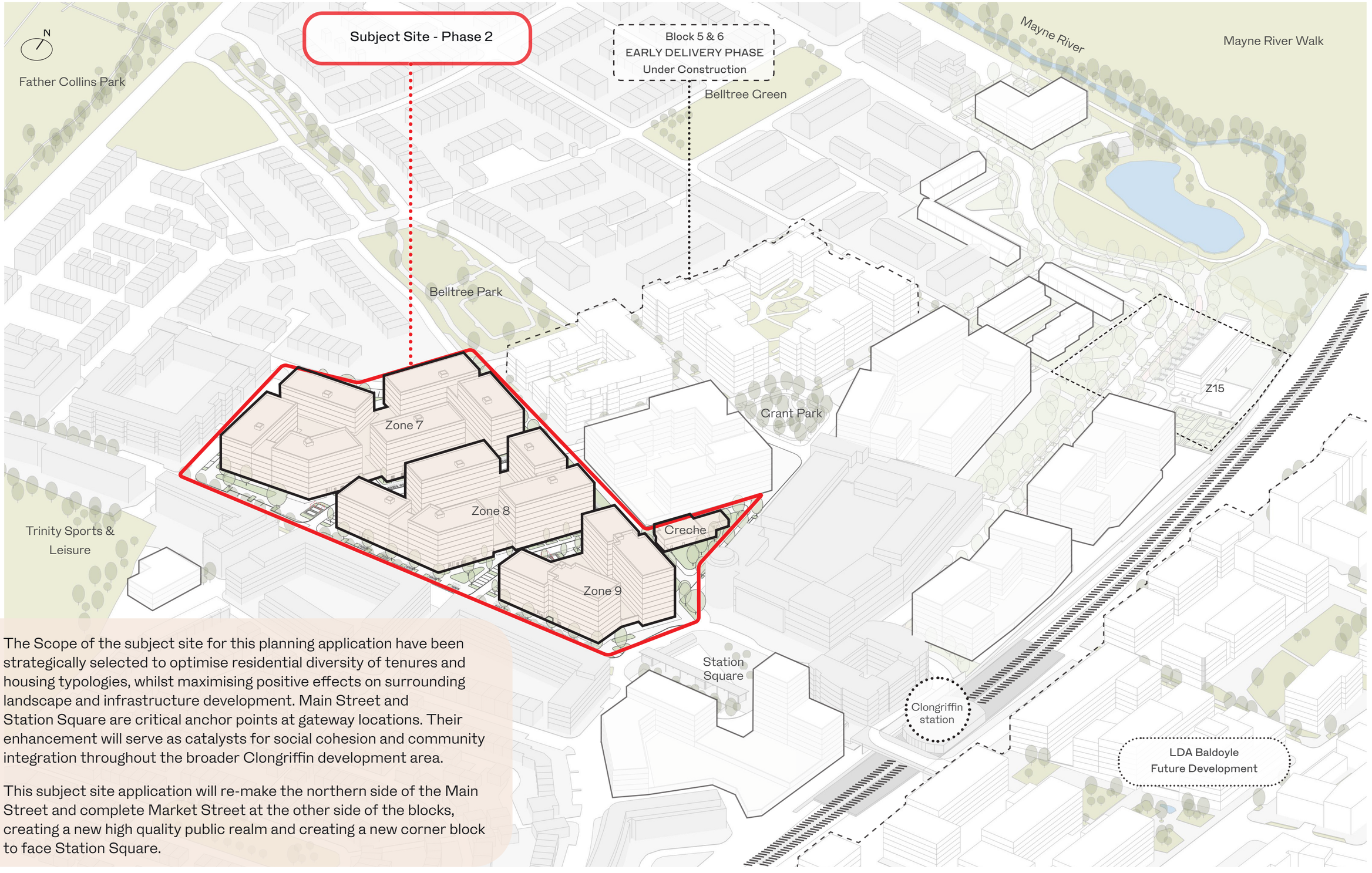
The proposed development sits as part of a Masterplan for a wider Clongriffin landbank (refer to the Masterplan Framework Report) which includes the under-construction Block 5 & 6 to the north of Market Street.

For a more detailed description please refer to the Statutory Notices.



Introduction

Subject Site I Phase 2 - Zones 7/8/9



The Scope of the subject site for this planning application have been strategically selected to optimise residential diversity of tenures and housing typologies, whilst maximising positive effects on surrounding landscape and infrastructure development. Main Street and Station Square are critical anchor points at gateway locations. Their enhancement will serve as catalysts for social cohesion and community integration throughout the broader Clongriffin development area.

This subject site application will re-make the northern side of the Main Street and complete Market Street at the other side of the blocks, creating a new high quality public realm and creating a new corner block to face Station Square.



1.0 Analysis of Existing Context

1.0 Analysis of Existing Context

1.1 Site Analysis



1.0 Analysis of Existing Context

1.1 Site Analysis



1 Attenuation Pond



2 View from Marrsfield Av. looking West



3 Father Collins Park



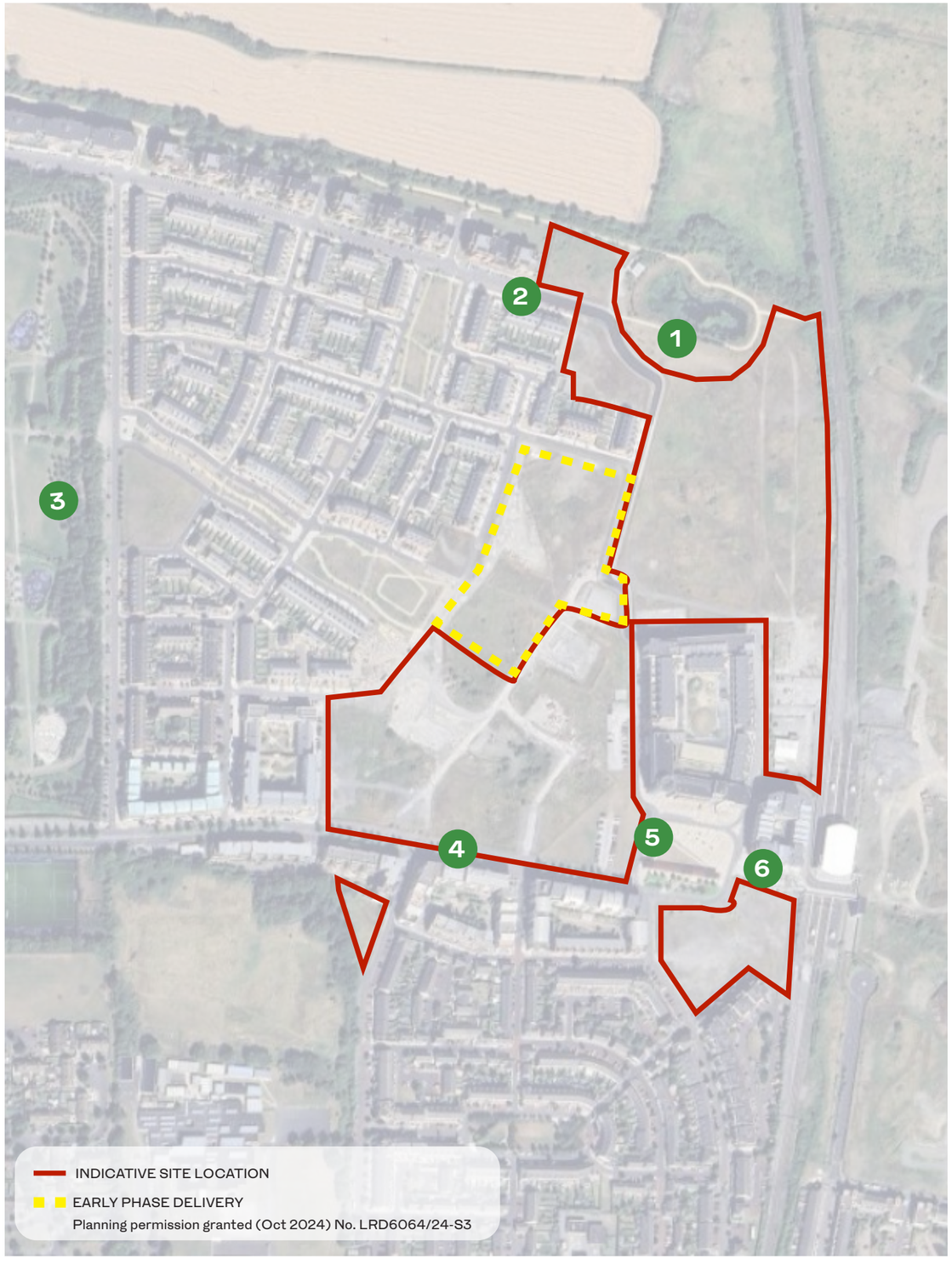
4 View from Main street looking West



5 Station Square looking East

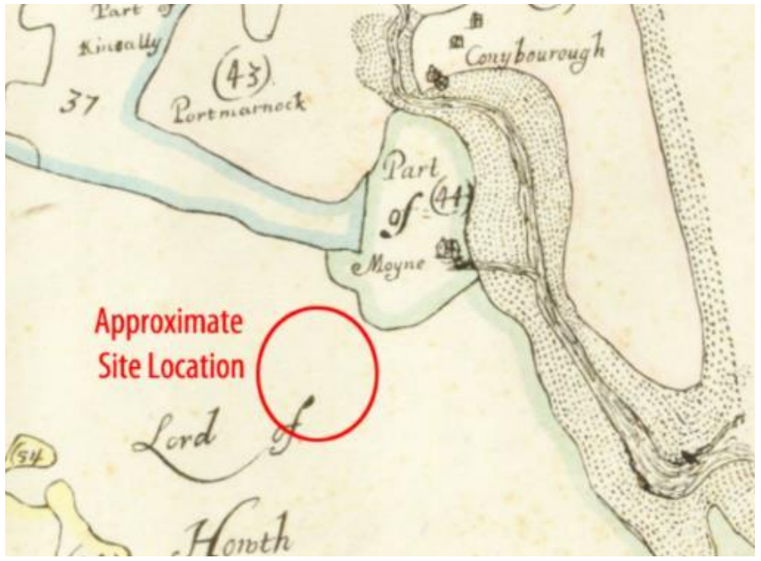


6 Railway steps to Station Square



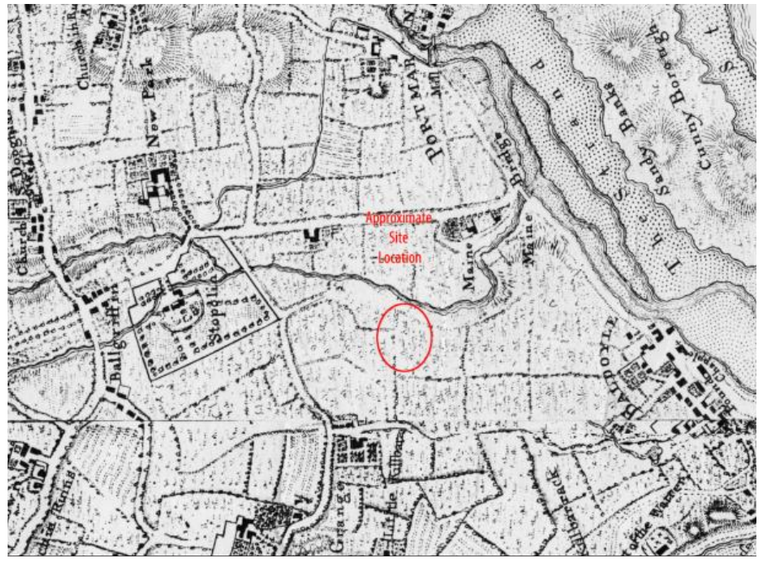
1.0 Analysis of Existing Context

1.2 Site History I Archaeological Mapping



Down Survey, barony map of Coolock, County Dublin. c. 1656

The Down Survey map for Coolock barony (c. 1656) shows no detail within the study area but helps approximate its location using topographical features like the Mayne and Sluice rivers and the Burrow isthmus ('Conyburough'). The map shows a house at the Mayne river estuary, possibly at Mayne Bridge. The townland 'Part of Mayne' corresponds to the present Maynetown townland, northeast of Grange, which is not depicted as it was owned by the Lord of Howth and remained unforfeited.



Rocque's 'An Actual Survey of County Dublin', 1760

Rocque's 1760 map of County Dublin offers significantly more detail and provides the first cartographic representation of the masterplan area, which is entirely agricultural. The fields south of the Mayne River are depicted as pasture land. The map also shows Baldoyle village, Kilbarrack, and the main road network. Grange House appears to the southwest, and a house and estate named Stapolin are shown to the northwest.



First edition 6-inch OS Map 1843

The first edition OS map shows that the Masterplan area remained undeveloped since Rocque's 18th-century map, with agricultural fields extending south of the River Mayne and a footpath running east-west. The map also depicts the unfinished Dublin to Drogheda railway line forming the eastern boundary of the LRD area, as well as Balgriffin House (formerly Stapolin) to the west and a new Stapolin House to the east of the railway. Grange House and Grange Abbey are shown to the southwest along Grange Road.

1.0 Analysis of Existing Context

1.2 Site History I Archaeological Impact*

* Refer to Archeology Report

Archaeological Conclusions:

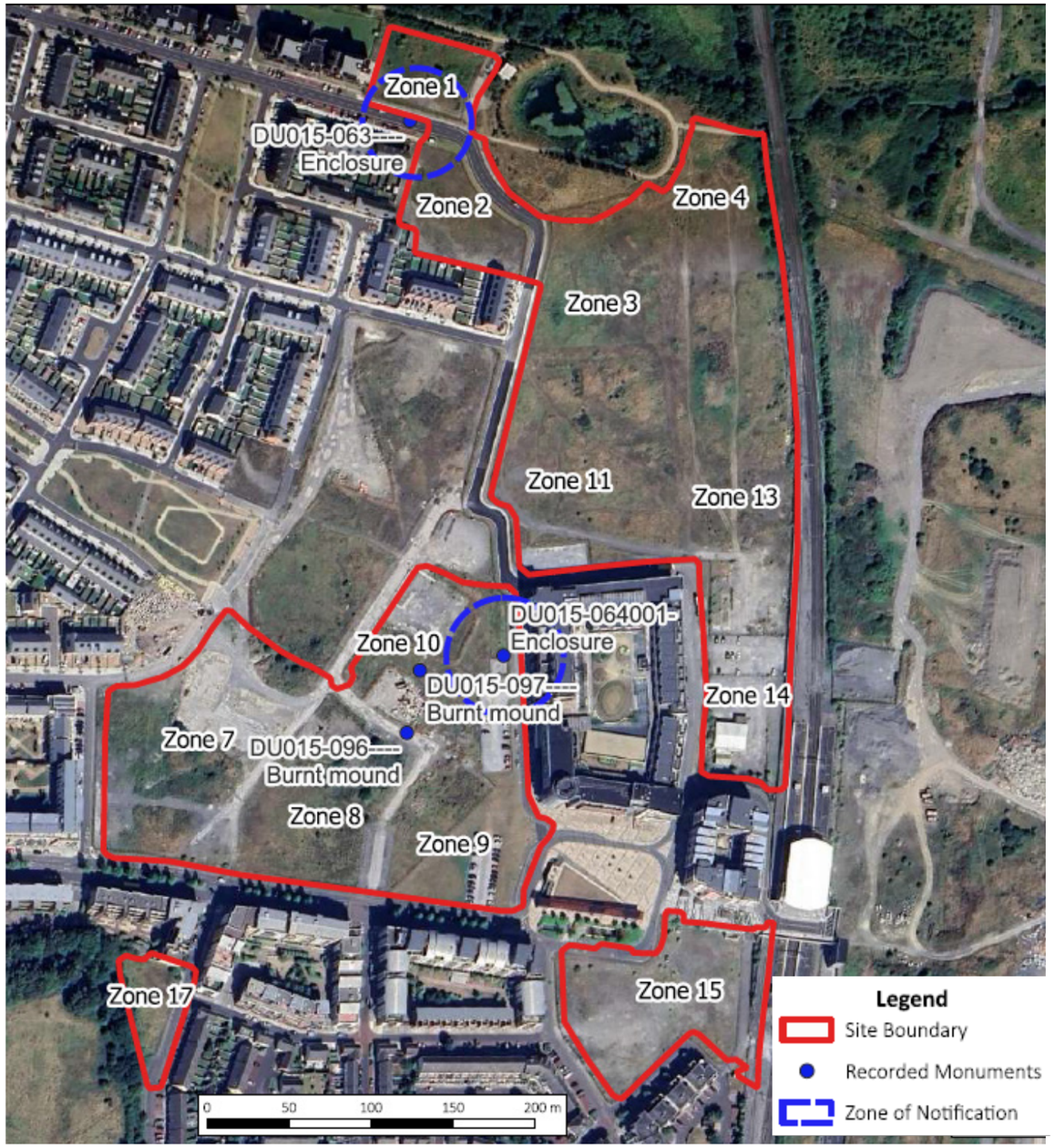
- Four recorded archaeological sites are within the proposed development area: two enclosures (DU015-064001 and DU015-063) and two burnt mounds (DU015-096 and DU015-097). Both enclosures were initially identified from aerial photographs and both burnt mounds were identified during test trenching in 2003. No archaeological remains relating to the enclosure were identified at this location.
- From 2004, the entire development area underwent topsoil stripping with archaeological monitoring. Numerous sites were recorded and “preserved by record.” These remains dated to the prehistoric and early medieval periods, representing relatively small-scale activity.
- Cartographic analysis shows the area was agricultural land throughout the post-medieval period.
- Aerial photography shows subsequent phases of construction and disturbance after the 2004 stripping.
- A field inspection confirmed the prior topsoil clearance and ground disturbance. No previously undisturbed areas were identified.
- All development zones were archaeologically resolved in 2004; no remaining archaeological potential exists.

Impact Assessment:

- The assessment showed all development zones assessed were stripped of topsoil in 2004, and any archaeological sites exposed were “preserved by record.”
- The areas were then subject to various ground disturbances over the next 20 years.
- Therefore, the proposed development of any zones included in the assessment will not result in any impacts on the archaeological resource.

Mitigation:

- As all the development zones have been archaeologically resolved, and no potential impacts on the archaeological resource have been identified, no archaeological mitigation is required.



1.0 Analysis of Existing Context

1.3 Planning I Planning Policy & Zoning*

* Refer to Planning Report

The planning policy and context for the proposed Development framework aligns with national and local policy. This section outlines the key elements of the specific local planning policy established in the Dublin City Development Plan 2022-2028.

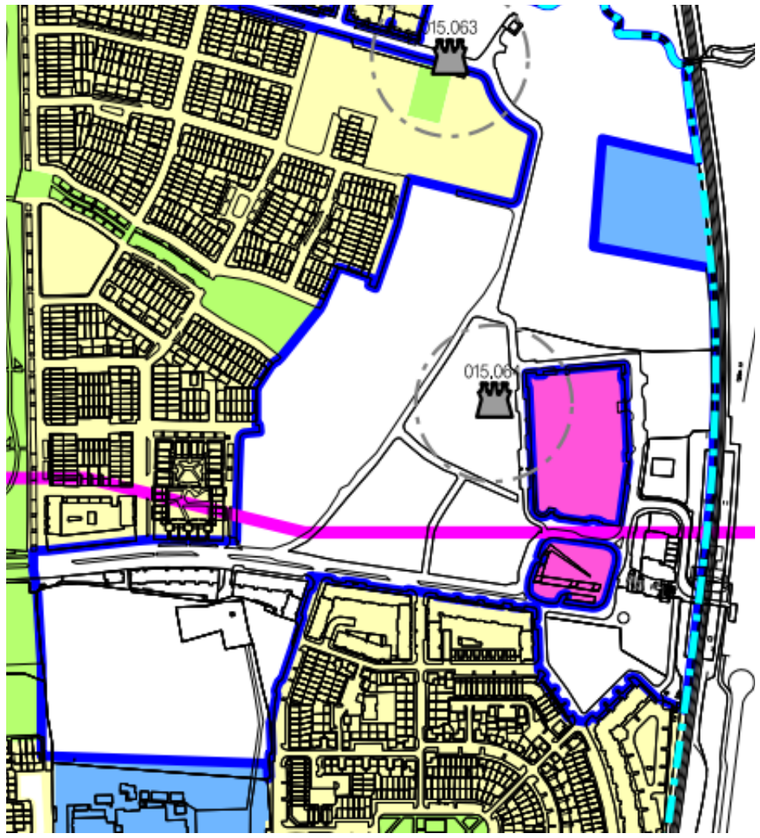
The subject site is located within the administrative area of Dublin City Council. The Dublin City Development Plan 2022-2028 sets the statutory planning policy for development within the City Boundary, having regard to national and regional plans and policies. The Development Plan provides the planning policy framework and design and development standards for development of the subject lands.

The LDA lands were originally formed part of the North Fringe Area Action Plan 2000 with the overall aim to extend the metropolitan core and create a dynamic mixed-use urban quarter.

In 2012, the LDA lands were included as part of the Clongriffin - Belmayne Local Area Plan 2012 -2018 which was extended for a further 5 years in 2017 and later lapsed in December 2022. Currently the LDA lands are not subject to a Local Area Plan (LAP).

The current key planning principles set out in the Development Plan in relation to these lands is considered as follows:

- The majority of the LDA lands are zoned 'Z14 – Strategic Development and Regeneration Areas (SDRAs)' as outlined in blue.
- Z14 land use zoning aims to 'seek the social, economic and physical development and/or regeneration of an area with mixed-use, of which residential would be the predominant use.'
- The area infilled blue is zoned 'Z15 – Community and Social Infrastructure' which seeks to 'protect and provide for community uses and social infrastructure.' Residential use is only allowed on Z15 zoned lands in limited circumstances.
- The majority of lands to the north of Main Street fall within Dublin Airport Noise Zone D (pink line shown on map) and a Recorded Monument is located in the middle of the lands.



LDA Lands zoned Z14 and Z15.

The majority of the LDA lands are zoned 'Z14 – Strategic Development and Regeneration Areas (SDRAs)' as outlined in blue. Z14 land use zoning aims to 'seek the social, economic and physical development and/or regeneration of an area with mixed-use, of which residential would be the predominant use.' The area to the east of the site, infilled in blue, is zoned 'Z15 – Community and Social Infrastructure' which seeks to 'protect and provide for community uses and social infrastructure.' Residential use is only allowed on Z15 zoned lands in limited circumstances. This is shown in the zoning map extract below.

Fig 1: LDA Lands zoned Z14 and Z15.

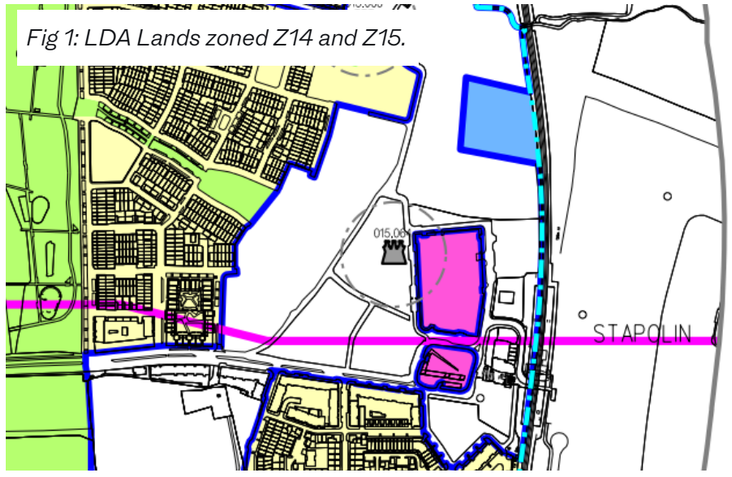
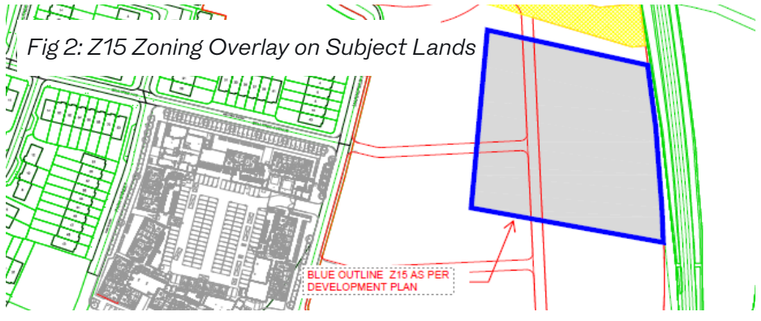


Fig 2: Z15 Zoning Overlay on Subject Lands



The area zoned Z15 relates to the objective set out in the SDRA 1 Clongriffin / Belmayne and Environs to 'Reserve a school site at Clongriffin, subject to the requirements of the Department of Education and Skills'. This zoning seeks to codify this rather than allowing for flexibility under the SDRA.

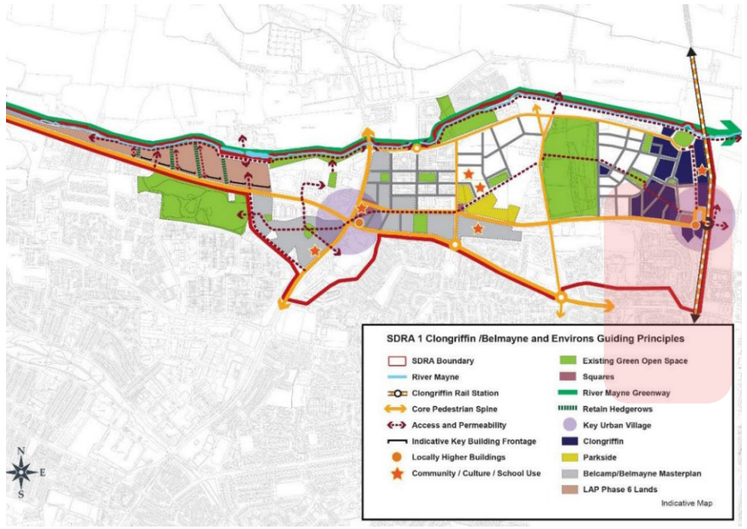
1.0 Analysis of Existing Context

1.3 Planning I SDRA

As previously noted, the majority of the lands fall within:

'SDRA 1- Clongriffin / Belmayne and Environs' under the Dublin City Development Plan 2022-2028.

The LDA Lands are subject to SDRA 1 – Clongriffin / Belmayne and Environs which has an overall vision to 'facilitate a highly sustainable, mixed use neighbourhood, centred on key public transport interchanges, with a distinct identity and sense of place.'



Extent of SDRA 1 – Clongriffin/ Belmayne and Environs

SDRA 1 sets out key guiding principles for the land bank, those relative to the LDA lands are set as follows:

- Urban Structure
- Heights
- Land use & Activity

Urban Structure

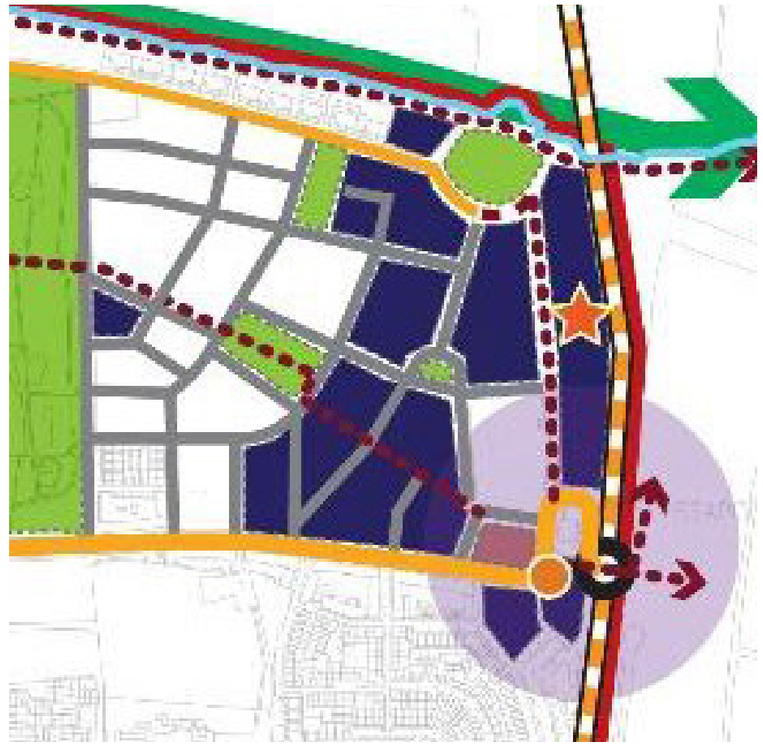
- Completion of Clongriffin centre to include the development of key sites adjacent to the train station, east of Father Collins Park.
- Belmayne – Belcamp green link along Belmayne Main Street to the east and Belcamp Avenue to the west of Malahide Road, improving connections between the four quadrants of the Malahide Road junction, and providing a connection between the Town Centre and major areas of open space (Darndale Park to Father Collins Park), schools and other amenities.
- Enhance and improve connections between Clongriffin and Baldoyle/Stapolin lands across the railway line at Clongriffin Train Station and at the River Mayne, in coordination with Fingal County Council.
- Typical block widths shall generally be in the range of between 45-50 m (lower scale housing) to 55-60 m (higher scale apartments).

Heights

- Building heights shall respond to the proposed urban structure and land uses and activities. In general, the KUV centres at Belmayne Town Centre and Clongriffin Train Station shall contain the greatest building heights, in order to reinforce their status as a KUV, subject to amenity and design safeguards.
- The following building heights shall be applied:
- Minimum heights of 5 storeys to the Key Urban Village centres at Clongriffin Rail Station and Belmayne Town Centre at the R139/R107 junction
- Minimum heights of four to five storeys for Main Street Boulevard.
- A locally higher building adjacent to the rail station and at the junction of Malahide Road / R152

Land Use & Activity

- A rich mix of uses to include retail, commercial, community, employment and residential uses will be sought on these lands, relative to the two KUV centres. At Belcamp the development will be primarily residential with a mix of typologies and tenures supported by community and social infrastructure. Commercial uses will be located along the Malahide Road and around the Town Squares at the Malahide Road junction.
- Residential densities shall be highest within the two KUV centres and along Main Street, in proximity to the train station at Clongriffin and along the proposed Core Bus Corridor.
- Reserve a school site at Clongriffin, subject to the requirements of the Department of Education and Skills.



Extent of SDRA 1 – Clongriffin/ Belmayne and Environs

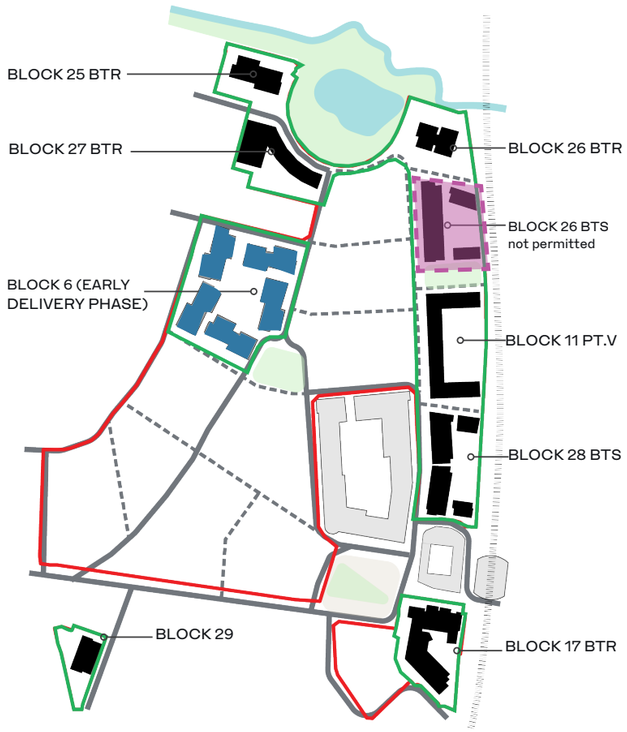
1.0 Analysis of Existing Context

1.3 Planning I History

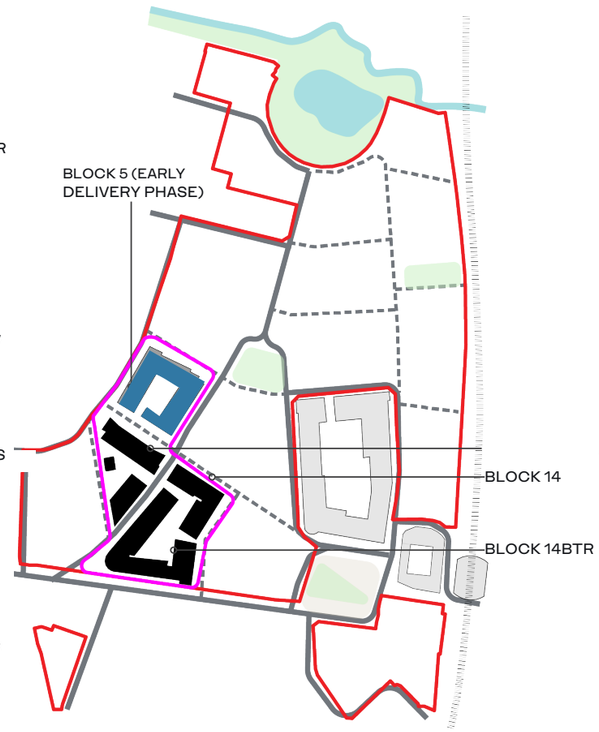
The LDA Clongriffin Lands fall within the wider Clongriffin masterplan which was originally granted planning permission in 2003 and was updated in 2018 which formed the basis for the recent SHD Planning Applications. The following sets out a history of planning permissions for the Barina Lands, all of which have expired.

The application sites have been subject to a number of planning applications in recent years as set out below.

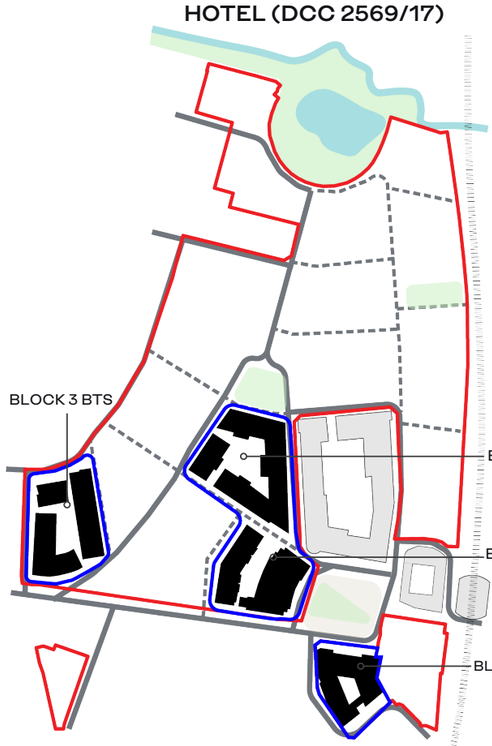
CLONGRIFFIN SHD 1 (ABP - 305316-19)



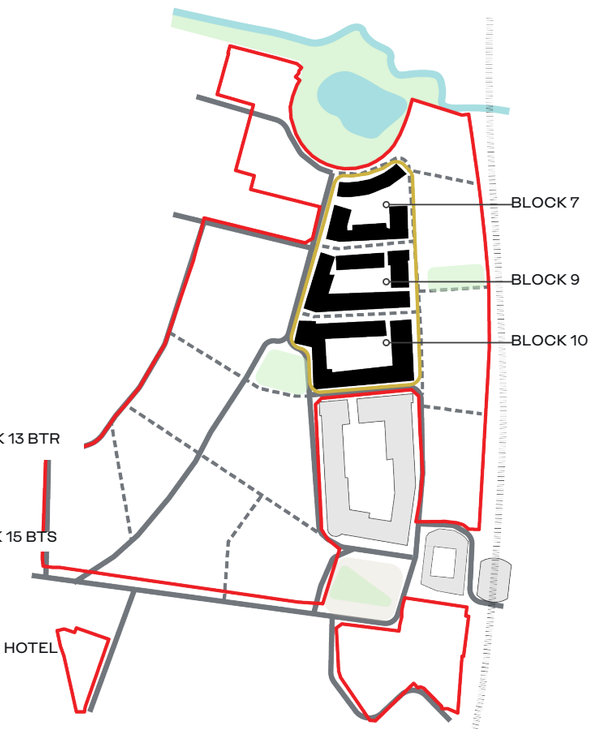
CLONGRIFFIN SHD 2 (ABP - 305319-19



DCC PLANNING (DCC 3894/19)
HOTEL (DCC 2569/17)



BARINA LANDS



Combined

	Build Type	studio	1 Bed	2Bed	3Bed	Total Resi Units	Area (m2)	Total Bed Spaces	Creche/ community	Commercial	Retail	Site Area (ha)	Plot Ratio	Units per hectare(NET)	Build Height storeys	External communal Amenity (m2)	Internal communal Amenity (m2)	Car Parking No.	Car Parking Ratio	Cycle Parking No	Bicycle Ratio	Dual Aspect Ratio	Site coverage
	Build to Sell	-	455	244	17	716	52,740	1,226	-	8,985	3,153	3.24		116		4,523	389	337	0.47	692	0.97	42%	83%
		0%	64%	34%	2%	100%																	
	Build to Rent	45	300	471	44	860	107,427	2,108	1,229	6,669	1,881	4.22		211		8,938	2,740	577	0.67	1,714	1.99	58%	74%
		5%	35%	55%	5%	100%																	
	Part V	4	87	56	46	193	9,316	336	-	-	-	0.79	-	176	-	1,042	15	61	0.32	144	0.75	44%	32%
		2%	45%	29%	24%	100%																	
	Total *ex Barina ex Block 8	**49**	**842**	**771**	**107**	**1,769**	**169,483**	**3,670**	**1,229**	**15,654**	**5,034**	**8.25**	**-**	**167.9**	**-**	**14,503**	**3,144**	**975**	0.55	**2,550**	1.44	**47.85%**	**63.00%**
		3%	**48%**	**44%**	**6%**	**100%**																	

CLONGRIFFIN WIDER LANDS
EARLY DELIVERY PHASE
LDA CLONGRIFFIN LANDS

LDA

HJL

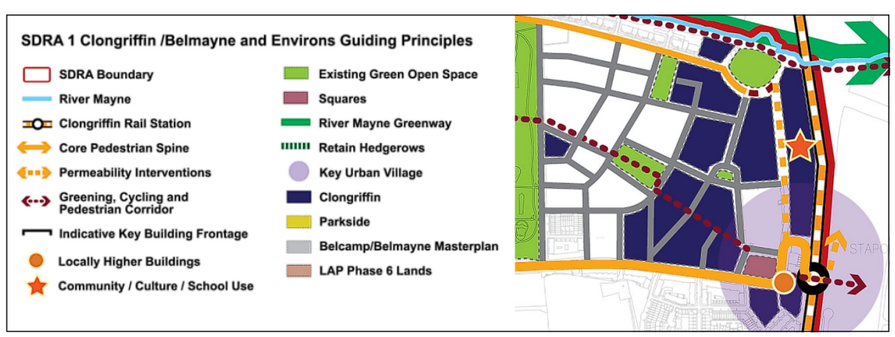
1.0 Analysis of Existing Context

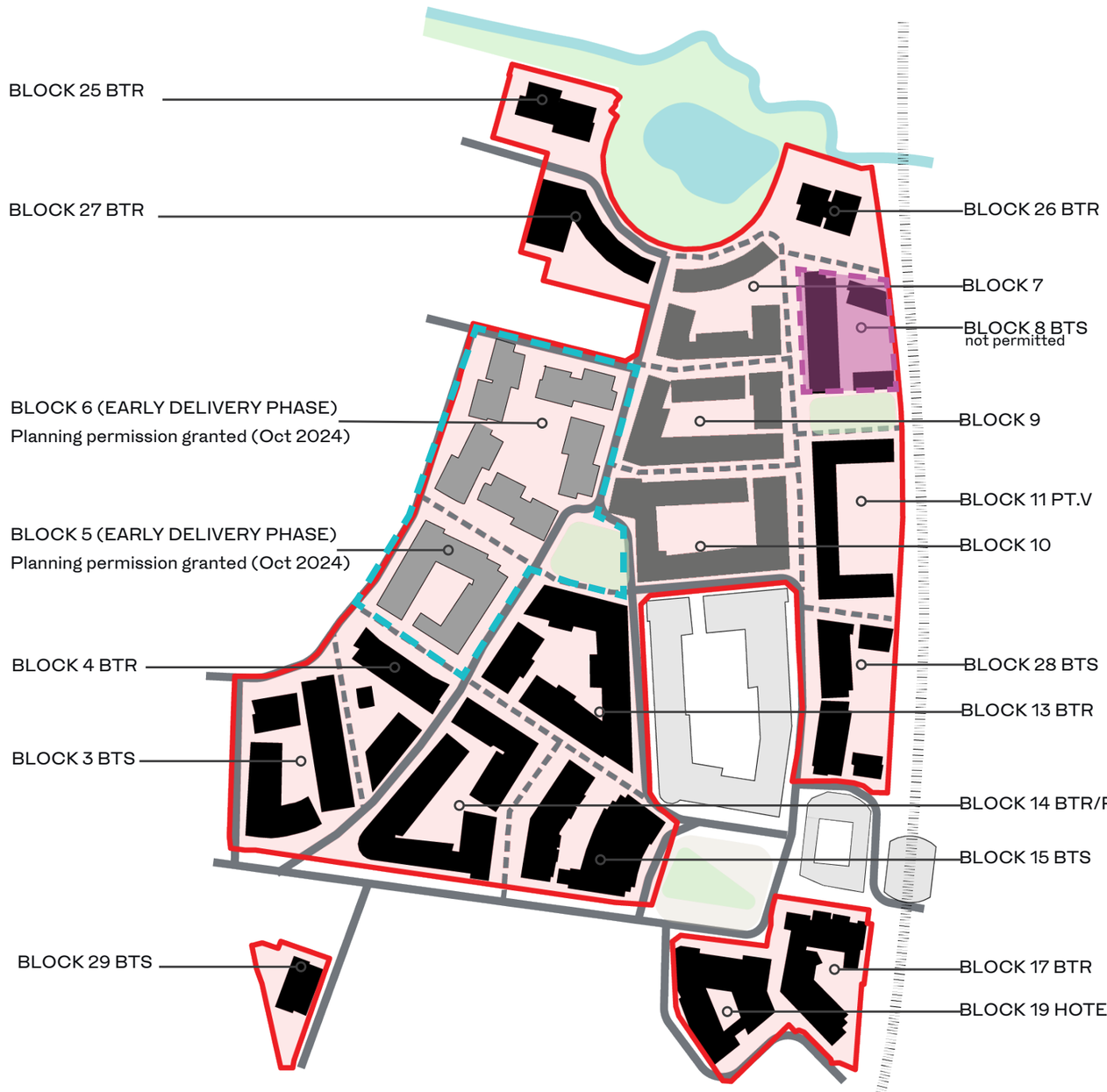
1.3 Planning I History

The LDA Lands are subject to **SDRA 1 – Clongriffin / Belmayne and Environs** which has an overall vision to 'facilitate a highly sustainable, mixed use neighbourhood, centred on key public transport interchanges, with a distinct identity and sense of place.'

Previous scheme was prepared under the Build-to-Rent / Build-to-Sell regulations which resulted in the following:

- **Smaller Units:** Compact spaces maximise yields but can compromise comfort and livability.
- **Inflexibility**: Limited adaptability for long-term living.
- **Minimal Outdoor Space:** Private outdoor areas are often small, relying heavily on shared spaces.
- **Not Family-Friendly:** Few provisions for families, such as child-friendly layouts or facilities.
- **Orientation Problems:** Poor natural light or ventilation in some units due to density optimisation.





Previous Permitted Developments

1.0 Analysis of Existing Context

1.3 Planning I History

BLOCKS 5 & 6 (EARLY PHASE DELIVERY)

Planning permission granted (Oct 2024)
Application No. LRD6064/24-S3

The Land Development Agency (LDA) secured planning permission for Blocks 5 and 6 in Clongriffin, the first phase of the framework delivering 408 cost-rental and social housing units (1-3 bedrooms). The blocks will include community and cultural spaces, a crèche, landscaped courtyards, a roof terrace, and a 1,433m² public park.

Construction on these homes commenced in the first quarter of 2025, with the initial units expected to be ready for occupation by late 2026. This development represents a significant milestone in the regeneration of the Clongriffin area.



CGI view from corner of Market Street & Lake Street



CGI view from Grant Park

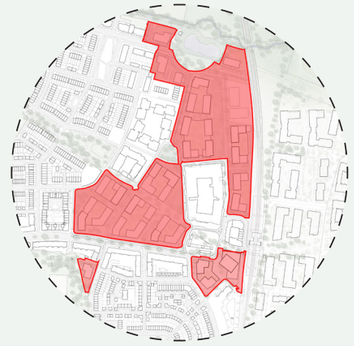


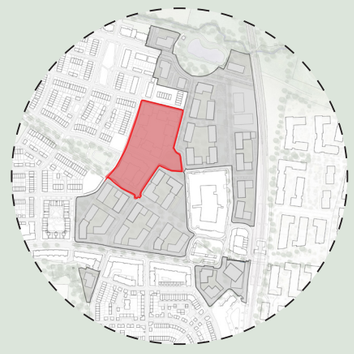
CGI view from Clongriffin Road looking towards Grant Park

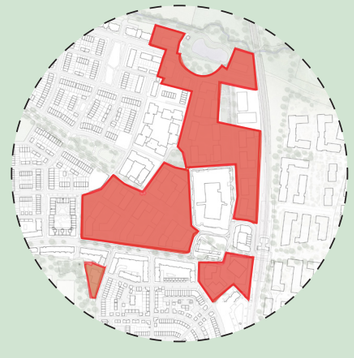
1.0 Analysis of Existing Context

1.3 Planning I Strategy

PREVIOUS MASTERPLAN CAPACITY SUMMARY	**SUBJECT SITE** *EXCLUDES EARLY DELIVERY PHASE*	2,086* Total Units	11.02ha Site Area	189 Units Per Hectare
LDA PLANNING PERMISSION GRANTED (Oct 2024)	**PLANNING APPROVED DEVELOPMENT** *EARLY DELIVERY PHASE (blocks 5 &6)*	408 Total Units	2.21ha Site Area	184 Units Per Hectare
PROPOSED FRAMEWORK DEVELOPMENT PLAN	**CLONGRIFFIN WIDER LANDS** *EXCLUDES Z15 LAND*	1700+ Total Units	10.08ha Site Area	170+ Units Per Hectare

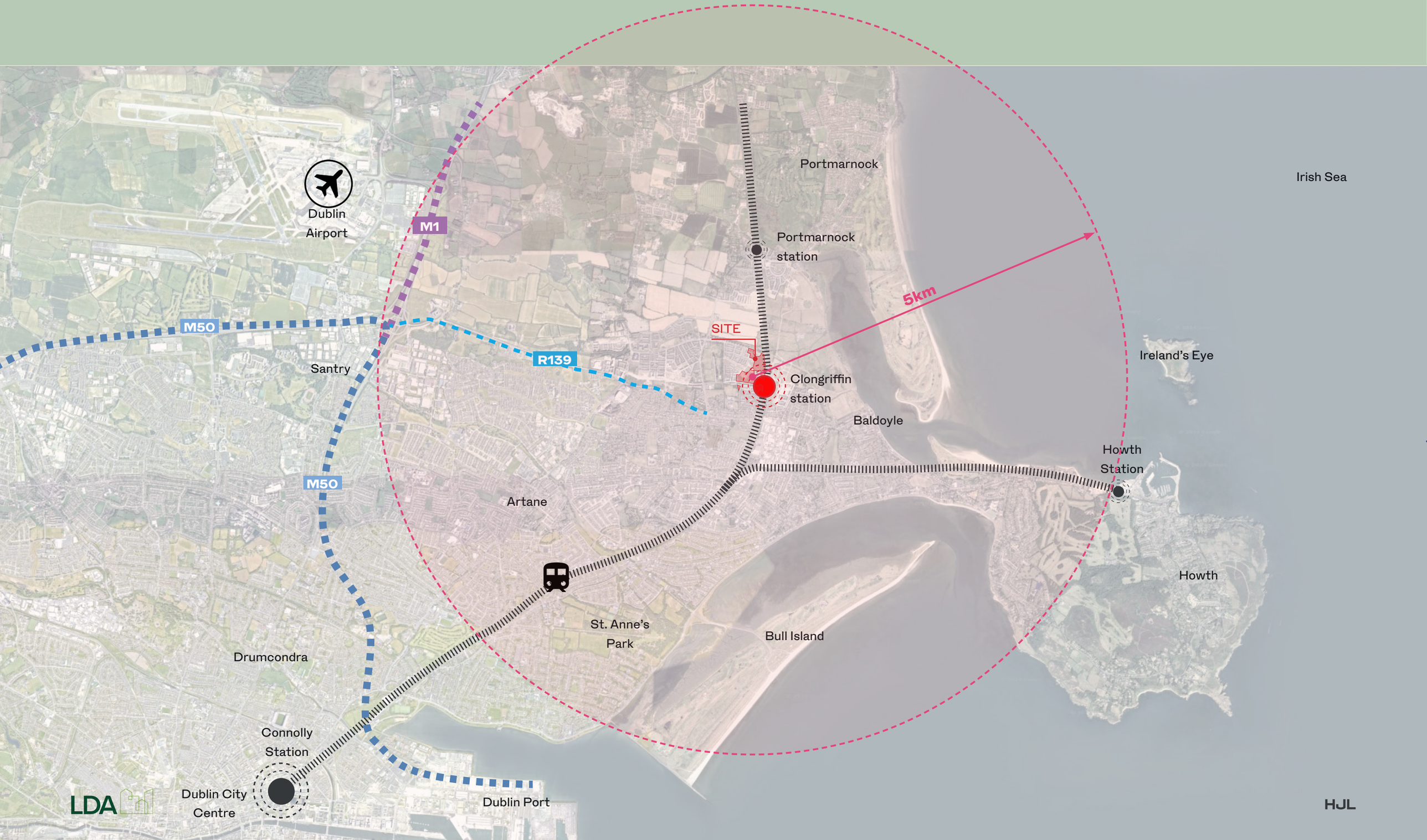






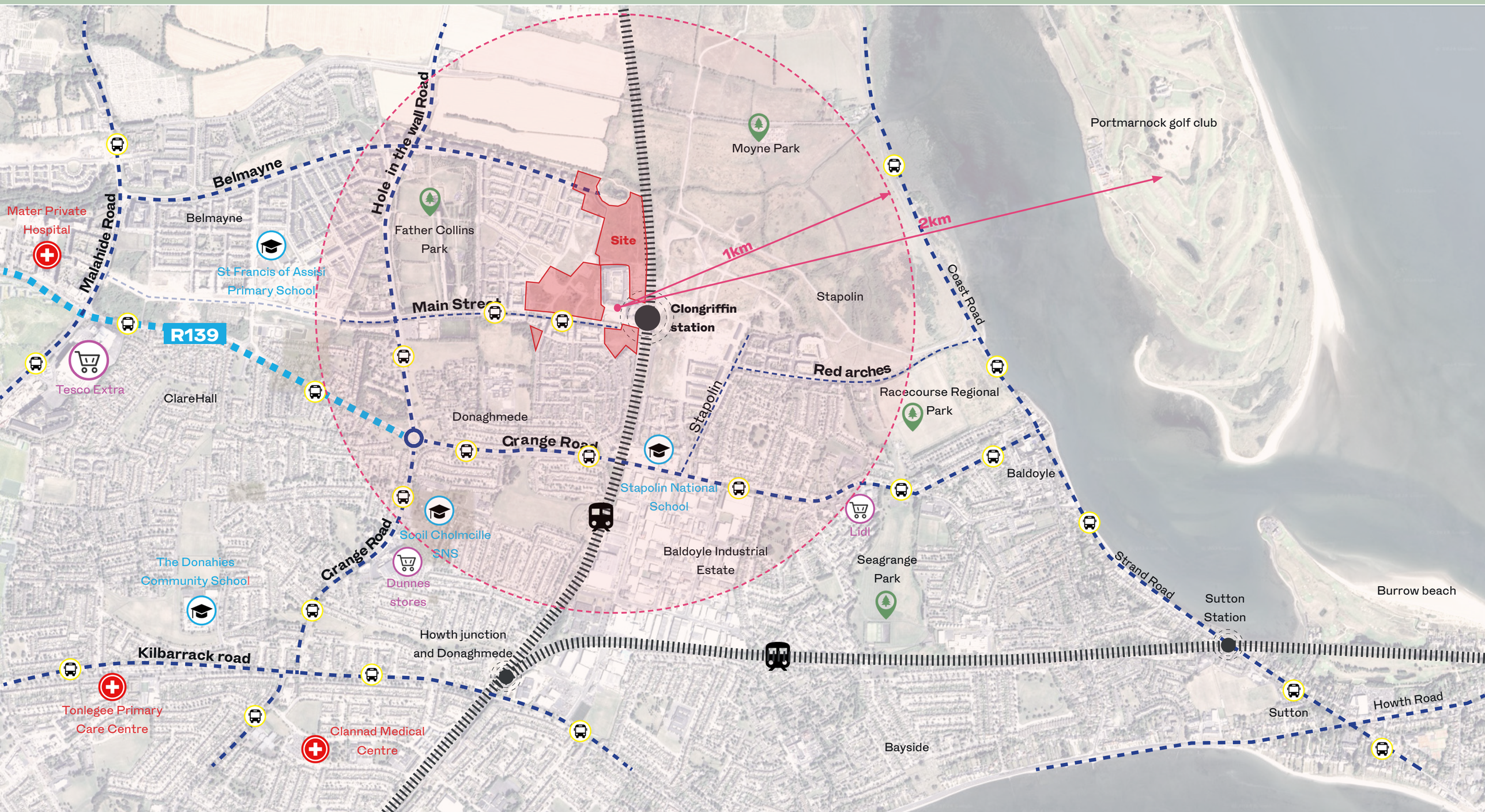
1.0 Analysis of Existing Context

1.4 Movement & Connectivity I Wider Context



1.0 Analysis of Existing Context

1.4 Movement & Connectivity I Local Context



1.0 Analysis of Existing Context

1.5 Clongriffin Wider Lands Framework I Vision



Delivering new Affordable, cost rental and Social **Homes**



Creation of new public **Open spaces** and communal amenities, including parks, plazas, walk & cycle ways



Provision of **bicycle spaces** in safe and secure location



Prioritizing **Sustainability** and fostering **Biodiversity** enhancement



Addition of new **Retail** units enriching the local community



Mobility Enhancement: new bus routes, car parking, and cycle lanes for improved connectivity

Framework Objectives:

- **Develop an affordable, compact, and sustainable community** that is resilient and adaptive to climate change, fostering long-term environmental and economic sustainability.
- **Create a vibrant, mixed-use neighbourhood** that is inclusive, diverse, accessible, permeable, and safe, promoting a high quality of life for all residents.
- **Provide attractive, well-designed, and high-quality homes** that are livable and accessible, ensuring a mix of secure, affordable rental options and homes for sale to support future residents.

Design Principles:

- **Connectivity and Mobility**
- **Sustainability**
- **Green and Blue Infrastructure**
- **Landscape and Open Space**
- **Biodiversity, Built Context, and Heritage**
- **Public Realm**
- **Built Form and Design**
- **Urban Centre**
- **Community Facilities**
- **Services, Infrastructure, and Energy**

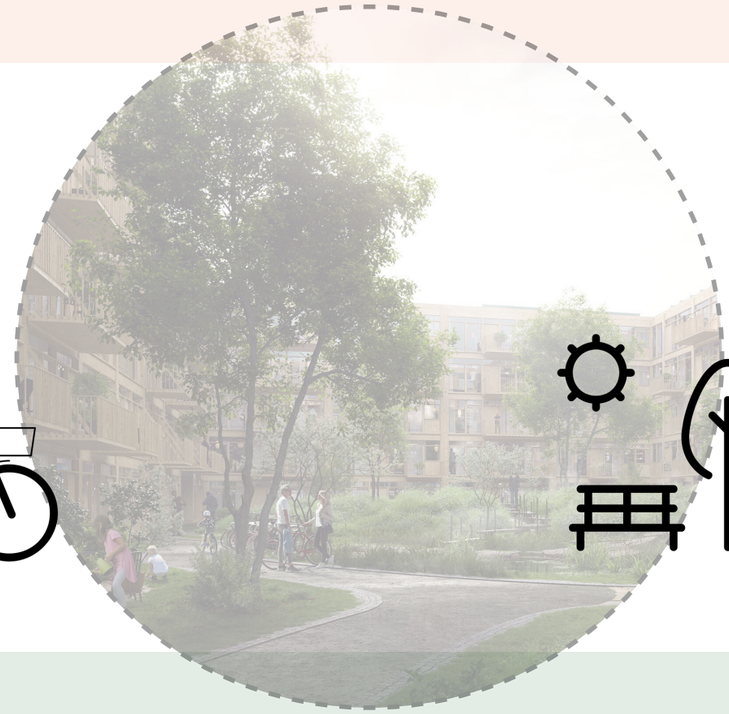
1.0 Analysis of Existing Context

1.5 Clongriffin Wider Lands Framework I Constraints & Opportunities

	PLACEMAKING	MOBILITY	ENVIRONMENT
CONSTRAINTS	• Inactive street-level spaces: Underutilized ground floors reduce street vibrancy and public engagement. • Poor circulation from train station: Poor design hampers pedestrian access and movement. • Lack of communal spaces: Insufficient public areas for gathering and social activities.	• Dominated by car movements: Heavy reliance on cars limits accessibility and creates a less pedestrian-friendly environment. • Lack of cycle and pedestrian routes: Few dedicated paths make it challenging and unsafe for cyclists and pedestrians. • Poor access to public transport station: Inadequate access reduces the convenience and usability of public transport.	• Predominantly brownfield: The area has limited natural elements and greenery. • Inadequate access to water features: Poor connectivity to the lake, river and sea beyond reduces accessibility and recreational opportunities. • Lack of green areas around buildings: Surrounding buildings have minimal green spaces, making the environment less appealing and less sustainable.
OPPORTUNITIES	• Neighbourhood character: Implement mixed-use development, diverse architecture, pedestrian-friendly streets, and public art to create a unique identity. • Strengthen the public realm: Create a central public space, incorporate green infrastructure and add community facilities to foster social interaction and outdoor activities. • Station and gateway enhancements: Enhance the station area with improved connectivity, a welcoming gateway and a landmark community building.	• Safe movement for pedestrians and cyclists: Create dedicated, well-marked pathways to ensure safe and easy walking and cycling. • Reduce reliance on cars: Offer local amenities within walking or cycling distance to decrease car use. • Enhance public transport access: Improve connectivity to the station with direct paths, better signage and integrated transport options for greater convenience.	• Create a rich and lush landscape which incorporates abundant greenery at street level and in podium courtyards to enhance the natural environment. • Develop high-quality, well designed parks and playgrounds of quality construction to offer recreational activities for all age groups. • Provide external amenity spaces: Design attractive, multi-functional outdoor areas to foster social interaction and community engagement for both current and future







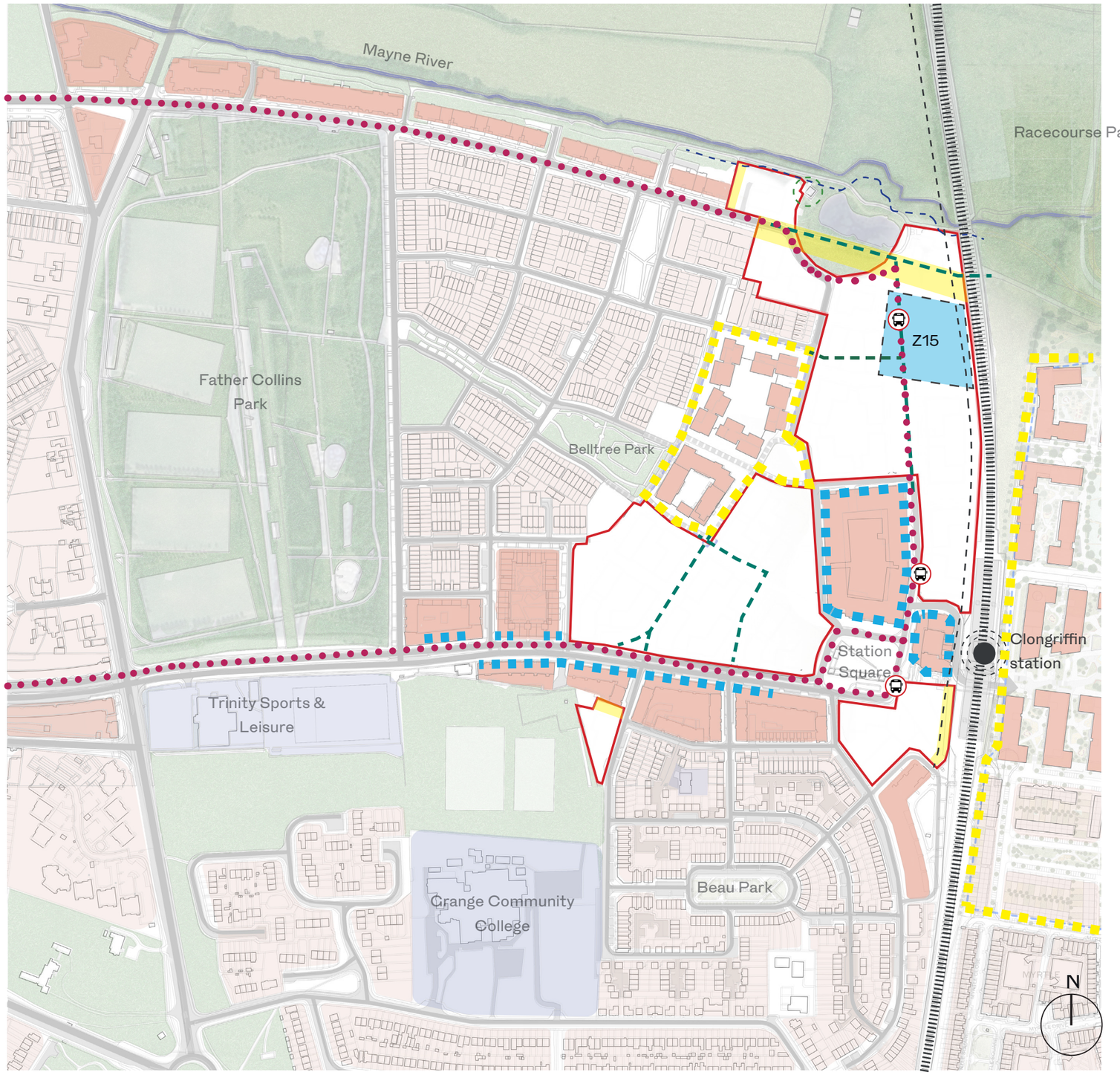
1.0 Analysis of Existing Context

1.5 Clongriffin Wider Lands Framework I Constraints

The Clongriffin development faces several constraints requiring careful planning:

- **Infrastructure:** Roads, railways, and service routes limit flexibility and require integration to maintain connectivity.
- **Zoning:** Restrictions for community, education, and low-density areas necessitate strategic land use.
- **Utilities:** Wayleaves and neighbouring boundaries constrain expansion, requiring harmonious design.
- **Environment:** Proximity to parks and natural areas demands adherence to guidelines to preserve biodiversity.

Addressing these challenges is key to optimising the site layout and meeting regulatory requirements.



- Medium High density & Mixed Use
- Future Medium High density & Mixed Use
- Low density Residential
- Community & Education Use
- Z15 - Existing Zoned Community & Social
- Way leaves
- Existing services routes
- Proposed D3 bus route and stops
- Boundary line
- Existing roads ways
- Early stages roads ways
- Railway Line
- Existing Ground floor Vacancy
- Train Station
- 4m Setback from Rail Boundary
- 15m Setback from Mayne River
- 15m Setback from Pumphouse Boundary

LDA

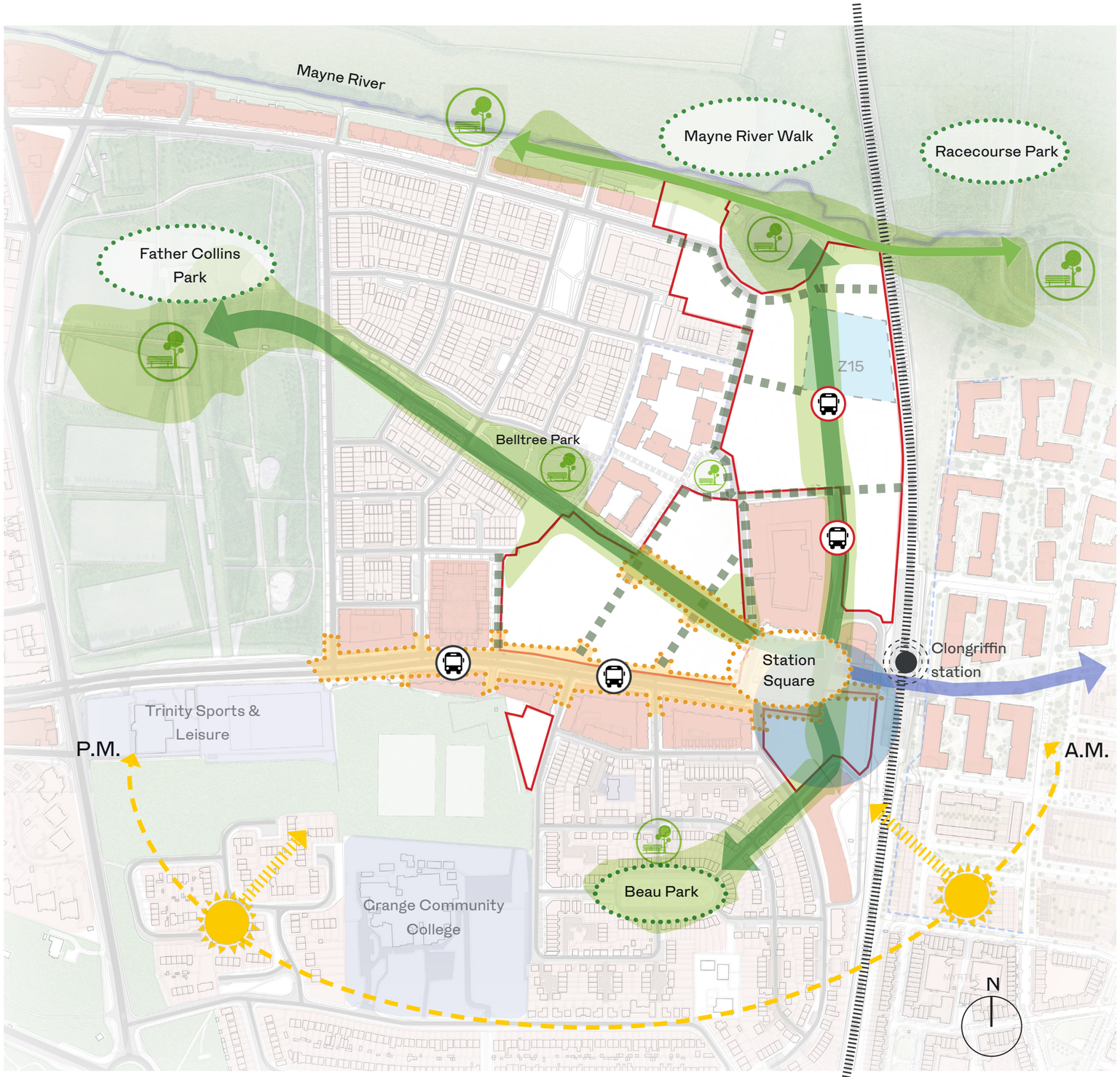
HJL

1.0 Analysis of Existing Context

1.5 Clongriffin Wider Lands Framework I Opportunities

Analysis of the SDRA principles highlights opportunities to enhance Clongriffin's connectivity, livability, and sustainability:

- **Green Links:** Create pedestrian and cycle routes connecting parks and amenities to encourage active lifestyles.
- **Urban Fabric:** Extend the residential street hierarchy for seamless integration and a cohesive community.
- **Key Spaces:** Develop a vibrant boulevard and urban village to boost economic activity and cultural engagement.
- **Transport:** Improve public transport to reduce car dependency and create an inclusive, dynamic environment.

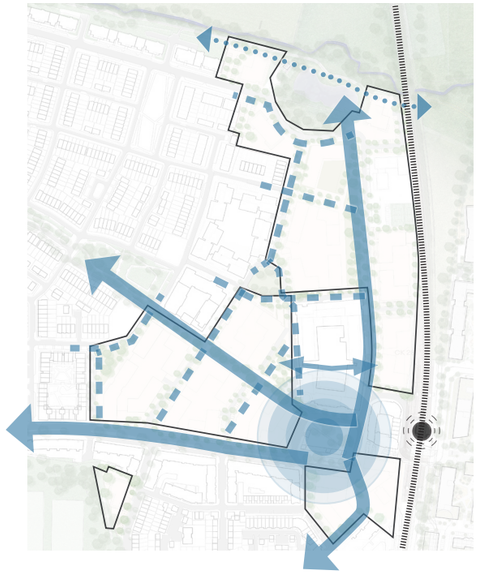


1.0 Analysis of Existing Context

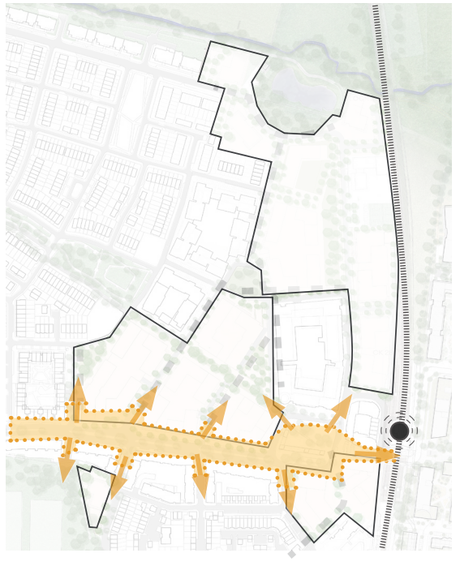
1.5 Clongriffin Wider Lands Framework - Design Principles

Outlined are the nine urban design principles that guide the evolution of the Clongriffin Development Framework, aiming to foster a vibrant, well-connected community.

1 | Connectivity
The Clongriffin Development Framework is designed to integrate seamlessly with the existing urban landscape, enhancing connections to surrounding neighbourhoods and amenities.



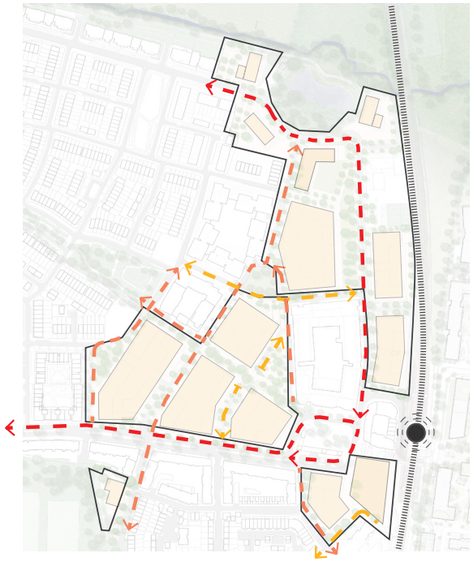
2 | Main Street Boulevard
The Development centres on a lively Main Street Boulevard with active ground-floor spaces and attractive landscaping to encourage social activity. Key gathering spots along the boulevard will create an inviting space for residents and visitors.



3 | Green Routes
Green routes will connect parks and other green spaces, focusing on pedestrian and cyclist safety. These shared pathways will merge the park with the town centre, bringing nature into urban life and promoting a healthier, active lifestyle.



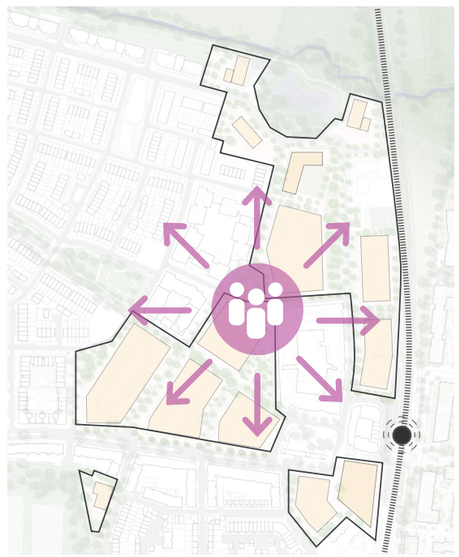
4 | Residential Streets
The Development Framework will implement a hierarchy of streets which will feature thoughtfully designed edges and buffer zones, along with multiple access points for residents and visitors, ensuring convenient access for everyone.



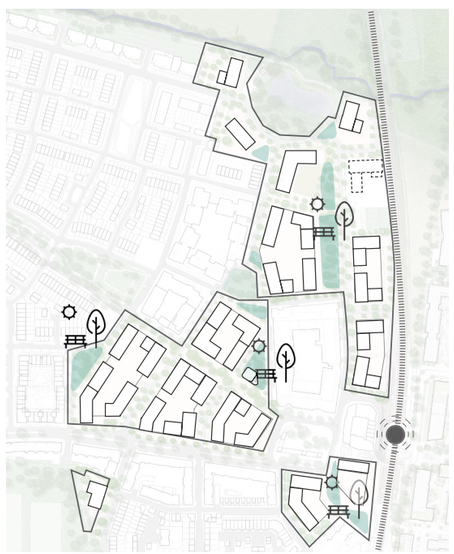
5 | Town Centre
The development's town centre will be a focal point for retail, commercial, and civic amenities, strengthening Clongriffin's identity as a dynamic and inclusive community.



6 | Community, Culture & the Arts
There is requirement to provide 5% of the total area as community space, This space can exist internally and / or externally in varying locations throughout the development creating community node points at opportune locations.



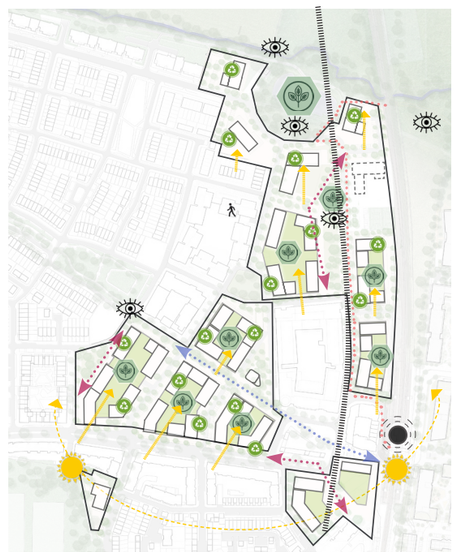
7 | Public Open Spaces
To enhance the livability of Clongriffin, green spaces will be strategically placed between residential buildings. These landscaped areas will offer residents a place for relaxation, recreation, and socialisation right outside their doorsteps.



8 | Private Courtyard Gardens
Within the residential blocks, semi-private courtyard gardens will provide a tranquil oasis for residents, offering a secure environment for leisure and social activities, enhancing the sense of community while providing a quiet retreat.



9 | Sustainability
The Clongriffin framework embeds sustainability in every aspect of its design, ensuring a holistic approach to creating a resilient and environmentally friendly community.



1.0 Analysis of Existing Context

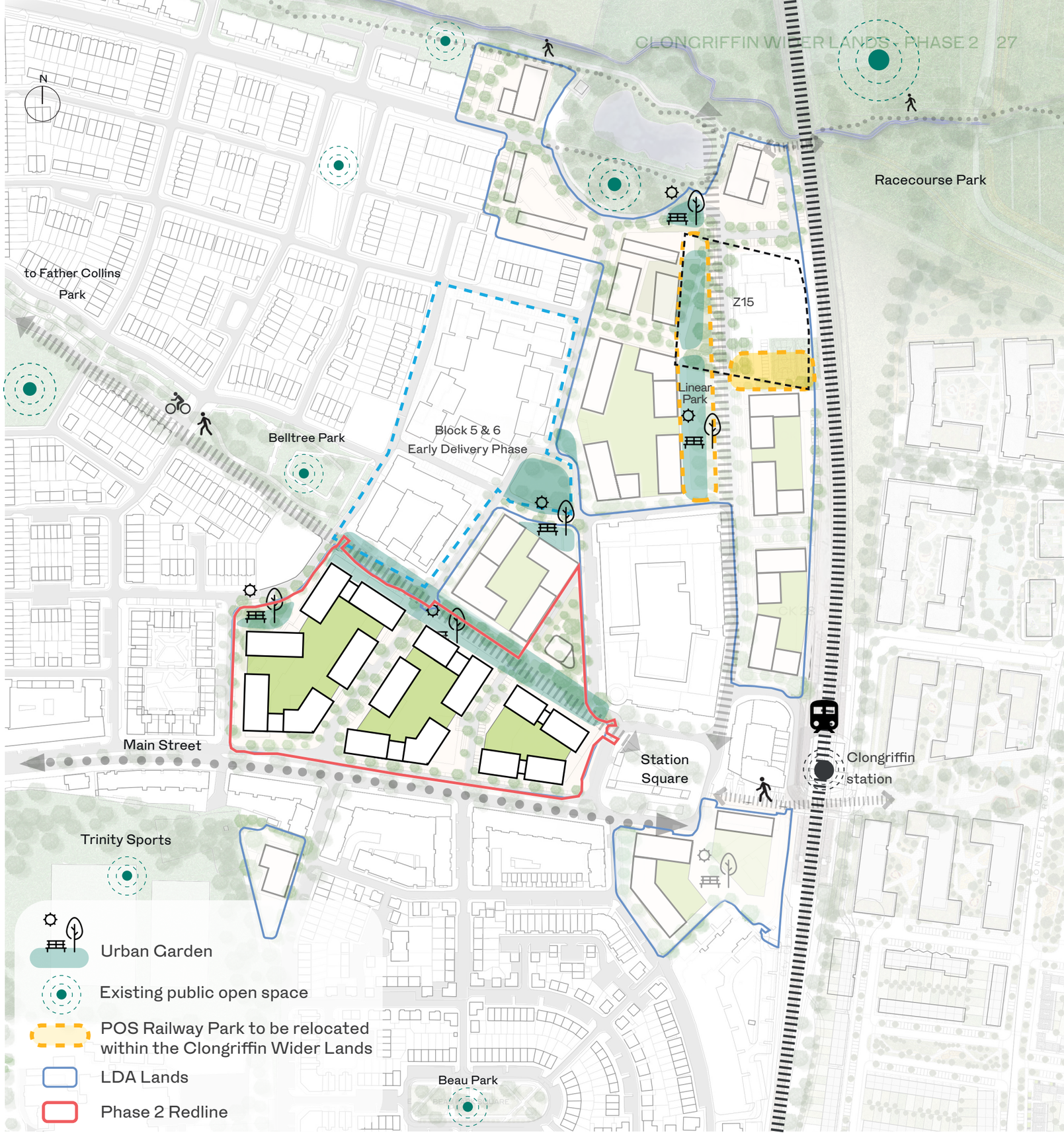
1.5 Clongriffin Wider Lands Framework

Phase 2 (Zone 7/8/9) Open Space Provision:

Having regard to the 2018 planning strategy for Clongriffin it is noted that there two remaining pocket parks to be delivered on the infill lands to comply with the 10% public open space requirement.

- **Grant Park** will be delivered as part of the blocks 5 and 6 which were recently granted permission (No. LRD6064/24-S3).
- **Railway Park** as noted on the plan is proposed to be slightly relocated to the linear park, which runs north-south within the red line boundary, to better align with the masterplan design.





1.0 Analysis of Existing Context

1.5 Clongriffin Wider Lands Framework

Phase 2 (Zone 7/8/9) Buildings Heights & Density:

The residential blocks are strategically arranged in a north-south orientation to minimise the number of north-facing apartments, thereby maximising sunlight exposure and enhancing the quality of life for residents.

- Heights are concentrated around the town centre, main streets and green avenues.
- Heights have been reduced locally to enhance daylight in central communal courtyards.
- Blocks in more sensitive locations have been further scaled down to align contextually with the existing surroundings.

Subject Site

Proposed Number of Units = 711

Site Density:

c. 205 UPH(gross)



LDA

HJL

1.0 Analysis of Existing Context

1.5 Clongriffin Wider Lands Framework

Z15 Zoning Proposals:

According to the Dublin City Development Plan 2022-2028, land zoned as Z15 is designated for:

“Institutional and community uses.”

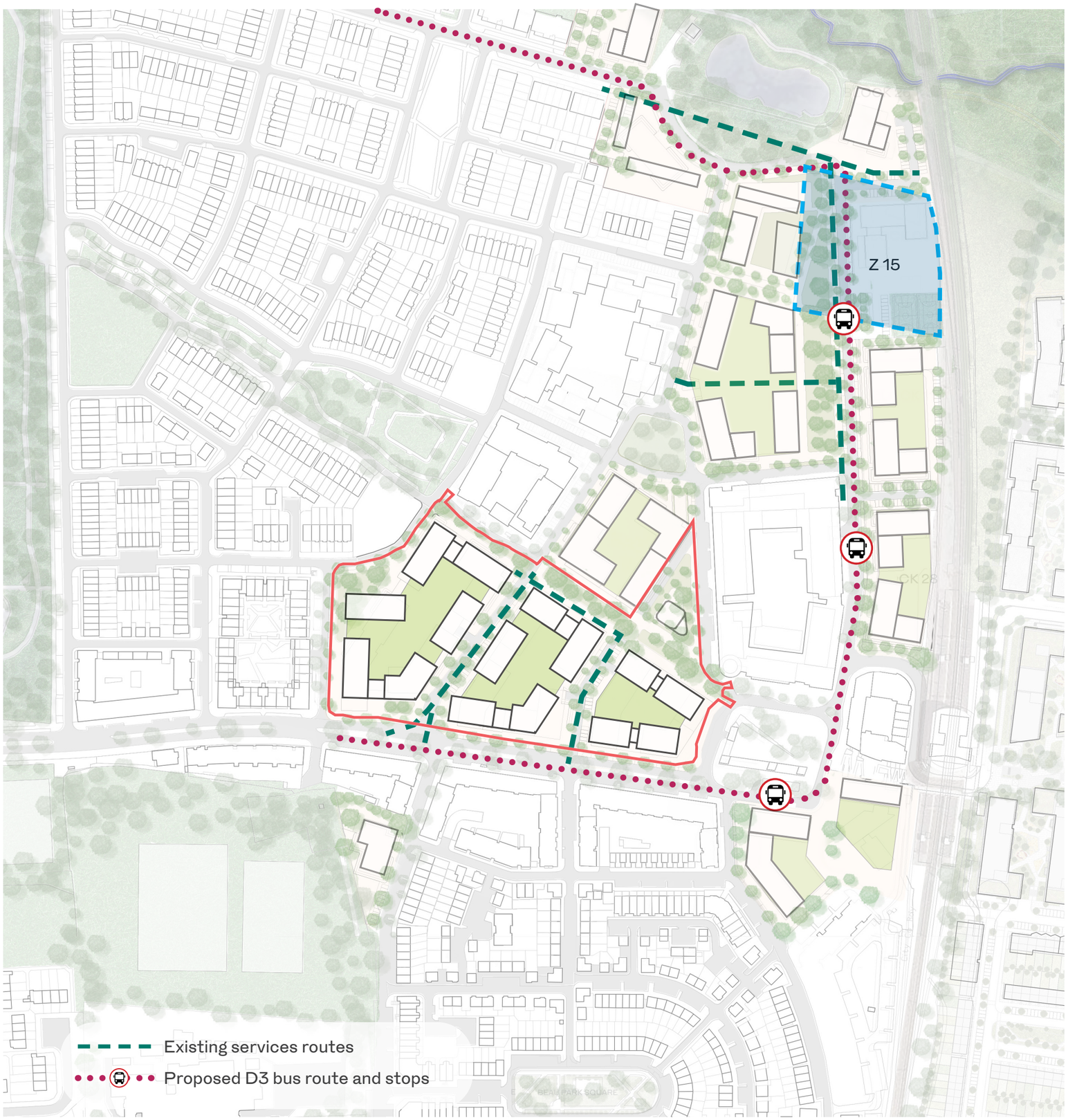
This zoning primarily caters to the creation of educational, recreational, community, health, and other institutional uses.

For the Clongriffin Wider Lands requires a detailed brief will need to be developed to outline potential future uses for the land, ensuring they align optimally with the overall development goals.

Below is a refined list of possible uses for Z15 zoned land:

- **Educational Facilities**
- **Health Facilities**
- **Community Uses**
- **Recreational Uses**
- **Religious Institutions**
- **Social and Care Facilities**
- **Ancillary Uses**

The zoning for the school site within the Z15 lands is being maintained in accordance with the Development Plan, with ongoing discussions with the Department of Education to align the site’s potential with their requirements. The BusConnects D3 route and existing services significantly influence the design of the overall masterplan, shaping accessibility, connectivity, and infrastructure. Their impact on the Z15 lands is a key consideration, ensuring the site is integrated into the broader framework and prepared for future development.



2.0 Design Evolution

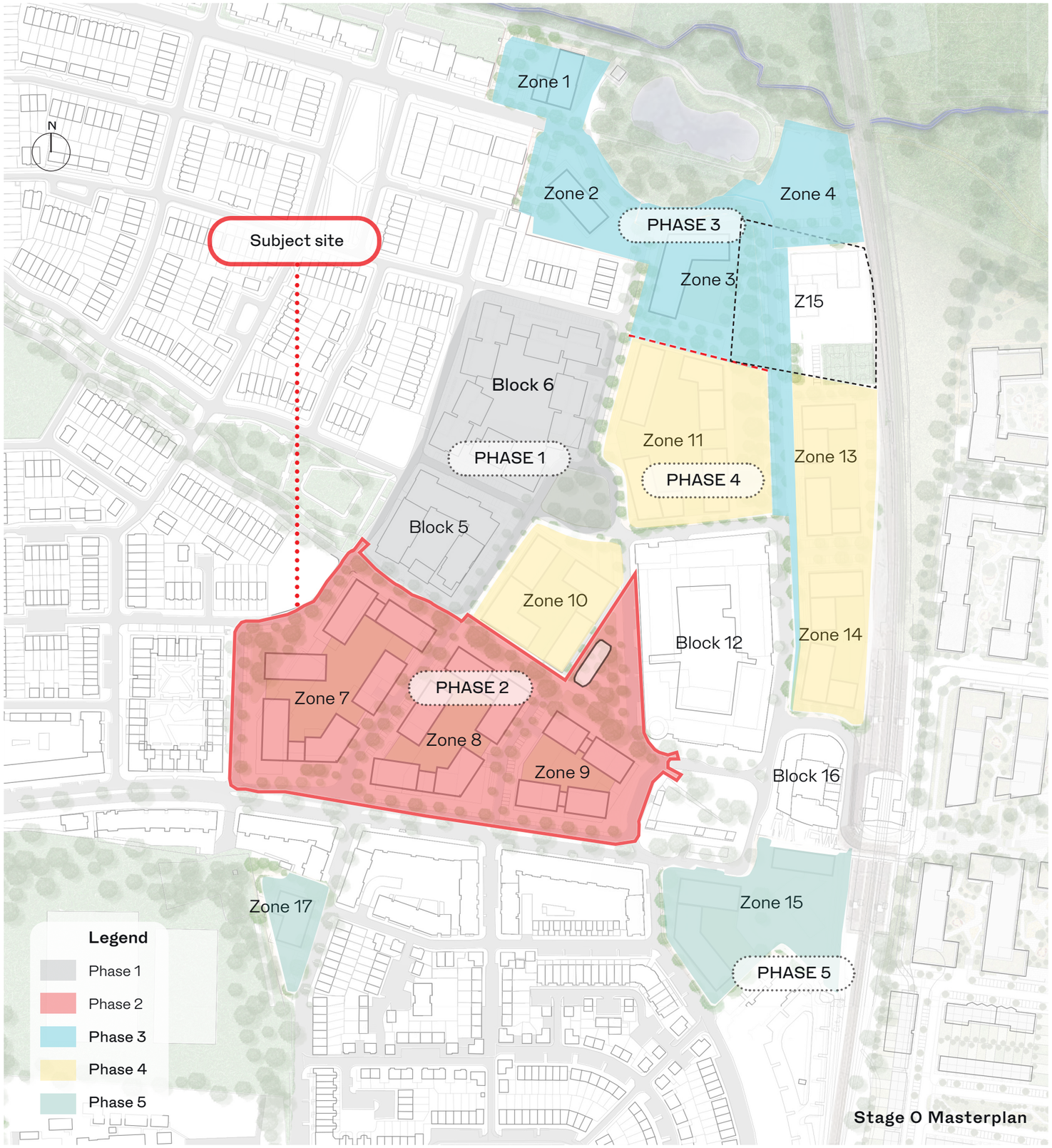
2.0 Proposed Design

2.1 Phasing Strategy

The subject site of this application (Zones 7/8/9 including the stand alone creche) - designated as Phase 2. Future development areas are preliminarily outlined but remain flexible to accommodate evolving requirements.

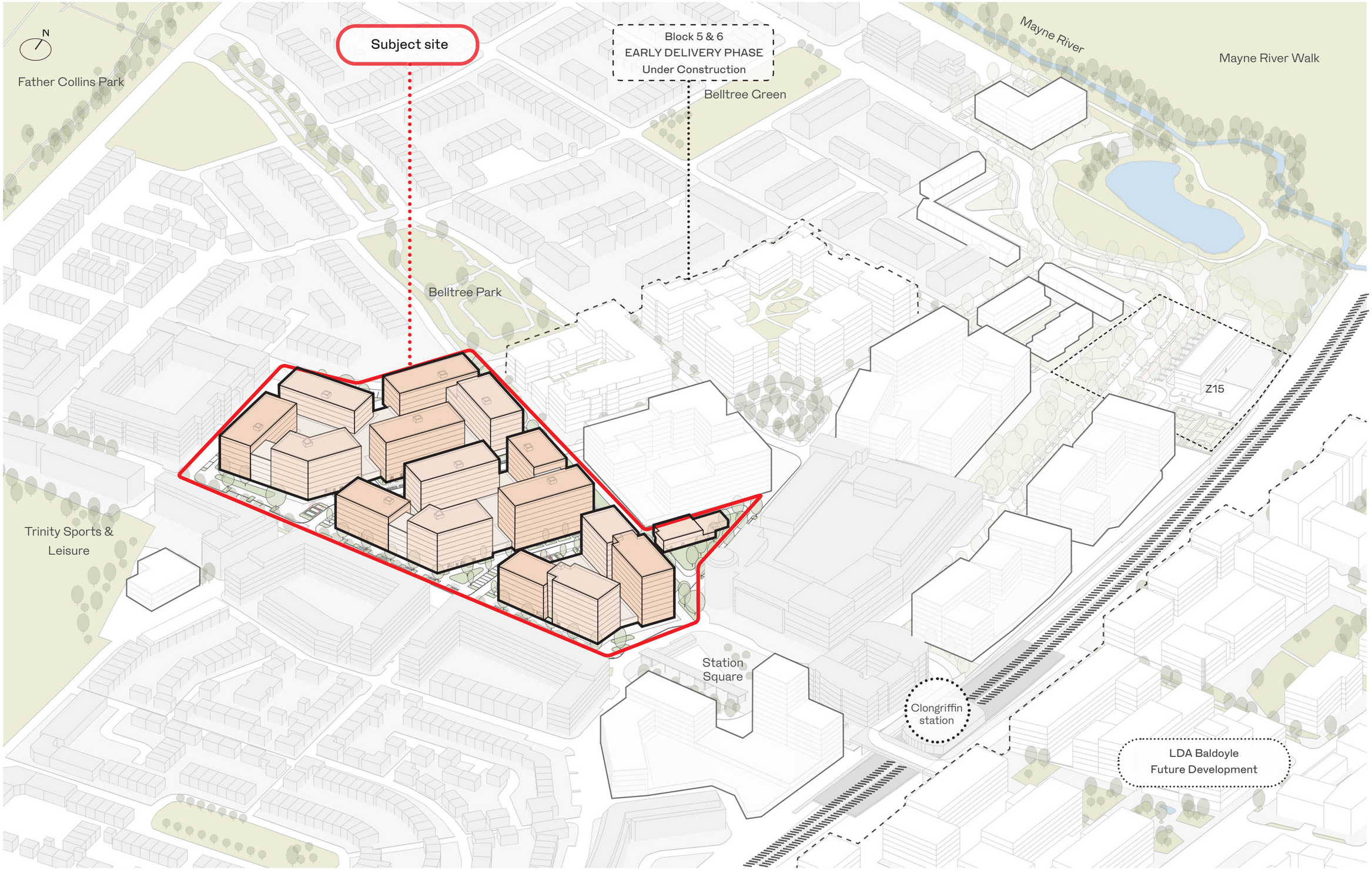
- **Phase 1:** Blocks 5 & 6 - currently under construction.
- **Phase 2:** Subject site of this planning application - Development of Apartment buildings in the southern sector of the site. Zones 7, 8 & 9 and stand alone creche.
- **Phase 3:** Mix of low to medium density affordable homes. Engagement with Dublin City Council will commence following lodgment of Phase 2.
- **Phase 4:** Indicative.
- **Phase 5:** Indicative.

*The timeline of the Z15 land is subject to the Department of Education.



2.0 Proposed Design

2.2 Massing Strategy



2.0 Proposed Design

2.3 Community, Culture & Arts Strategy

The Land Development Agency (LDA) proposes a strategy for community arts and cultural infrastructure that aligns with the development vision for the wider area.

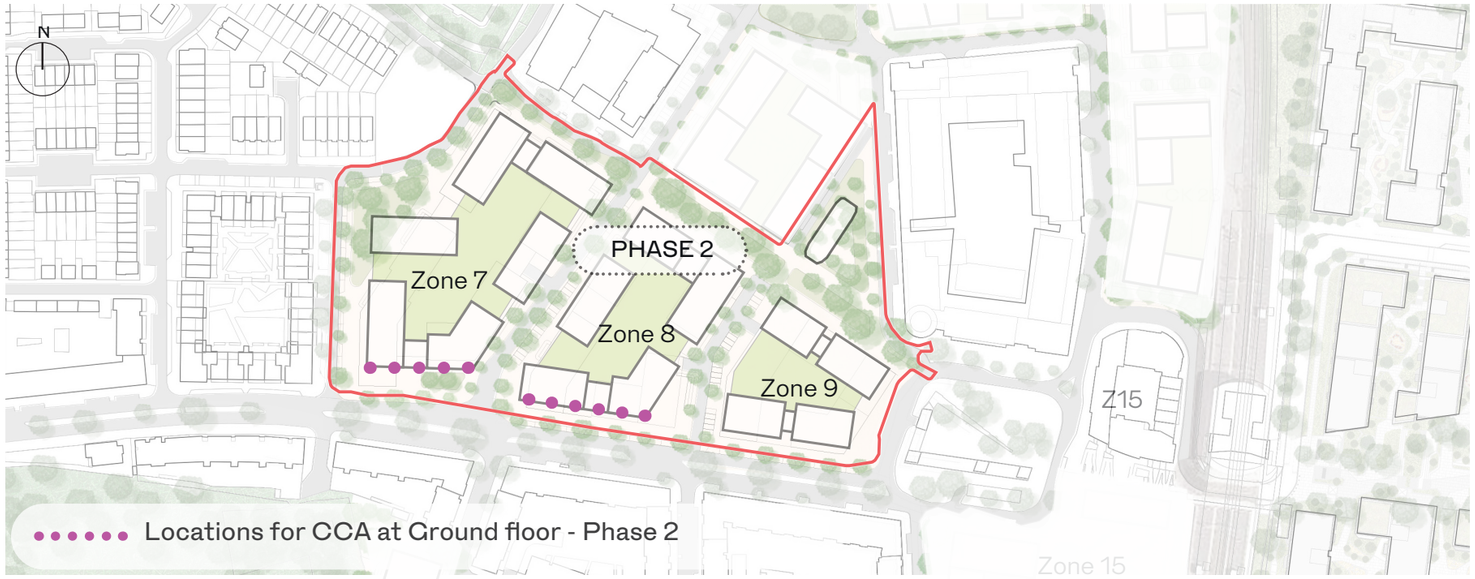
We seek to ensure that the strategy achieves the following:

- Ensure cultural amenities are strategically positioned to maximise community benefit.
- Create sustainable facilities that can be effectively managed long-term.
- Integrate cultural provisions with other community services and public realm improvements.
- Establish clear timelines and responsibilities across development phases.
- Secure appropriate funding mechanisms to support ongoing operations.

Please refer to the Community and Cultural Space Infrastructure Report submitted as part of this application.

The total amount of community, arts and cultural space provided (c. 1,328 sqm) equates to a total of c. **3.05%** of the overall net residential floor area (c. 43,982 sqm) based upon the requirement of DCC in the LRD Opinion (Planning Item 1) to 'provide 50% of the required CUO25 provision attributable to this phase of development within Blocks 7, 8, & 9 and the remaining 50% shall be allocated elsewhere within the Clongriffin area'.

This sets out the CCA (as required by Policy CUO25 of the Dublin City Development Plan) which will be delivered for Phase 2.





Internal Non Residential Use	
Retail/F&B Areas/Non Resi (Leisure & Medical centre)	m2
Zone 7 - Internal CCA	782
Zone 8 - Internal CCA	546
Zone 9 - Retail/Café/Restaurants	622
Totals	1950

Creche	
Creche	m2
Zone 9 - Standalone Creche	911
Totals	911

Community, Culture & Arts Requirement		
Community		m2
Total Residential Net Internal Area (NIA)		43982
Total Required - Community, Culture & Arts (5%)	**5%**	2199

Community, Culture & Arts		
Community		m2
Internal (>51%)	60%	1328
External (<49%)	0%	0
Total Provided - Community, Culture & Arts	**60%**	1328
Total Required - Community, Culture & Arts (5%)	100%	2199

2.0 Proposed Design

2.3 Community, Culture & Arts Strategy - Assessment

A feasibility assessment for the Analysis of market demand for proposed retail and commercial accommodation was prepared in October 2024 -with a number of potential uses (see table in green). In addition to this commentary on design and scope of the non residential spaces has been provided to the design team by the property consultant throughout the design process.

For the purposes of the phase 2 LRD application, we have surveyed the provision of social and community infrastructure within 750m (as per Development Plan) 1.5km and 2km of the site.

This assessment provides an audit on the existing facilities and services which are currently available in the area, and provides accompanying analysis in terms of key deficits which can be addressed by the uses shown in the table in orange on this page.

1. Community facilities: Key community resources such as community centres (including up-skilling opportunities), Facilities for youth groups and services for the post-primary age group with no youth clubs or spaces to use within the area available to this age group.

2. Health facilities: Hospitals, General Practitioners (GP's) and Medical Centres, Pharmacies.

3. Open Space, leisure and recreation: Due to the quantum of facilities this category has been subdivided into:

Open Space, Parks & Playgrounds;

Sports Clubs and Sports Facilities – includes sports pitches, sports clubs, gyms and multi-use facilities.

4. Cultural: Key cultural facilities including arts, heritage, literature, music, film and performance.

5. Religious: Spaces of worship and religious organisations.

6. Transport Links: Easily accessible public transport.

ANALYSIS OF DEMAND

Retail & Dining:

- Supermarket
- Retail Units
- Fast Food Outlet
- Restaurant / Café
- Newsagents / Convenience Stores

Offices & Services:

- Medical Centre / Educational Use
- Dental Clinic
- Veterinary Clinic

Community & Recreation:

- Crèche / Childcare
- Gym / Leisure
- Youth Services

AUDIT

Offices & Services:

- Medical Centre / Healthcare services
- General Practice
- Clinics

Community & Recreation:

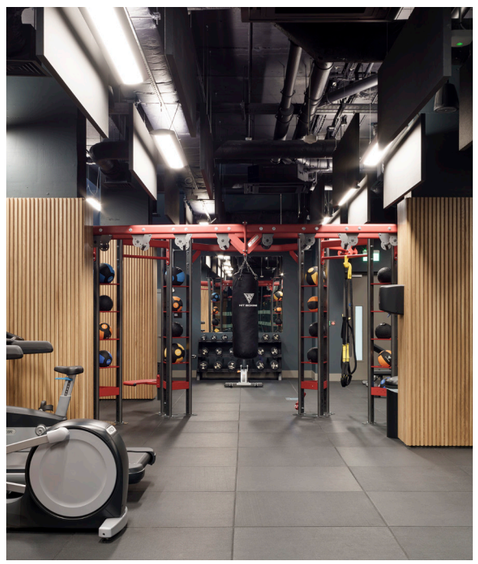
- Youth Services
- Studio Arts
- Media Arts
- Performing Arts
- Creative Office Professions
- Youth Services













2.0 Proposed Design

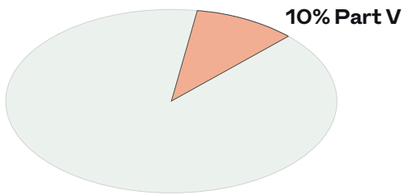
2.4 Part V Block Allocation

As part of Phase 2, the LDA intends to allocate 10% of the total housing units as Part V housing, in accordance with Part V of the Planning and Development Act 2000 (as amended) and the Affordable Housing Act 2021. This approach aligns with the Dublin City Development Plan's policy objective to encourage integrated development and reduce housing segregation.

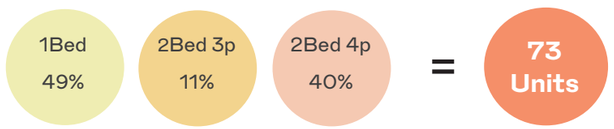
The proposed Part V housing provision will have a dedicated core access and separate utility rooms for bicycle storage, bin storage, and own-door units at ground floor level.

This Block will be tenure blind and the Part V housing will have equal access to the communal open space at podium level within the courtyard of the block.

Proposed Tenure Split:



Part V Unit Mix:

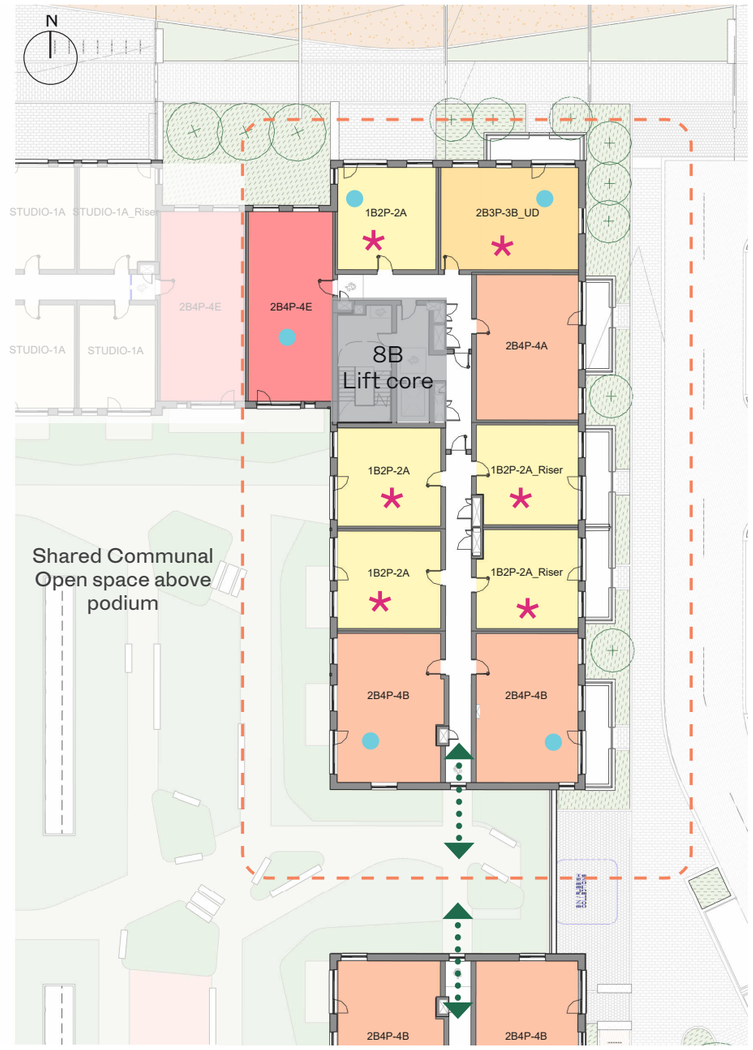


Total Provision
(Part V Units)

SITE WIDE MIX - PART V HOUSING									
TOTALS	STUDIO	1B2P + 10%	2B3P+ 10%	2B4P	3B5P+ 10%	UNITS	DUAL ASPECT	10% overs	BEDS
ZONE 8B	0	36	8	29	0	73	49.3%	44	110
TOTALS	0	36	8	29	0	73	36	44	1074
	0.0%	49.3%	11.0%	39.7%	0.0%	100.0%	49.3%	60.3%	



Ground Floor Plan



Typical Floor Plan

Legend

- Studio
- 1B2P
- 2B3P
- 2B4P
- 2B4P - Dual Aspect
- ESB metering room
- Bike Storage
- Bin Storage

- Potential Block for Part V Housing
- Building entrance
- Own-door Apartment Units
- Bike Storage entrance
- Bin Storage entrance
- Car parking access to Lift core
- Podium Access

- Dual Aspect
- 10% oversized



LDA

HJL

2.0 Proposed Design

2.5 Childcare Facilities

This section outlines the required childcare provision for Phase 2, based on Childcare Guidelines for Planning Authorities 2001. Given the number of larger apartments which could accommodate house families with children, and in accordance with DCC's per-unit and per-child space guidelines, **Phase 2 requires a minimum of 95 childcare spaces.** The creche has been designed to accommodate 120 spaces.

It should be noted that Creche area in Blocks 5 & 6 which are currently under construction has been over-provided to the order of 38 childcare spaces.

Child Spaces

120

Total Gross Internal Area

911m²

Play Area

509 m²





2.0 Proposed Design

2.5 Childcare Facilities

Following the guidance of 2.8 square meters per child for 120 no. children, the total area for childcare rooms is 336 square meters. This excludes sleeping, changing, and play areas.

Therefore, the total Gross Internal Area required is 800 square meters, as detailed in the calculation below:

Child Spaces

120

Total Gross Internal Area

911m²

Play Area

509 m²

Accommodation:

- 7 Childcare rooms
- Nap room
- Accessible WCS
- Administration offices
- Kitchen /Laundry
- Staff facilities
- Secure cycle storage
- Plant



Ground Floor Plan



First Floor Plan

Legend:

- Childcare Room
- Nap Room
- Office and Staff
- Storage and Plant
- W/C
- Circulation
- External play area
- Secure cycle storage
- Cycle storage access
- Creche Entrance
- Patio Access
- Bin Store Access

W/C Provisions

- 12 Children W/C
- 2 Disabled Accessible W/C
- 1 Changing Room

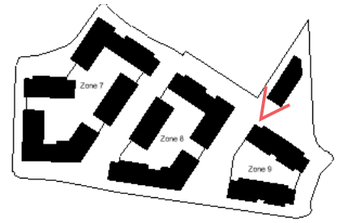


LDA

HJL

2.0 Proposed Design

2.5 Childcare Facilities I Proposed Facade



CRECHE | FACADE & MATERIALITY

Proposed View from Market Street looking towards the Creche Entrance




olock
9A
CLONGRIFFIN CRÈCHE

3.0 Proposed Design

3.0 Proposed Design

3.1 Site Plan



3.0 Proposed Design

3.2 Vision I Activation

Subject Site

N

Father Collins Park



Ground Floor Activation

Create eye-level invitations for people to spend time outside.



Connectivity

The Station Square has the potential to become a vibrant community hub, serving as a central connection point for the entire area.

Mayne River

Mayne River Walk

Belltree Park

Blocks 5 & 6 - under construction

Z15

Trinity Sports & Leisure

Completing out Main Street and linking it back to Station Square

Station Square

Clongriffin station

Landscape Strategy

Strong opportunity to further enhance Clongriffin's mixed-use functions within the public open space.

Town Centre

Putting a prominent building at the Station Square and Main Street junction helps to create a better Town Centre for Clongriffin.

This design of Phase 2 aims to integrate the new with the existing, enhancing what is already valued in Clongriffin while addressing emerging needs. Thoughtfully planned spaces will strengthen ties between residential areas, local businesses, and community facilities, fostering identity and belonging. New amenities, green infrastructure, and improved public realm will complement and enliven the area, promoting health, wellbeing, and social connection.

3.0 Proposed Design

3.2 Vision I Green Routes

Subject Site

Promotion of Active Travel



Integration Nature into the Urban Environment



Sustainable Transport Links

Strengthen the pedestrian and cyclist link to Belltree Park and Father Collins Park.

Increasing Biodiversity



Green Routes

Public open space with a linear park with high quality landscaping to add to the public realm.

Father Collins Park

Belltree Green

Belltree Park

Mayne River

Mayne River Walk

Blocks 5 & 6 - under construction

Z15

Trinity Sports & Leisure

Station Square

Clongriffin station

The Clongriffin Framework promotes the enhancement of the urban environment, creating interconnected green spaces that support ecological and social functions. Tree planting and green corridors which will be part of the phase 2 delivery will enhance biodiversity, improve air quality, and promote wildlife movement.

The use of native plants reduces maintenance and preserves the area's natural character, contributing to climate resilience, water management, and community well-being.*

** Refer to Landscape Consultant's report*

3.0 Proposed Design

3.2 Vision I Courtyards

Subject Site

N

Father Collins Park

Enclosure and passive surveillance from adjacent blocks can provide a sense of community, safety and accessibility.

Communal open space at podium provides safe outdoor amenity space that is easily accessible for local residents.





Belltree Green

Belltree Park

Mayne River

Mayne River Walk

Blocks 5 & 6 - under construction

Z15

Trinity Sports & Leisure

Station Square

Clongriffin station

Recreation is important for local residents:

a range of outdoor play spaces can provide for the energetic and adventurous.



The residential podiums in each zone will provide the residents with a high quality communal open space which will be accessed directly a podium level from either the core or shared corridor. These spaces will have high quality robust landscaped spaces with seating and play areas. Designed as an integral part of the development

Primarily soft landscaped (with hard landscaping elements as appropriate) and will be visible from apartments to enable passive surveillance.*

** Refer to Landscape Consultant's report*

3.0 Proposed Design

3.3 Proposed Layout I Massing & Scale

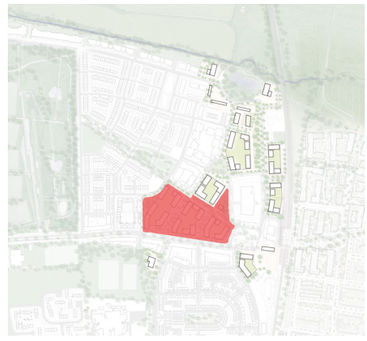
Phase 2 will:

- **Establish a strong frontage along Main Street.**
- **Strengthen the town centre through retail activation.**
- **Enhance the public realm with high-quality landscaping and public open spaces.**
- **Provide a creche for the future residents**
- **Create a key GREEN ROUTE along Market Street towards Belltree Park and Father Collins Park. Priority given to pedestrians and cyclists along this route.**
- **Introduce community spaces, leisure and retail units along Station Square and Main Street to reactivate the streets.**

The massing strategy adopts a gradual transition in building heights, with higher buildings concentrated towards the town centre and lower buildings positioned near the adjacent houses. This approach ensures a balanced urban scale, maintaining the prominence of the central area while respecting the character and privacy of existing residential neighbourhoods.



3D Massing view of Phase 2 (Zones 7/8/9)



3.0 Proposed Design

3.3 Proposed Layout I Ground Floor Plan

This proposal for phase 2 focuses on the consolidating of retail around Station Square and the reactivation of the town centre in Clongriffin. It also proposes own door residential units and other non-residential spaces, such as leisure facilities / medical centre, onto Market Street and /or Main Street. This approach ensures a balanced distribution of amenities while strengthening Station Square as a retail hub.



Own Door units:

- 1B2P
- 2B3P
- 2B4P

Retail & Creche:

Retail 622 m²

Creche 911 m²

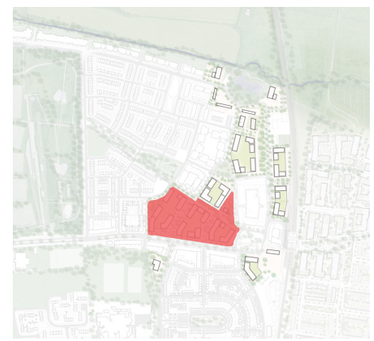
Community, Culture and Arts:

Zone 7 782 m² + Zone 8 546 m² = **1,328m² Total**

Total Provision (Internal)

Legend

- Internal CCA area



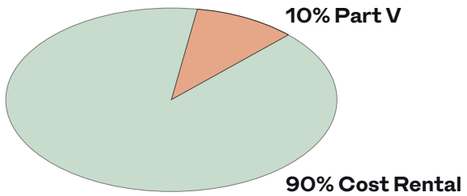
3.0 Proposed Design

3.3 Proposed Layout I Typical Floor Plan

The proposal for Phase 2 aims to increase density through an efficient layout while offering a diverse range of unit types to support a mixed and inclusive community. A balanced unit mix accommodates various household needs, promoting social interaction and enhancing the urban environment.

This strategy aligns with the DCC Development Plan's objectives to promote sustainable growth, vibrant neighbourhoods, and high-quality living environments.

Proposed Tenure Split:



Unit Mix:

Studio	1Bed	2Bed 3p	2Bed 4p	3Bed
7.03%	42.76%	9.56%	39.80%	0.8%

Total

711Units

Units/Ha.

205

Communal Open Space*

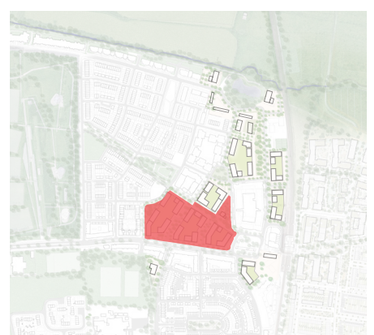
4771m²

** Refer to Landscape Consultants report for podium design information*



Legend for residential units:

- Studio
- 1B2P
- 2B3P
- 2B4P
- 2B4P
- 3B5P - Corner
- 2B4P - Corner
- Part V block



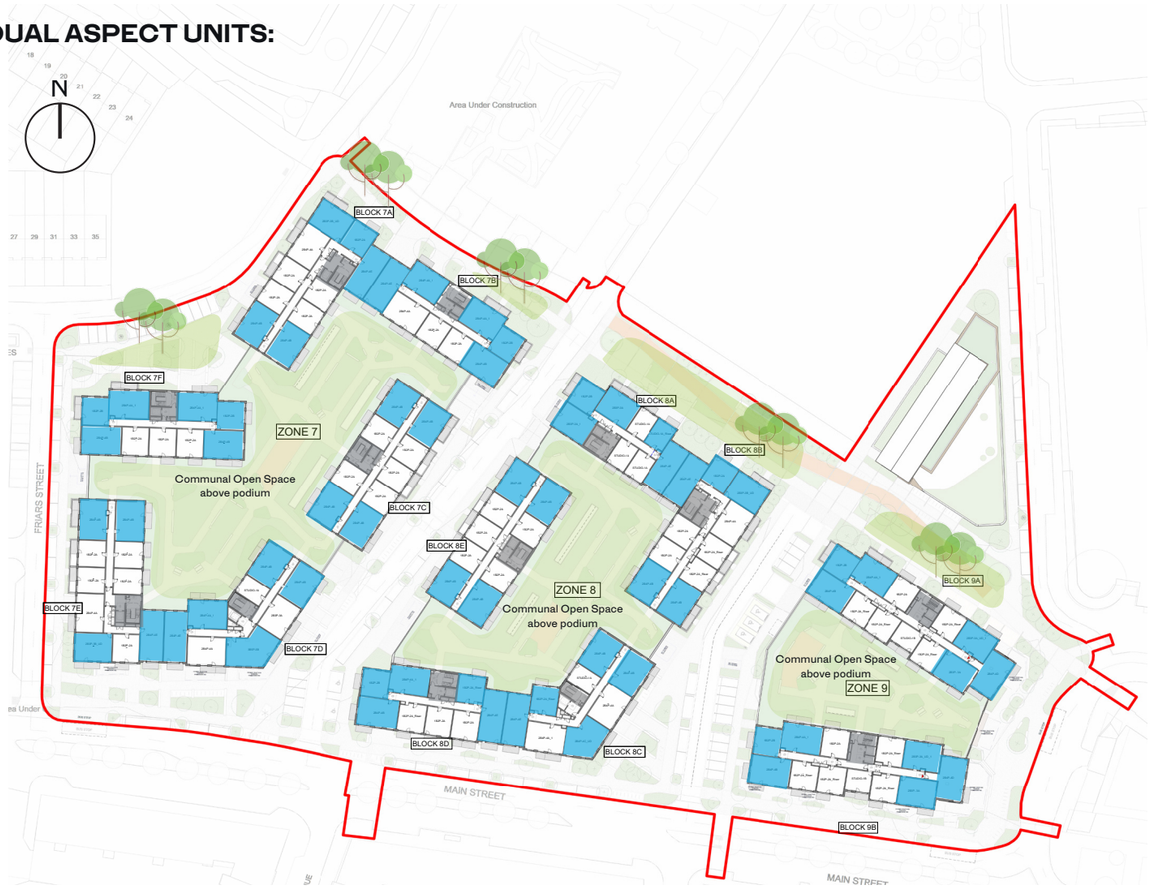
LDA

HJL

3.0 Proposed Design

3.3 Proposed Layout I Dual aspect

DUAL ASPECT UNITS:



Legend

Dual Aspect - 378 Units

53.16%
dual aspect

15.9.3 Dual Aspect

"...Specific Planning Policy Requirement 4 requires a minimum of 33% dual aspect units in central and / or accessible urban locations and 50% of units in suburban and / or intermediate locations.

Dublin City Council will encourage all developments to meet or exceed 50% dual aspect within the development unless specific site characteristics dictate that a lower percentage may be appropriate."

Dublin City Development Plan 2022-2028

** Refer to Daylight Sunlight report for analysis of podiums, units and neighbouring property impacts*

3.0 Proposed Design

3.3 Proposed Layout I Predominantly north facing units

PREDOMINANTLY NORTH FACING UNITS:



Legend

Predominantly North Facing Single Aspect - 33 units

4.64%
North Single aspect

- 4.64% of units are single aspect North facing.
- All North facing single aspect units are overlooking an amenity feature or public space, as stated in Section 3.18 of the Guidelines.

> 3.18 Where single aspect apartments are provided, the number of south facing units should be maximised, with west or east facing single aspect units also being acceptable. Living spaces in apartments should provide for direct sunlight for some part of the day. North facing single aspect apartments may be considered, where overlooking a significant amenity such as a public park, garden or formal space, or a water body or some other amenity feature. Particular care is needed where windows are located on lower floors that may be overshadowed by adjoining buildings.

COMPENSATORY MEASURES:

To mitigate the limitations associated with north-facing single-aspect apartments, the proposal incorporates a comprehensive package of compensatory measures to safeguard residential amenity and public realm quality.

A range of design responses have been applied:

- affected units have been increased in size to improve internal layouts and daylight distribution;
- window openings and sill heights have been optimised to maximise diffuse daylight; and enlarged, partly sheltered balconies provide usable private outdoor space.
- The Market Street frontage is designed as an active, landscaped pedestrian and cyclist route, prioritising greenery and seating and excluding through-traffic to improve outlook, air quality and acoustic comfort.
- High-performance glazing, targeted solar control and appropriate ventilation strategies are specified to maintain thermal comfort year-round.

These measures will be implemented through detailed design and construction information and secured by condition where required.

Please refer to the Daylight Sunlight report for further detail.

3.0 Proposed Design

3.3 Proposed Layout I 10% Oversized units & Universal Design Units*



Legend

- 10% Oversized - 377 units
- 10% Oversized & Universal Design - 199 units

53.02% OS

27.99% OS & UD

15.9.2 Unit Size / Layout

" In accordance with the Housing Options for an Ageing Population Policy Statement 2019, 50% of the apartments that are in excess of the minimum sizes should be designed in accordance with the guidance set out in Universal Design Guidelines for Homes in Ireland 2015 to ensure that they are suitable for older people, mobility impaired people, people living with dementia and people with disabilities."

Dublin City Development Plan 2022-2028

** Refer to Architect's HQI and Schedule of accommodation for full unit details*

3.0 Proposed Design

3.3 Proposed Layout I Roof Plan

Roof Strategy Design:

- The upper level roof spaces are not accessible to residents for amenity purposes.
- Plant locations and required areas at the upper level roof spaces have been reviewed and developed in collaboration with the MEP consultant.
- Access to the roof space will be accommodated by means of access hatches.
- Safe walkways will be designed across the roof to provide access to the plant zones.
- All plant will be screened to a height of 2.8m to ensure that no plant is visible.
- Parapets are 1.2m minimum above finished roof level.
- The Access and Maintenance consultant has evaluated the roofs and considered various options for implementing appropriate access and maintenance strategies.
- The podium level roof will have an intensive green roof finish with a mix of hard scaping to allow for the communal open spaces for the residents.

Sustainability Requirements:

Dublin City Council mandates green and blue roof integration in new apartment developments:

- Minimum **70% of total roof area as extensive green roof.**
- **Intensive green roofs to comprise at least 50%** of total roof area.



4163m2
61%

Intensive Green Roof (PODIUM)

5001m2
47%

Extensive Green Roof

Legend

- Intensive Green Roof (podium)
- Extensive Green Roof (roof)
- Plant & Maintenance area (roof)

The extent of roof area which provides growing medium for vegetation must meet the following coverage requirements as a percentage of total roof area.

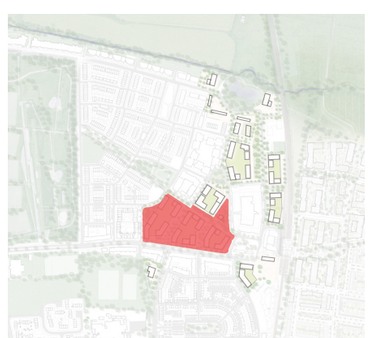
Type of green roof	Minimum coverage (% of total roof area being developed)
Extensive	70%
Intensive	50%

The percentage coverage is considered to make a reasonable allowance for the provision of overruns, roof lights, fire breaks, service penetrations and hard landscape.

Exemptions

Where roofs include PV panels, the design should consider the appropriateness of the PV panels being positioned over the vegetated areas of the roof.

Extract from DCC Green Blue Roof Guide 2021



** Refer to Engineering Services Report for details*

LDA

HJL

CLONGRIFFIN WIDER LANDS | Phase 02 - SCH P 1901

Summary

Henry J Lyons

Total Site Area		
Phase 2 Area	3.47	Ha
	34,663	sqm
Total Number of Units	**711**	Units
Total GIA Floor Area (Residential and Non resi)	**73,641.91**	sqm
Community 5%	1,328.03	sqm
Retail/Café/Restaurants	622.09	sqm
Standalone Creche	911	sqm
Plot Ratio (Phase 2)	2.12	
Units per Hectare (Phase 2)	205	
Site Coverage:	53%	
- Building Structures Area (excluding roads and footpaths)	18,210.80	sqm
Dual Aspect	53.2%	
Car Parking (Podium + On street)	317	spaces
Parking ratio	0.45	
Bicycle spaces Required (Long Term + Short Term)	1,476	spaces
Bicycle spaces Provided - Long Term	1,193	spaces
Bicycle spaces Provided - Short Term	412	spaces
Total Bicycle Provision (Long Term + Short Term)	**1,605**	spaces

Internal Non Residential Use		
Retail/F&B Areas/Non Resi (Leisure & Medical centre)		m2
Zone 7 - Internal CCA		782
Zone 8 - Internal CCA		546
Zone 9 - Retail/Café/Restaurants		622
Totals		1950

Creche		
Creche		m2
Zone 9 - Standalone Creche		911
Totals		911

Community, Culture & Arts Requirement		
Community		m2
Total Residential Net Internal Area (NIA)		43982
Total Required - Community, Culture & Arts (5%)	**5%**	2199

Community, Culture & Arts		
Community		m2
Internal (>51%)	60%	1328
External (<49%)	0%	0
Total Provided - Community, Culture & Arts	**60%**	**1328**
Total Required - Community, Culture & Arts (5%)	100%	2199



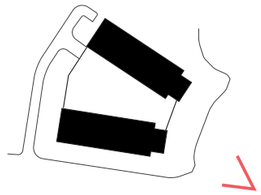
LDA

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4.0 Look & Feel

4.0 Look & Feel

4.1 Design Intent I Introduction



DESIGN INTENT

The design intent for Clongriffin sets out a cohesive vision for a vibrant and resilient urban neighbourhood. Building massing is carefully arranged to create a legible streetscape, balancing scale and proportion while establishing a clear hierarchy of spaces and connections.

A robust material palette of brick, metal, and natural finishes anchors the architecture, chosen for durability, sustainability, and low maintenance. Variations in brickwork bring character and identity, while metal balconies and architectural detailing add depth and refinement to facades.

The ground floor design plays a pivotal role in activating the street. Retail and food & beverage units create continuous engagement and vibrancy, with well-defined entrances to apartment blocks emphasising accessibility, security, and a strong sense of address.

The public realm draws together buildings and landscape into a coherent whole. Landscaped streets, green spaces, and podium gardens prioritise pedestrians and cyclists, integrating seating, planting, and SuDS features to foster social interaction and environmental comfort.

Together, these elements combine architecture, materials, and landscape into a unified design that enhances daily life and strengthens the identity of Clongriffin.

Proposed aerial view looking west



Conceptual CGI visualisation

4.0 Look & Feel

4.1 Design Intent

EXISTING CONTEXT | MATERIAL PALETTE

Careful analysis of the surrounding brick, textures, and tonal variations will allow the facade to integrate harmoniously with Clongriffin's context whilst maintaining its distinct character and supporting the area's regeneration and long-term identity.



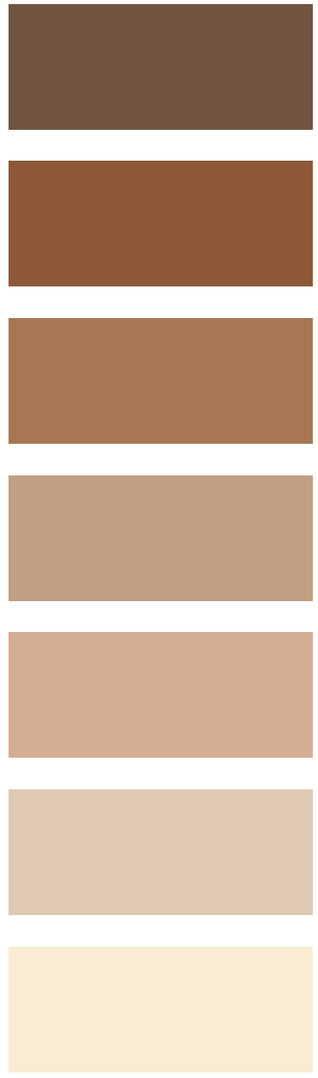
4.0 Look & Feel

4.1 Design Intent

PROPOSED | MATERIAL PALETTE

Understanding the existing materials provides a clear basis for design decisions across the new blocks. This analysis informs where changes in colour and detail should respond to location, hierarchy, and immediate context.



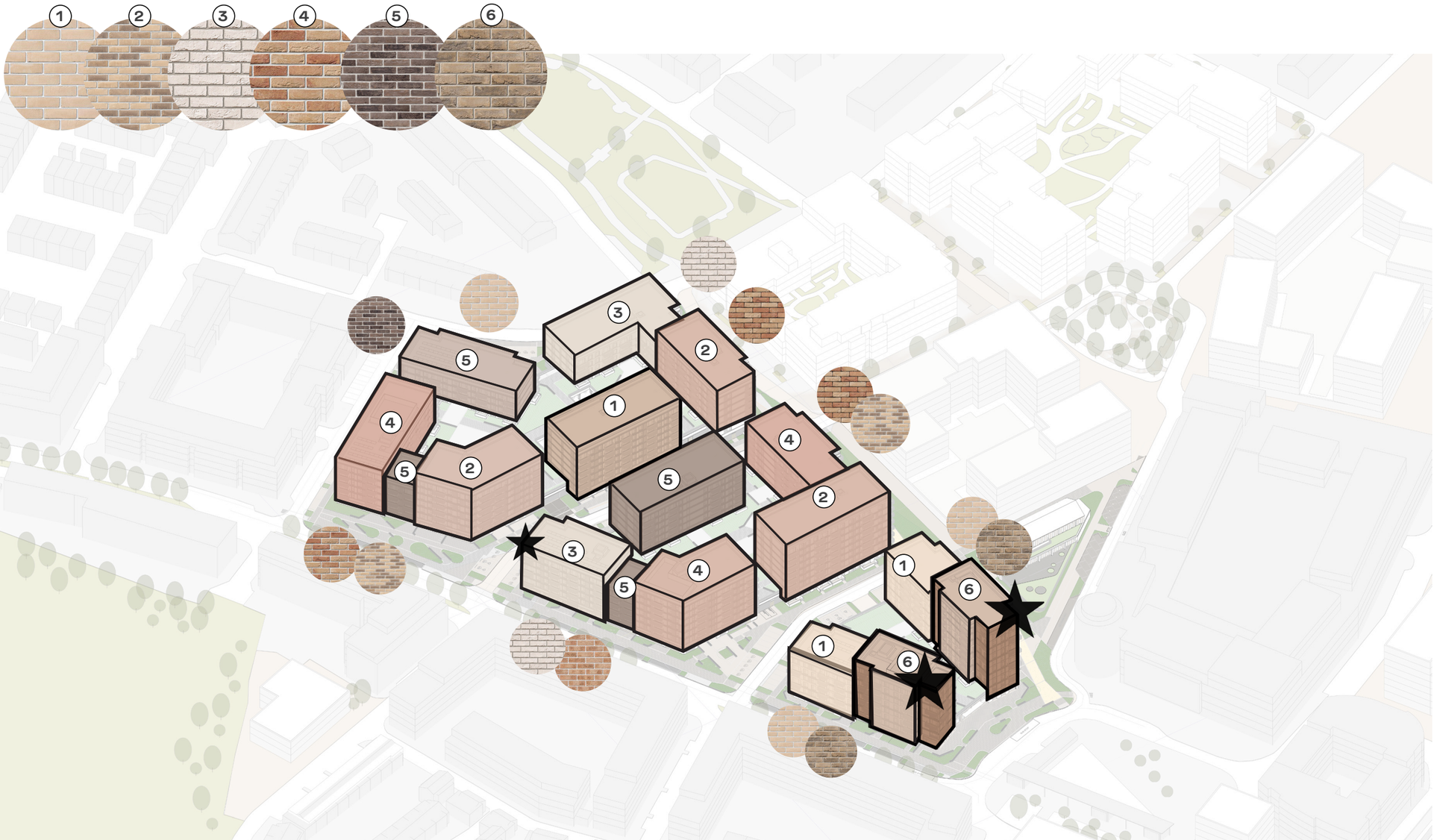


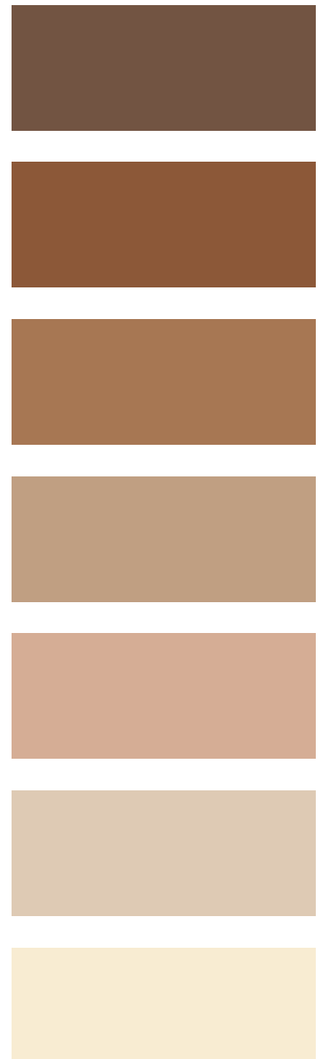
4.0 Look & Feel

4.1 Design Intent

FACADE STUDIES | BRICK SELECTION

- The material palette emphasises natural tones and warm textures
- Varied brickwork defines the scheme, introducing texture, rhythm and visual hierarchy.
- Materials are specified for durability, low maintenance and cost efficiency.





4.0 Look & Feel

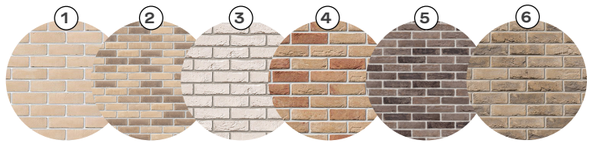
4.1 Design Intent

A palette of five brick colors is used across the scheme, with varying brick configurations on each block. The bricks are predominantly laid in stretcher bond, and the mortar joint will be either bucket handle or recessed, pending sample approval. To emphasize the differences between the brick colors, a colored lime mortar will be used.

Areas of stacked bond and hit and miss bond have been incorporated into the design as shown on the elevations.

The brickwork will be supported on a masonry support system such as Ancon, IC or equal approved in line with CSC engineers scope and to specialist details. Any sealants to movement joints will be subject to sampling on site.

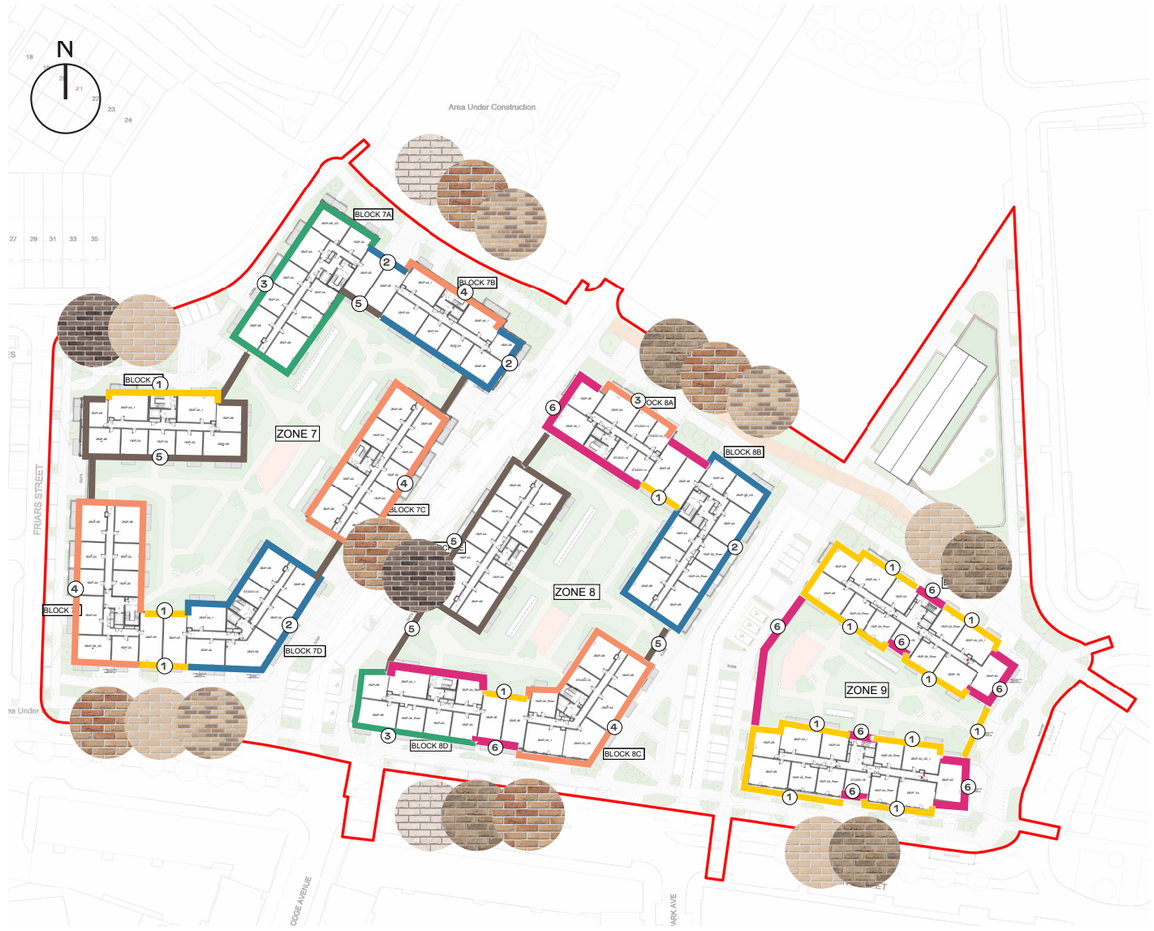
Brickwork accessories such as and weep holes will be Rytons A1 Fire Rated or equal approved in line with the requirements of the FSC.

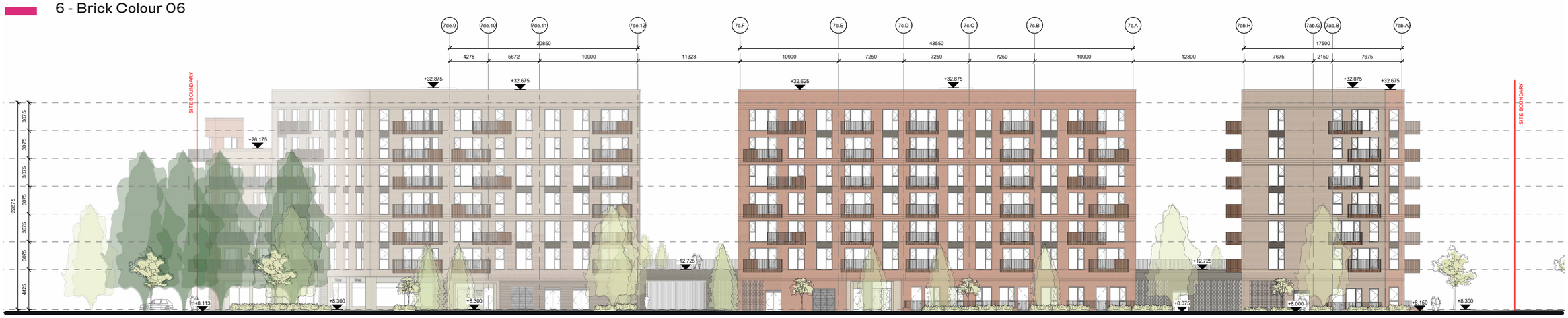




Legend

- 1 - Brick Colour 01
- 2 -Brick Colour 02
- 3 - Brick Colour 03
- 4 - Brick Colour 04
- 5 - Brick Colour 05
- 6 - Brick Colour 06





LDA

HJL

4.0 Look & Feel

4.1 Design Intent I Town Centre

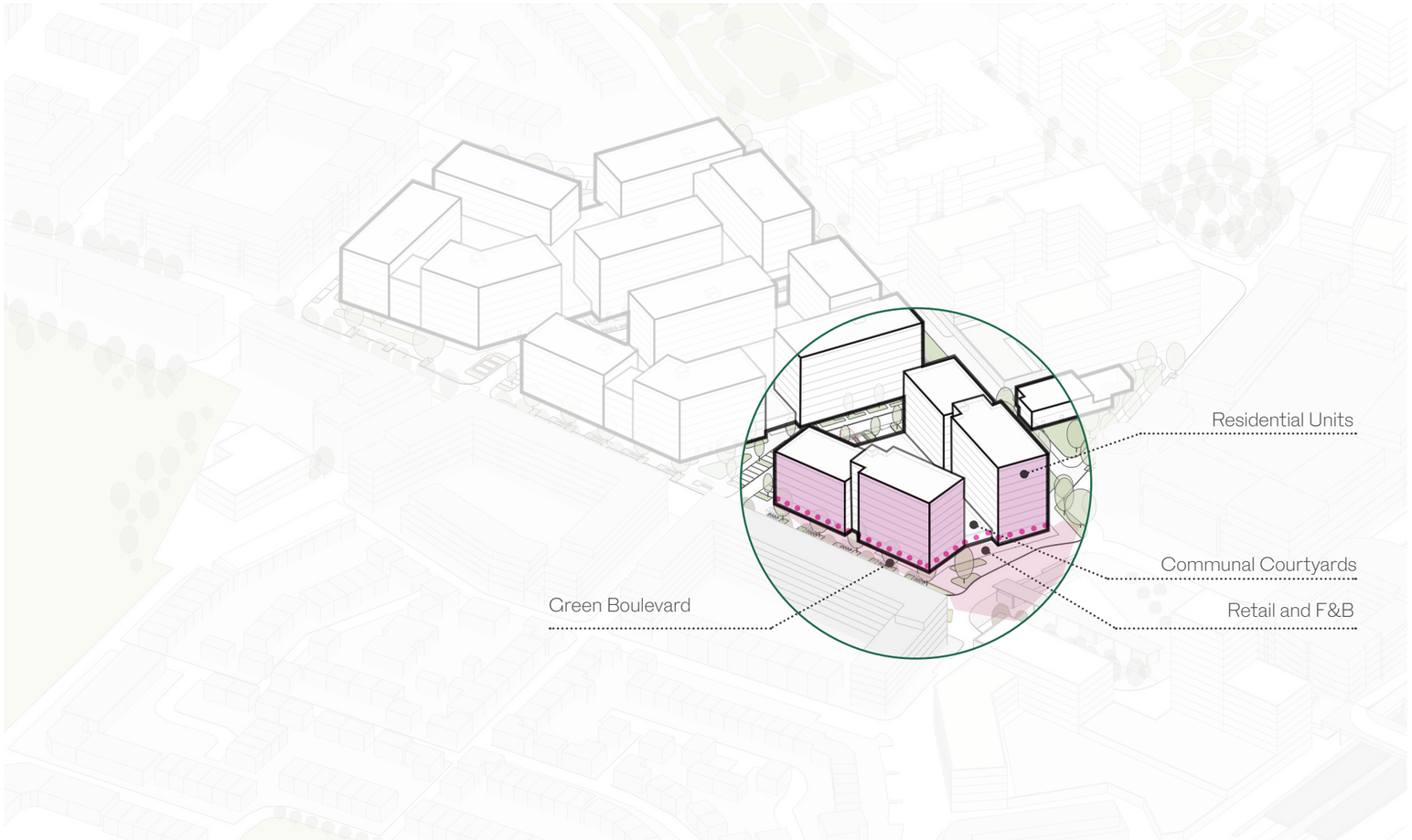
TOWN CENTRE

The proposal centres on consolidating and developing a diverse mix of retail, commercial, and civic amenities.

The goal is to create a vibrant and dynamic central hub for the community.

The plan aims to reinforce the town centre as a focal point for:

- Social activities
- Cultural life
- Economic development







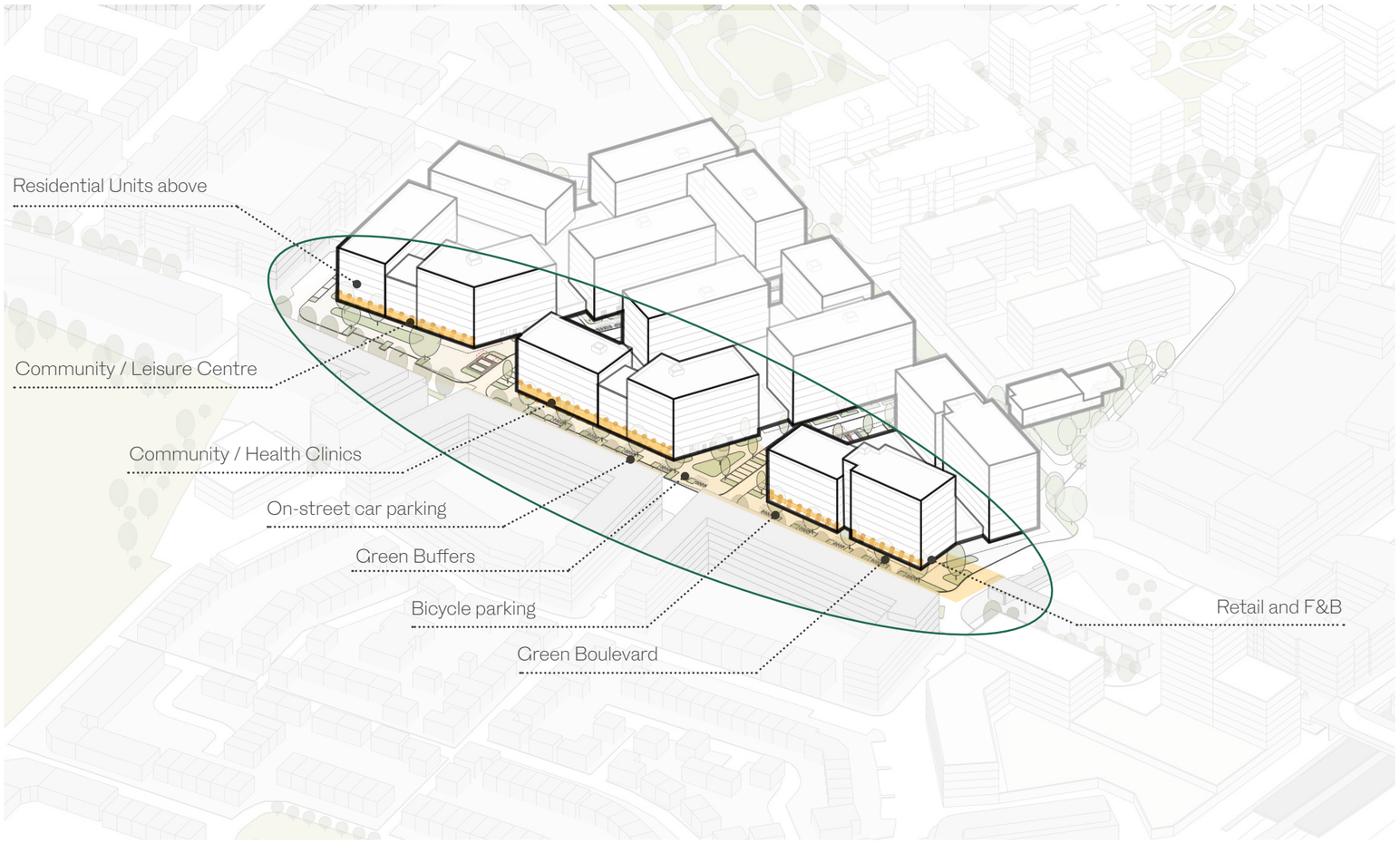


4.0 Look & Feel

4.1 Design Intent - Main St Boulevard

MAIN STREET BOULEVARD

- The Main Street boulevard is designed to encourage people to meander, linger, and enjoy a vibrant setting.
- This will be achieved through landscaping measures such as wide pavements, street furniture, green spaces, and robust materials.
- Retail space is located along the street to promote public interaction and activity.







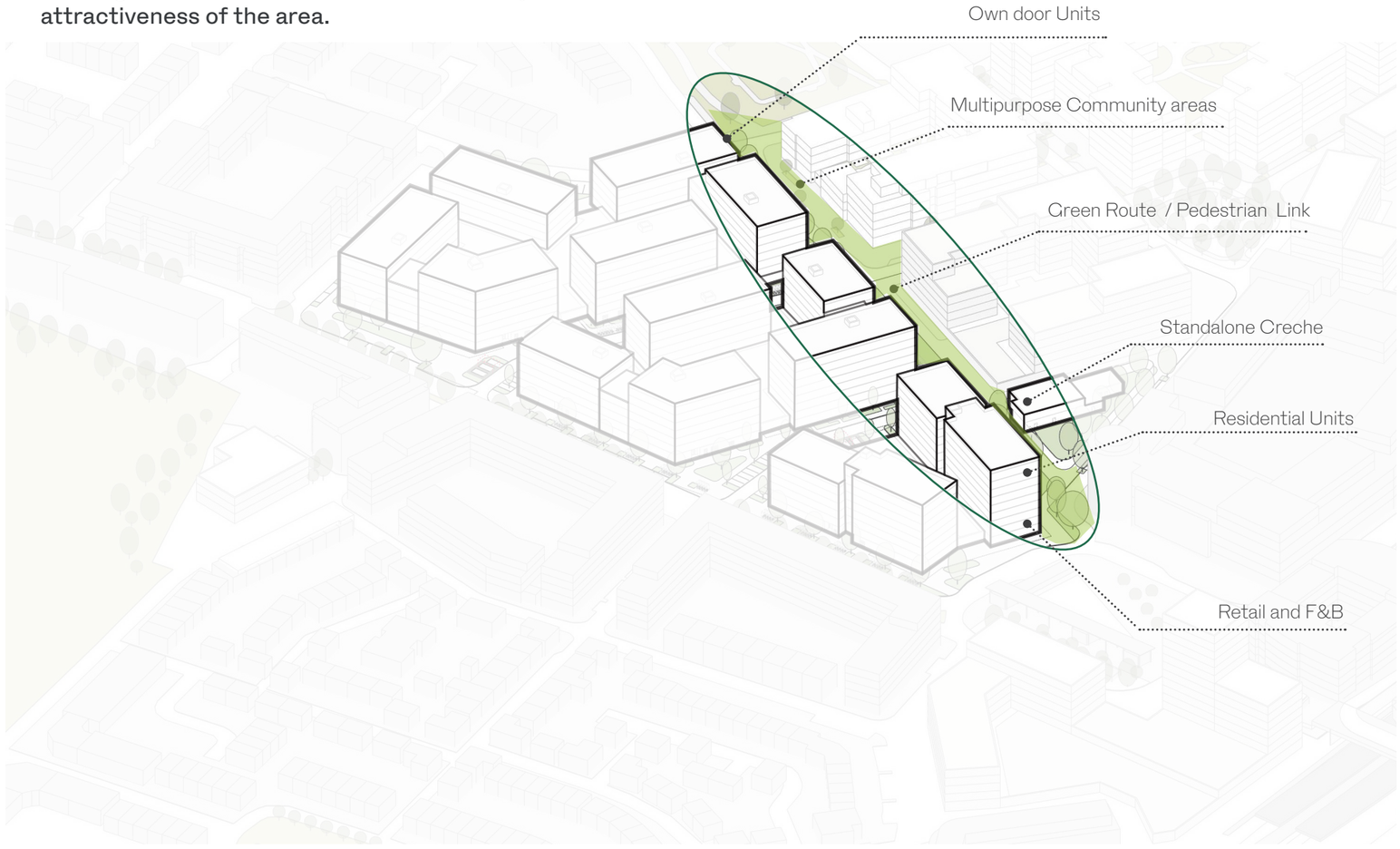


4.0 Look & Feel

4.1 Design Intent - Market Street

MARKET STREET

- Lush planting and street furniture will create a biodiverse Market Street that connects residents with Father Collins Park.
- The green route links into existing green spaces, extending and strengthening the natural environment.
- Open spaces are incorporated into the streetscape to encourage social interaction, relaxation, and community gatherings.
- These green areas enhance both the livability and attractiveness of the area.







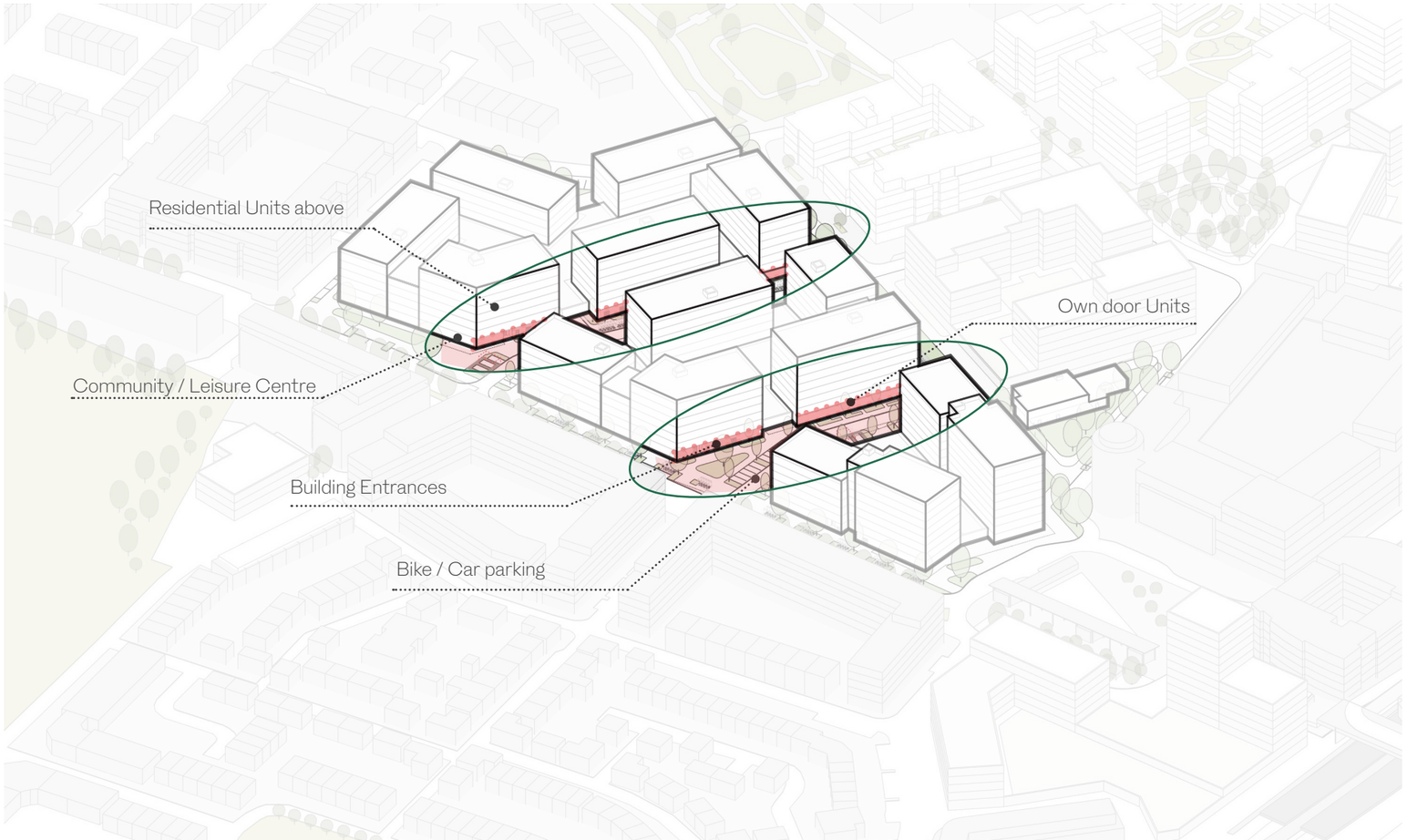


4.0 Look & Feel

4.1 Design Intent - Residential Streets

RESIDENTIAL STREETS

- The design of the residential streets creates a safe, friendly, and well-connected environment for pedestrians, cyclists, and vehicles.
- Carefully considered north–south alignments and enhanced public spaces ensure pleasant streets that enable community interaction.
- The overall layout supports a well-connected neighbourhood.







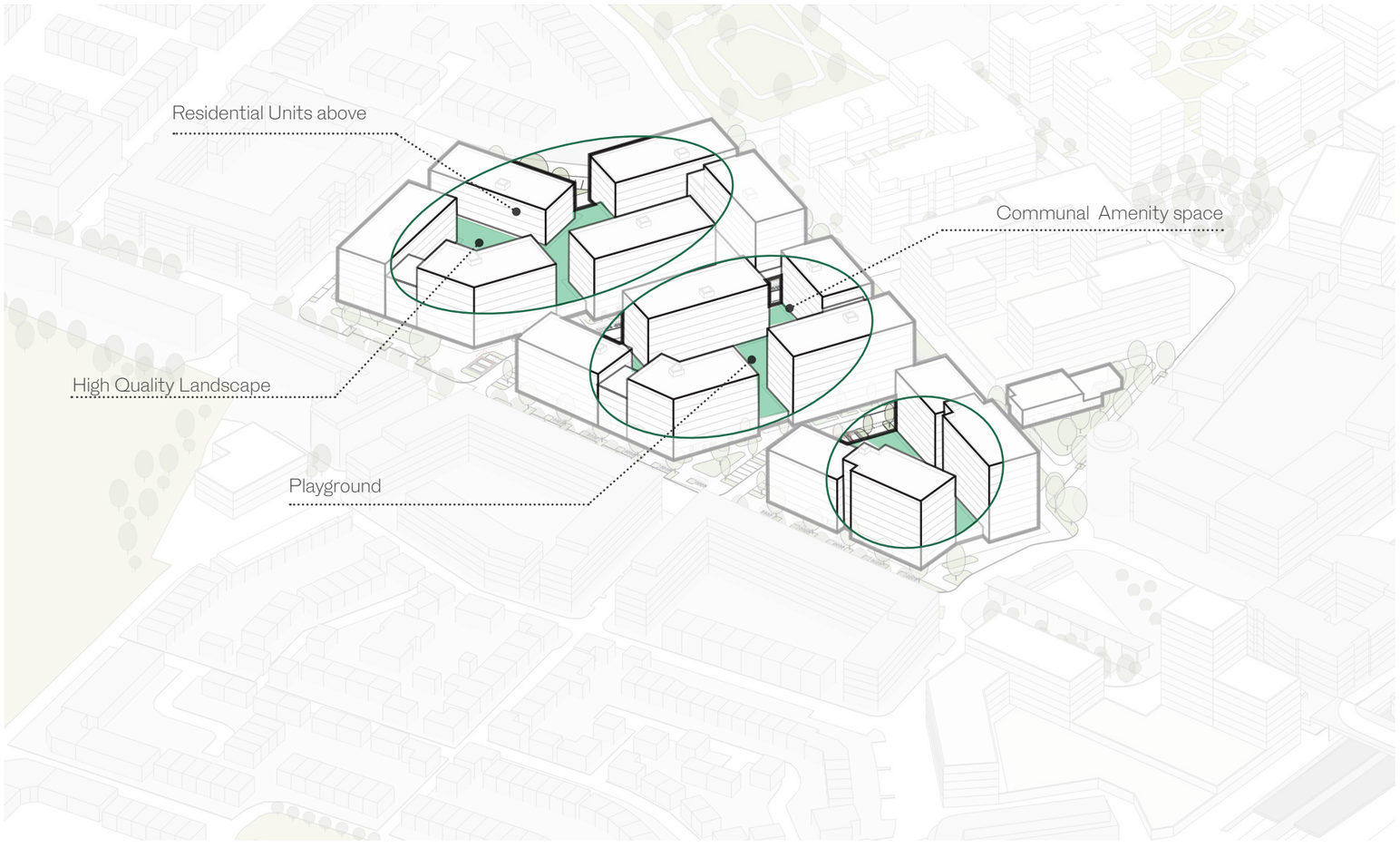


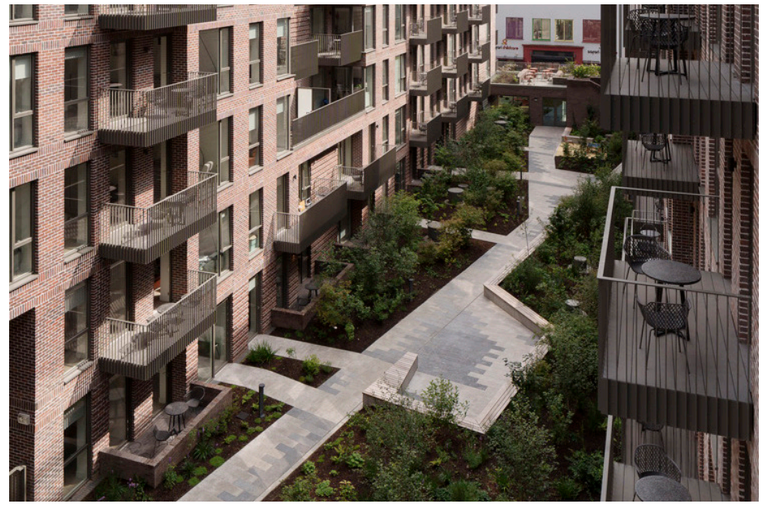
4.0 Look & Feel

4.1 Design Intent - Residential Courtyards

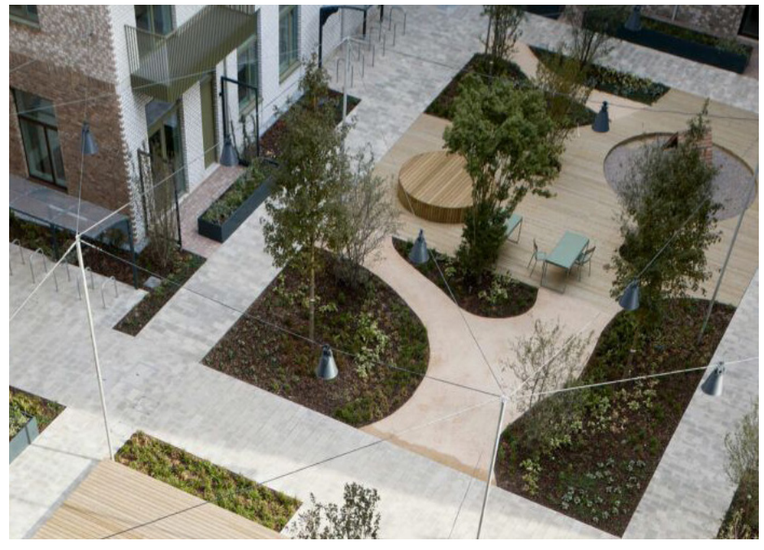
RESIDENTIAL COURTYARDS

- The residential podiums in each zone will provide high-quality communal open spaces for residents.
- These will be accessed directly at podium level from either the core or shared corridor.
- Landscaped spaces will include robust planting, seating, and play areas.
- The podiums are designed as an integral part of the overall development.









4.0 Look & Feel

4.1 Design Intent - Facade hierarchy

FACADE HIERARCHY

Primary Facade

The primary frontage lies along the most prominent and active routes, such as streets by the train station, the central square, and key commercial areas. These frontages have high transparency and active ground-floor uses like shops, cafés, and community spaces, helping to create a lively public realm. Architecture here is more distinctive and dynamic, with larger windows and high-quality materials reflecting the importance of these locations.

Secondary Facade:

Secondary frontages sit along supporting streets that are less busy or commercial. They often include residential buildings and smaller local services, balancing public and private uses. While still engaging, these frontages are quieter, with less transparency and activity. They include clear entrances, good materials, and attractive landscaping to maintain a cohesive and welcoming streetscape.

Tertiary Facade

Tertiary frontages appear along the internal Courtyards. They create a more private and intimate character, with simpler facades and reduced transparency. Acting as a transition between public and private areas, their design focuses on a comfortable, human scale, safety, and community cohesion.

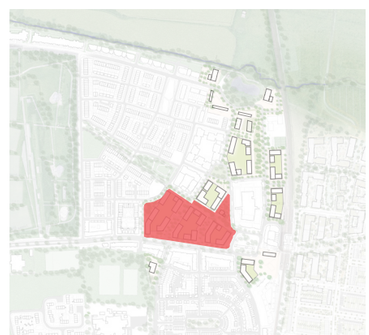
Prominent Corners:

Prominent corners mark key intersections and gateways, acting as visual landmarks and points of orientation. These are given special architectural treatment, often with taller buildings, distinctive forms, or detailed facades, to enhance identity and legibility within the masterplan. Positioned strategically, they anchor the public realm and guide movement through the neighbourhood.



Legend

- Primary Facade
- Secondary Facade
- Tertiary Facade
- Prominent Corners



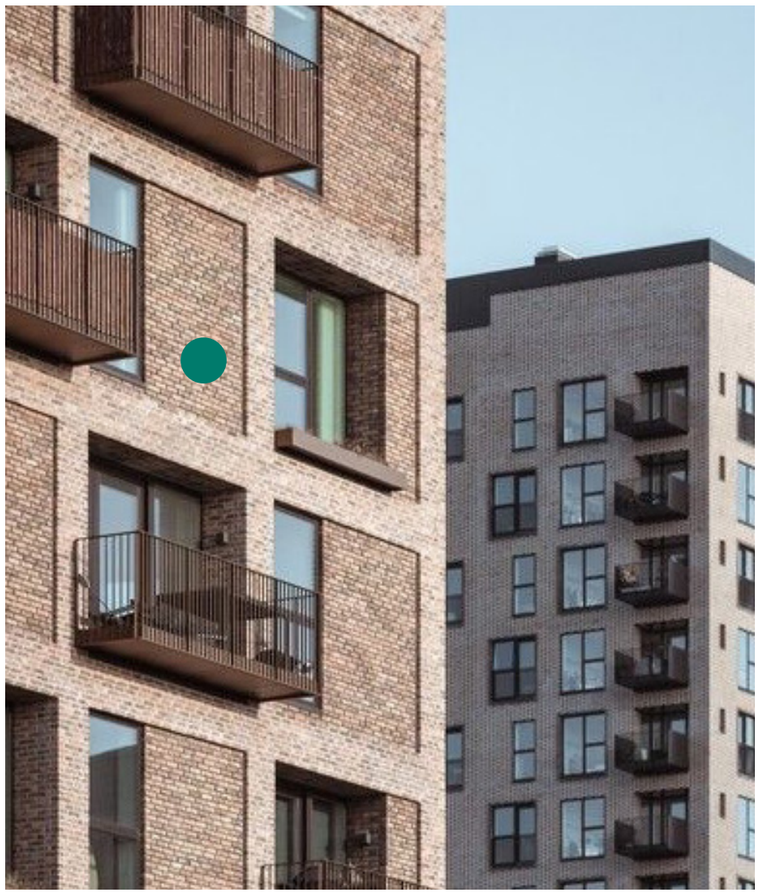
4.0 Look & Feel

4.1 Design Intent - Brick Details

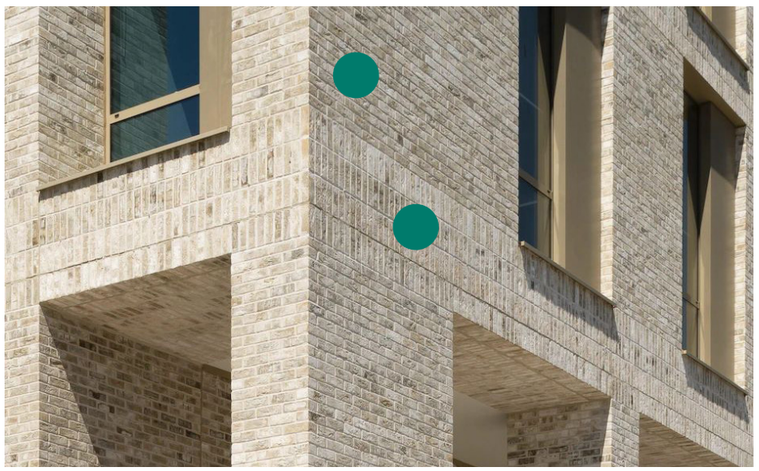
FACADES STUDIES | BRICK DETAILS

- Brick detailing will be applied selectively to key facades and prominent locations.
- Details will highlight important frontages, adding visual interest and character.
- This targeted approach maintains design clarity, cost efficiency, and build simplicity.

BRICK RECESS DETAILS



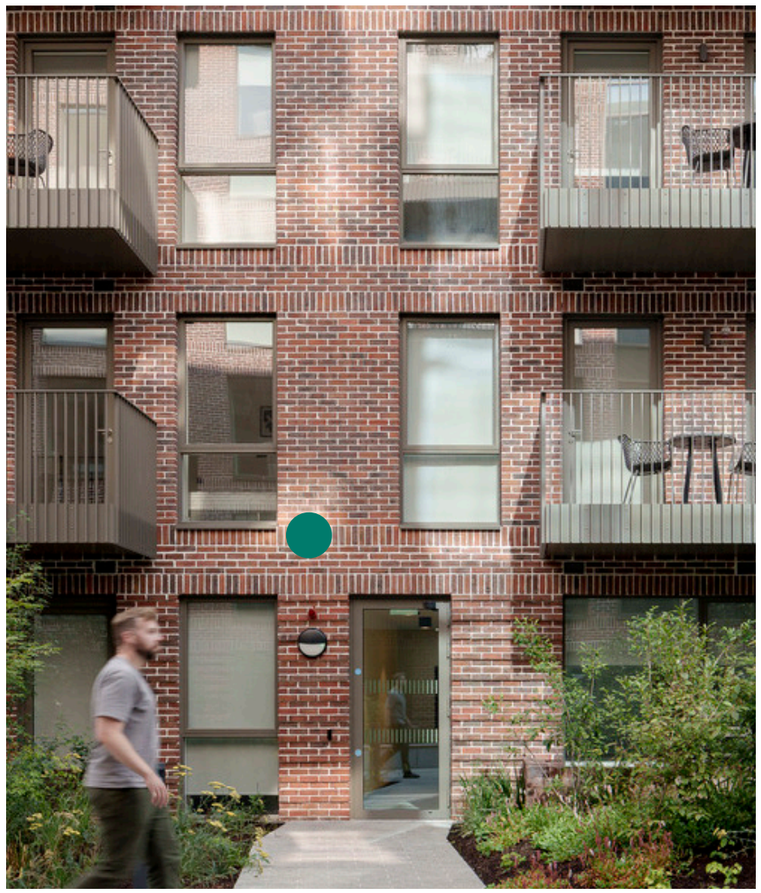
VARIATION IN TYPES OF BRICK BONDS



COMBINATIONS OF BRICK COLOURS



BRICK WORK IN KEY LOCATIONS

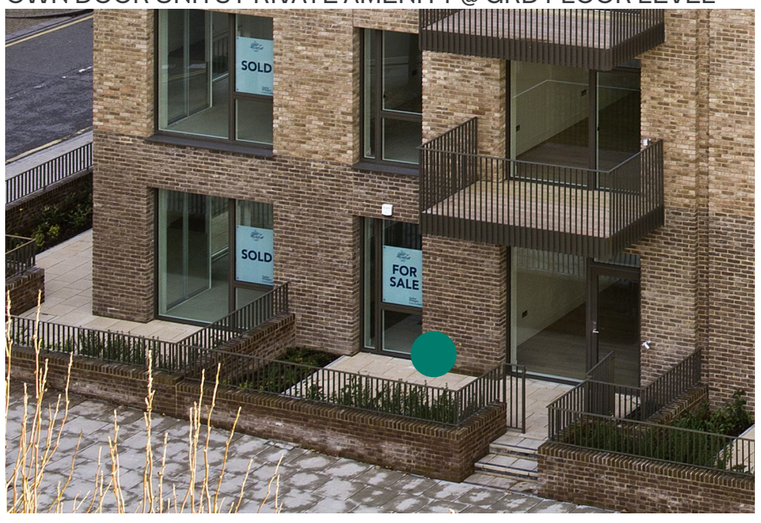


4.0 Look & Feel

4.1 Design Intent - Ground floor expression

- Architectural design of own-door units shapes a lively and engaging street frontage.
- Carefully composed entrances emphasise accessibility and inclusivity.
- Well-designed private amenity spaces enhance livability and visual quality.
- Facade treatments balance security with openness and transparency.
- Integrated design encourages passive surveillance, strengthening the street's character and safety.

OWN DOOR UNITS PRIVATE AMENITY @ GRD FLOOR LEVEL



IDENTIFY AND CHARACTERISE THE GROUND FLOOR WITH BRICK VARIATIONS IN COLOUR



BUILDING ENTRANCES PORTICOS





HIT AND MISS BRICKWORK AT BOH AREAS



4.0 Look & Feel

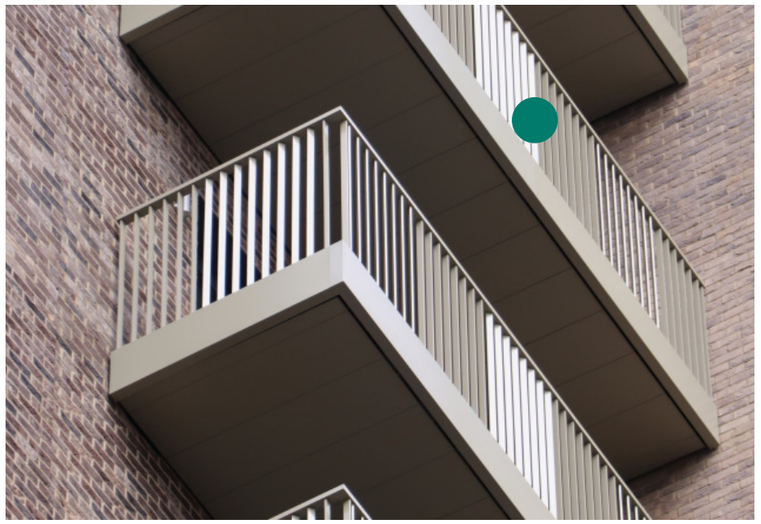
4.1 Design Intent - Balconies

- Clip-on balconies provide a high-quality external amenity space with consistent detailing.
- Off-site manufacture makes them cost efficient and quicker to install.
- Modular construction improves ease of assembly and reduces site disruption.
- Durable materials ensure long life and reduced maintenance needs.
- Standardised systems support quality control while simplifying upkeep.

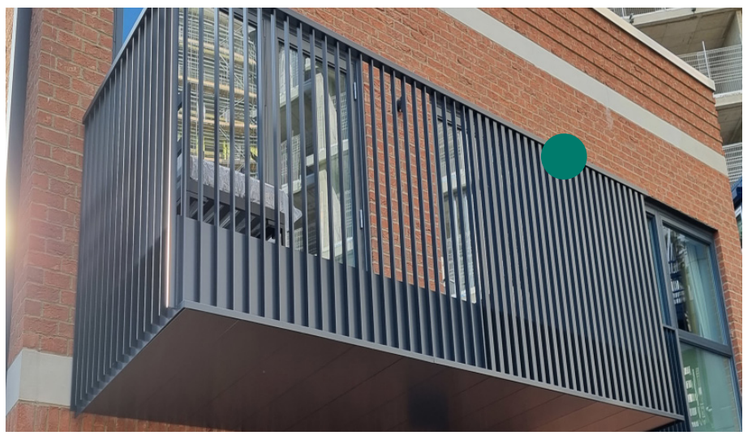
STAGGERED BALCONIES



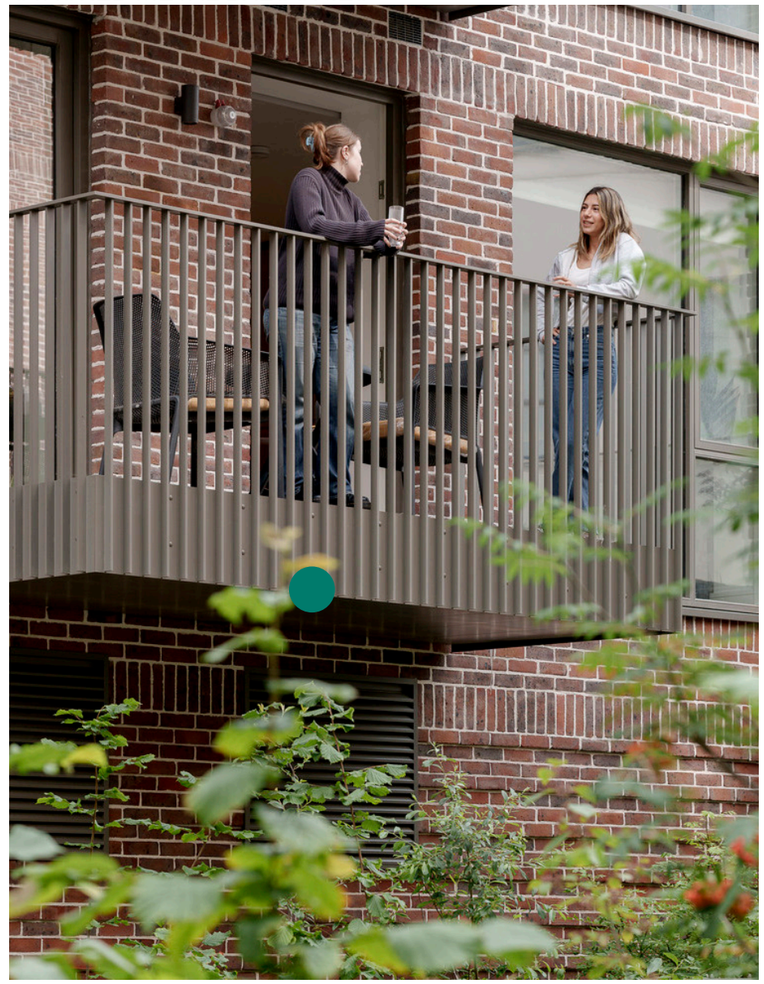
METAL BALLUSTRATE WITH DIFFERENT ANGLES



METAL BALUSTRADE WITH DIFFERENT PROFILES



STACKED METAL BALCONIES



4.0 Look & Feel

4.1 Design Intent - Retail Expression

- Ground floor retail and F&B frontages create an active, inviting environment.
- Robust materials ensure durability and longevity.
- Flexible facade design allows subdivision and variation of units.
- Transparent frontages encourage activity and footfall.
- Consistent quality with varied detailing enriches street character.

SHOP FRONT EXPRESSION ON GROUND FLOOR



PORTICO DETAILS



METALLIC DETAILS FOR SHOPFRONTS

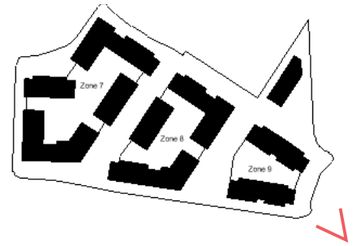


DOUBLE ORDER FRAMING FOR KEY RETAIL FACADES



4.0 Look & Feel

4.2 Facade Studies

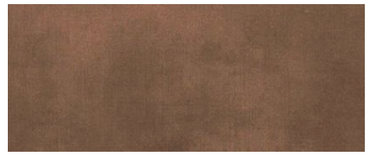


FACADE STUDIES | MATERIAL PALETTE AND PUBLIC REALM

Proposed View from Main Street looking towards Zone 9











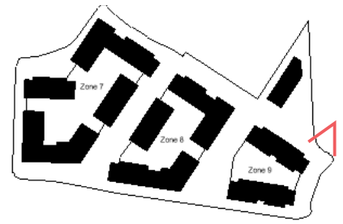






4.0 Look & Feel

4.2 Facade Studies

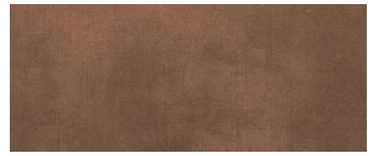


FACADE STUDIES | MATERIAL PALETTE AND PUBLIC REALM

Proposed View from Market Street looking towards Zone 9 corner











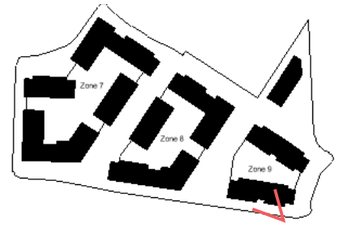






4.0 Look & Feel

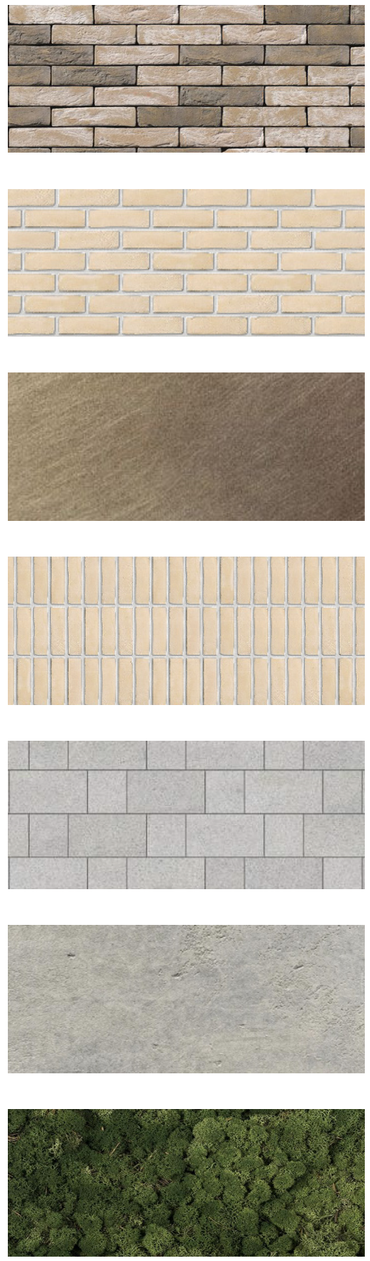
4.2 Facade Studies



FACADE STUDIES | MARKET STREET

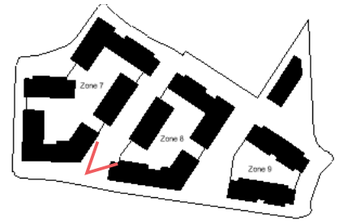
Proposed View along Main Street with residential entrance in view





4.0 Look & Feel

4.2 Facade Studies



FACADE STUDIES | MARKET STREET

Proposed View along street between zones 8 and 9





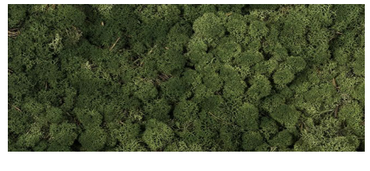






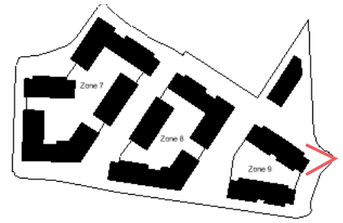






4.0 Look & Feel

4.2 Facade Studies



FACADE STUDIES | RETAIL AND F&B EXPRESSION

Proposed View towards F&B unit that faces Station Square











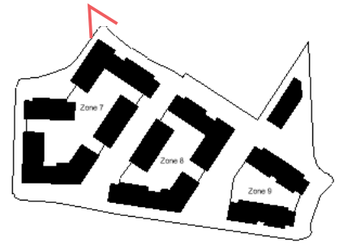






4.0 Look & Feel

4.2 Facade Studies



FACADE STUDIES | RESIDENTIAL GROUND FLOOR EXPRESSION

Proposed View towards Clongriffin Square down Market Street











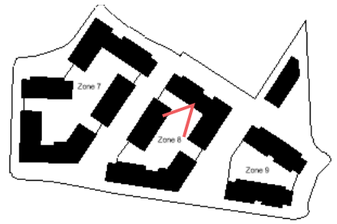






4.0 Look & Feel

4.2 Facade Studies



FACADE STUDIES | TYPICAL PODIUM

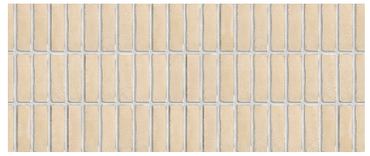
Proposed View in the Zone 8 podium











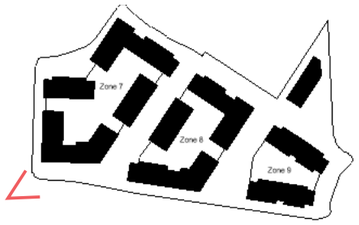






4.0 Look & Feel

4.2 Facade Studies



Proposed View from Main Street to Zone 7









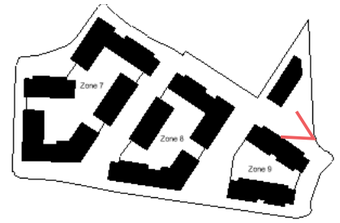






4.0 Look & Feel

4.2 Facade Studies



FACADE STUDIES | RESIDENTIAL GROUND FLOOR EXPRESSION

Proposed View west along Market Street with the Creche in view











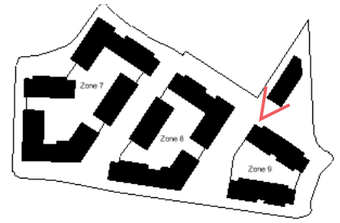






4.0 Look & Feel

4.2 Facade Studies



CRECHE | FACADE & MATERIALITY

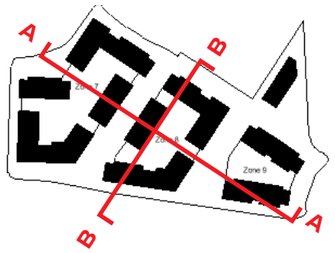
Proposed View from Market Street looking towards the Creche Entrance





4.0 Look & Feel

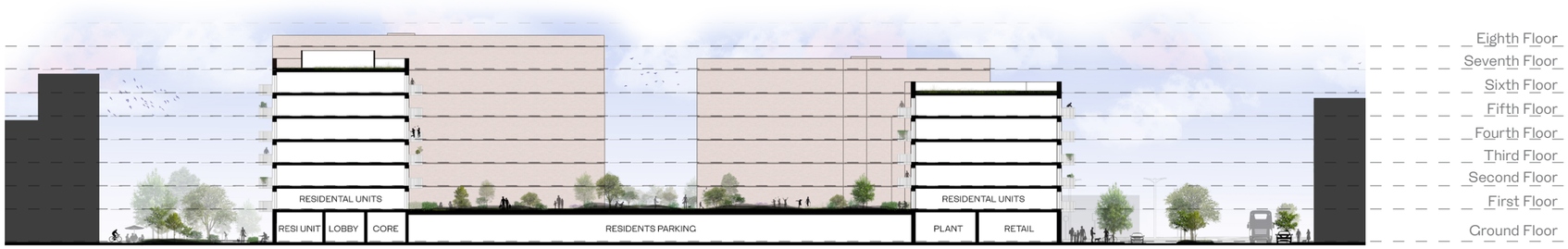
4.3 Zone 9 - Elevations / Sections study







Site Section AA



Site Section BB



LDA

HJL

5.0 Site Strategy - Phase 2

5.0 Site Strategy - Phase 2

5.1 Movement & Connectivity* I Vehicular Access

Site Access Strategy:

The site's design prioritises connectivity through integrated green routes and residential streets.

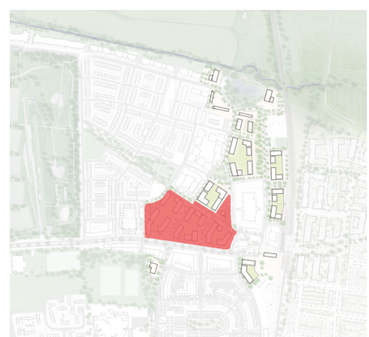
Vehicular Access:

- Hierarchical road network (primary, secondary, tertiary) 30km/h design speeds in residential areas.
- Strategically positioned parking facilities minimising surface parking.
- Planned service and emergency vehicle access routes Dedicated drop-off zones near key facilities.



Legend

- Existing Primary Road
- Existing Secondary Road
- Existing Tertiary Road
- Proposed Secondary Road
- Proposed Tertiary Road
- Proposed Car Parking Entrances



** Refer to Transportation Report*

LDA

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5.0 Site Strategy - Phase 2

5.1 Movement & Connectivity I Pedestrian Access

Site Access Strategy:

The site's design prioritises connectivity through integrated green routes and residential streets.

Pedestrian Access:

- Safe, interconnected pathways with minimum 2m-wide footpaths.
- All residential areas within 10-minute walks to key destinations.
- Accessible design with gentle gradients and clear wayfinding.
- Strategic crossings with traffic calming measures which prioritise pedestrians and create safe routes for crossing roads, with traffic calming measures integrated into the road layouts.
- High-quality public spaces encouraging walking.

Cycling Infrastructure:

- Comprehensive network connecting to Dublin's wider cycling system.
- Dedicated, segregated cycle lanes (minimum 2m wide) on main routes.
- Secondary connections through residential areas.
- Cyclist-priority features at junctions.
- Abundant bicycle parking throughout the development.



Legend

- Existing Pedestrian Path
- Proposed Pedestrian Path - 2,5m wide
- SHARED — Existing Shared Use Path (Bike & Pedestrians)
- SHARED — Proposed Shared Use Path (Bike & Pedestrians) - 4.0m



** Refer to Transportation Report*

5.0 Site Strategy - Phase 2

5.2 Car Parking I Storage & EV charging Strategy

Car Storage:

- 252 Parking spaces provided at undercroft / podium level for residents. Car parking will be secure with controls for Resident's access only. Vehicular access is separated from pedestrian access to the car parks
- 65 Spaces provided at surface level for residents through permit.
- 10 spaces at surface level for visitors/commercial.
- 4 spaces at surface level for Car sharing and car club will be provided(Taking in charge by DCC).
- 4 spaces at surface level for creche set down areas.
- Minimum of 50% of standard spaces will be EV Fitted.
- Minimum of 5% of Accessible Car Parking shall be provided, 15 spaces provided at podium level (Residents only) and 6 spaces at surface level.

Motorcycle Parking:

- Minimum of 5% motorcycle spaces provided at podium Level for residents, 16 spaces provided.

Car Parking Ratio:

252 spaces — **Podium Parking** (Residents)

65 spaces — **Surface Parking** (Permit for Residents)

14 spaces — **Visitor / Commercial / Car Sharing**

4 spaces — **Creche (Staff & Set down) Parking**

317 spaces **0.44 ratio** — **Total Residential** (Podium & surface)

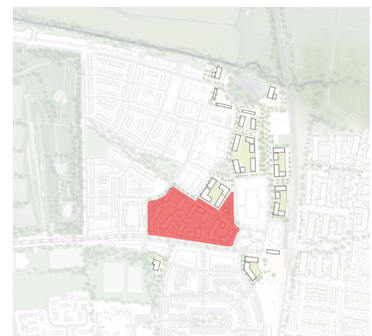
18 spaces **0.025 ratio** — **Commercial /Visitor / Creche** (Podium & surface)

** Refer to Transportation Report for further details*



Legend

- Podium Parking (Residents)
- Surface Parking (Residents)
- Visitor / Commercial Parking
- Set Down Area (Creche)
- Loading Bay / Set Down
- Car Sharing (ie: Gocar)



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5.0 Site Strategy - Phase 2

5.3 Building Access

Zone Access Strategy:

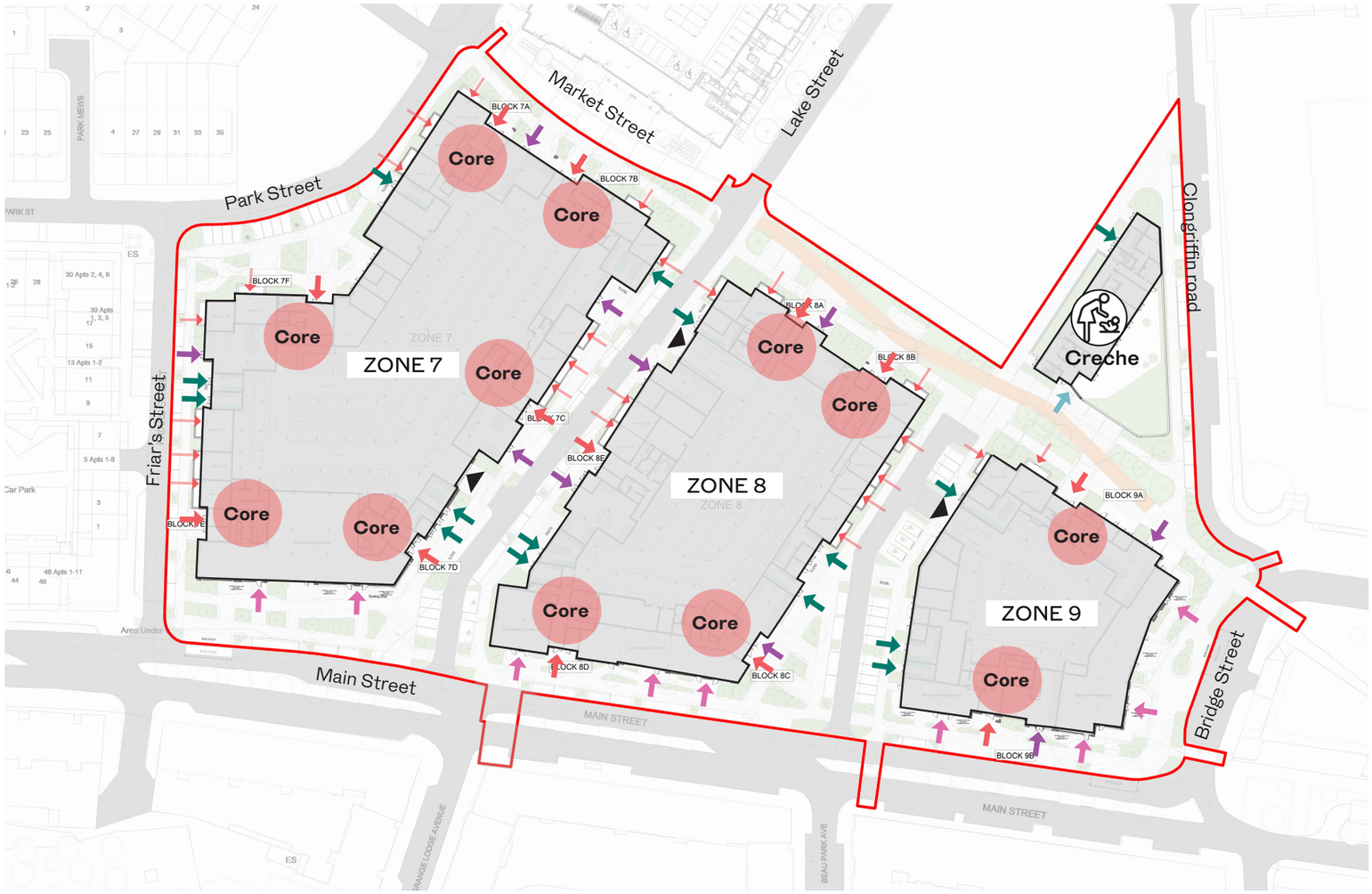
On the local streets, we have incorporated building entrances, cycle access points, and ground-floor units with their own dedicated outdoor spaces. This design not only animates the public realm but also improves natural surveillance throughout the development.

Cycle storage is integrated into the building's ground floor, offering direct access from the public street and ensuring it is close to building entrances for improved security.

Additionally, the proposed childcare facility and its outdoor play area are strategically located along Market Street. This location serves a dual purpose: providing natural surveillance and creating a sunny, sheltered outdoor play area for children.

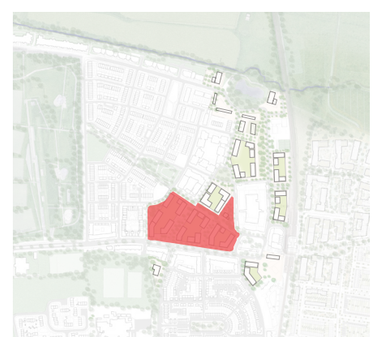
Bin storage areas are accessed directly from the street with staging areas in close proximity to both the stores and road edges. The Substations have also been located to ensure that the required vehicular access has been implemented in the design.

The loading strategy for the non-residential spaces will include loading bays at street level to minimise any vans or trucks stopping dangerously and blocking streets for residents to access.



Legend

- Building entrances
- Non Residential Uses entrances
- Creche entrance
- Bike Storage
- Bin Storage
- Car parking entrance
- Own-door Apartment Units



5.0 Site Strategy - Phase 2

5.4 Bicycle Storage

Bicycle Parking:

As per the Transportation Report a total number of 1089 bicycle spaces are to be provided for residents and non residential uses in secure sheltered parking bays. A total 387 visitor spaces which are accessible from the public realm are also to be provided.

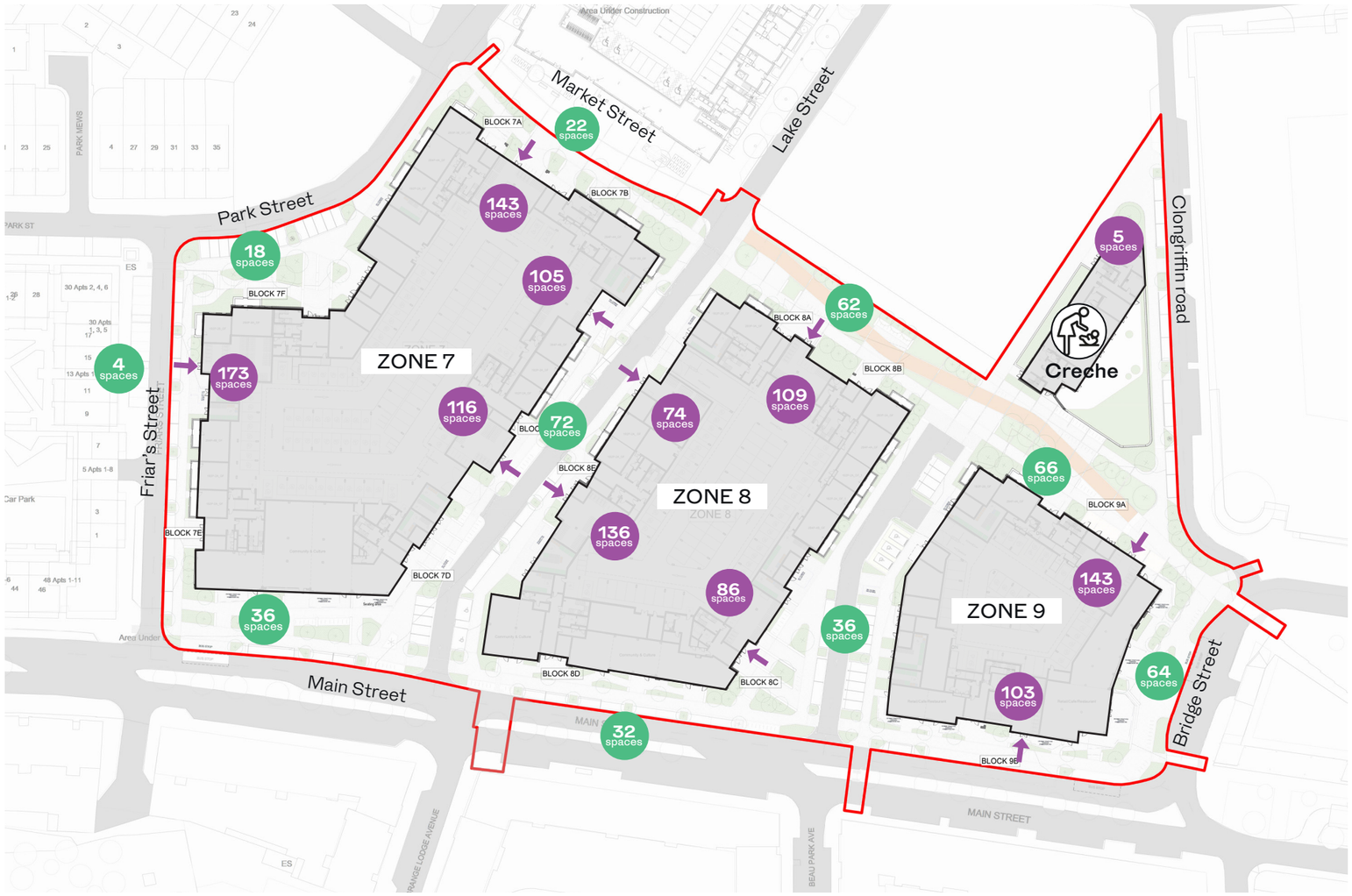
(DCC development plan requires 1 space per bedroom + 1 visitor space per 2 units).

The development provides 1,605 spaces:

- **Long Term (indoor):** 1193 Spaces (including 122 Sheffield stands, approximate 10%)
- **Short Term (outdoor)**: 412 Sheffield Spaces

***** minimal 5% of cargo bike are being provided for both Short and Long Term.

All the long-stay spaces including cargo bike spaces provided for the residents are in a safe and secure storage close or within the apartment blocks. Bicycle stores are located close to the core entrances to support sustainable modes of transport.



1089 bike spaces → **1193 bike spaces**

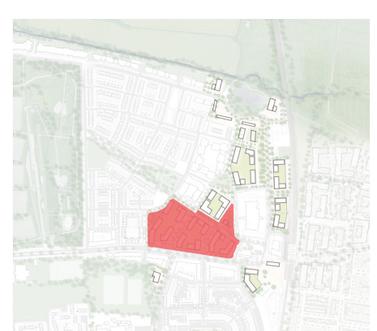
Required (Long Term) — **Provided (Long term)**

387 bike spaces → **412 bike spaces**

Required (Short Term) — **Provided (Short Term)**

Legend

- Bicycle storage (Residents)
- Short Term (Visitors)
- Bike Entrances (Residents)



** Refer to Transportation Report for further details*

LDA

HJL

5.0 Site Strategy - Phase 2

5.5 Waste Storage & Collection

Waste Storage:

All waste storage areas are located at the ground level of each zone - with a storage area either dedicated to or shared per core.

The Storage areas are accessible from the street with a designated staging area.

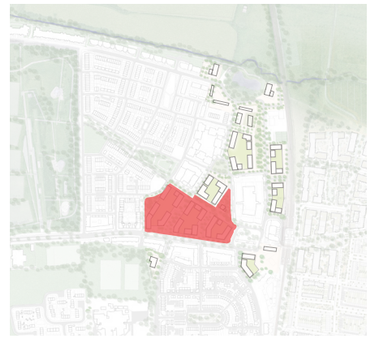
Four bin types are required – Recycling, general, organic and glass.

Waste storage areas and designs have been reviewed and developed i conjunction with AWN.



Legend

- Waste storage (Residents & Non Residential Uses)
- Bin Staging Area
- Bin Storage Entrances (Residents & Non Residential Uses)



5.0 Site Strategy - Phase 2

5.6 Open Space Strategy I Public & Communal Open Space

Communal Open Space:

The Communal Open Space Strategy adheres to the minimum area requirements specified in the Sustainable Urban Housing: Design Standards for New Apartments. Communal open space is provided in private courtyards above podiums, accessible only to residents, and features high-quality landscaping that meets minimum sunlight requirements.

4,163 sqm (100%) → **4,771 sqm** (115%)

Required Communal Open Space (Sustainable Urban Housing: Design Standards for New Apartments)

Provided Communal Open Space

Public Open Space:

Having regard to the 2018 planning strategy for Clongriffin it is noted that there two remaining pocket parks to be delivered on the infill lands to comply with the 10% public open space requirement, which falls outside of Phase 2 Red line boundary:

- **Grant Park** will be delivered as part of the blocks 5 and 6 which is currently under construction.
- **Railway Park** as noted on the plan is proposed to be slightly relocated to the linear park (highlighted in orange below), which runs north-south to better align with the masterplan design.

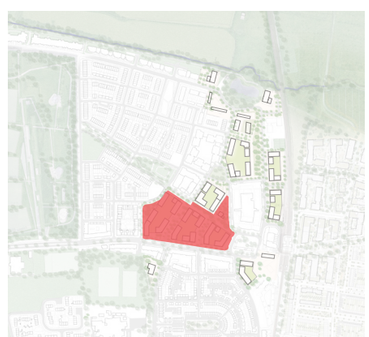




Legend

- Communal Open Space
- Access to Courtyard (Residents only)

Communal Open Space		
Phase 2	Area Required	**Area Provided**
Zone 7 - Commnual Amenity Space (podium level)	1,707	2202
Zone 8 - Commnual Amenity Space (podium level)	1,521	1600
Zone 9 - Commnual Amenity Space (podium level)	935	969
Totals	4163	**4771**
		115%



5.0 Site Strategy - Phase 2

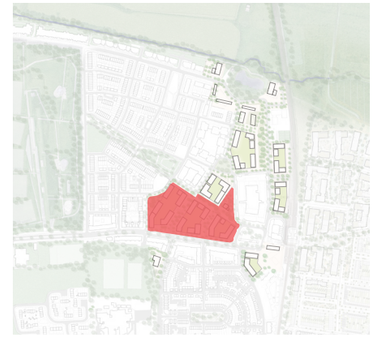
5.7 Existing Services I Current condition

A detailed CCTV Survey of the Existing Drainage Infrastructure installed by the previous owner has been commissioned by the LDA. Once this survey is completed, this will identify any deficits which need to be remediated within the existing drainage network. A ground penetration radar survey has also been undertaken to ensure other below ground services are mapped and further coordination will be carried out regarding this with proposed future services to be installed.



Legend

Existing Underground Services



** Refer to Engineering Services Report*

5.0 Site Strategy - Phase 2

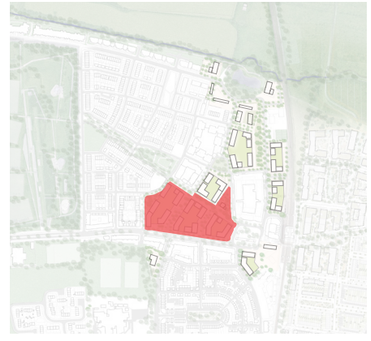
5.7 Existing Services I Proposed Urban Form

The proposed block footprints and Urban Form has been designed in mind with the existing services already in-situ, to minimise disruption and cost associated with diversion of existing services during the future construction of phases at the Wider Lands. The footprint of the blocks works with this approach as a coordinated strategy.



Legend

Existing Underground Services



** Refer to Engineering Services Report*

LDA

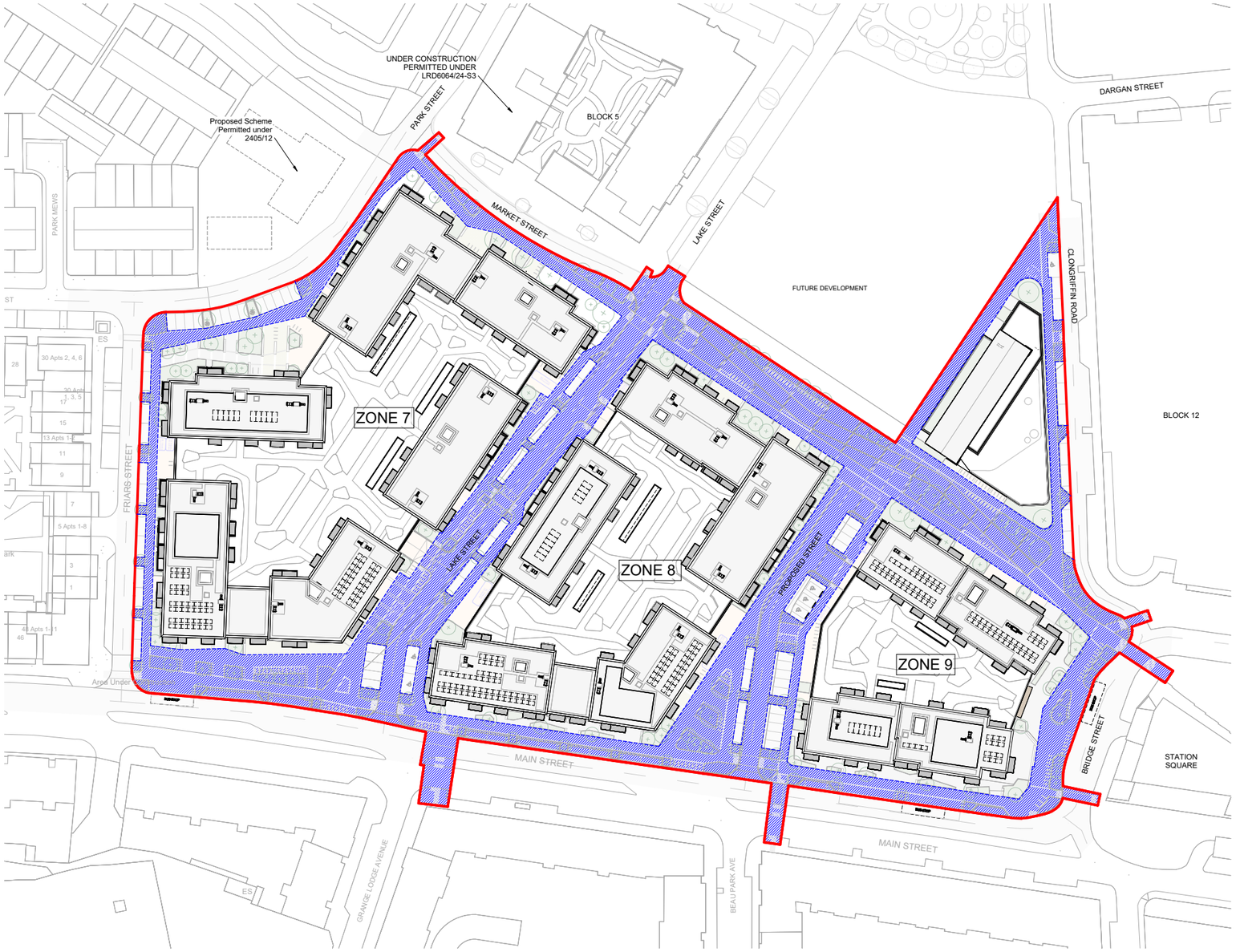
HJL

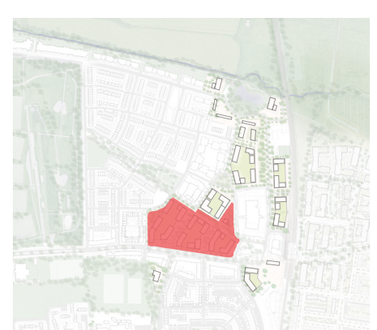
5.0 Site Strategy - Phase 2

5.8 Taking in charge (DCC)

The public streets will pass into Dublin City Council's control on completion of this scheme, and the LDA will retain ownership and management of the remaining open spaces at street level, ensuring maintenance of these spaces and that any landscaping outside of the taken in charge line is maintained well.

In as a far as possible, street parking to be taken in charge will be for loading bays, set down areas, and visitor parking at street level, as well as those using the Leisure facility, F&B Outlet or the Medical Centre and Clinics along Main Street.





** Refer to Engineering Services Report*

6.0 Wider Context | Connectivity

6.0 Wider Context I Connectivity

6.1 Introduction

This section examines the relationship between the Clongriffin LRD site, located within Dublin City Council (DCC), and the adjoining Stapolin lands, situated within Fingal County Council (FCC). The study focuses on movement and connectivity between the two areas, considering how the rail line interface and wider transport network influence both sites.

It reviews existing and proposed pedestrian, cyclist, bus, and vehicular routes, identifying opportunities to strengthen multimodal links across the track and to create a more cohesive urban structure between the DCC and FCC lands. The analysis also assesses access, public transport integration, and street hierarchy, ensuring permeability, legibility, and inclusivity throughout.

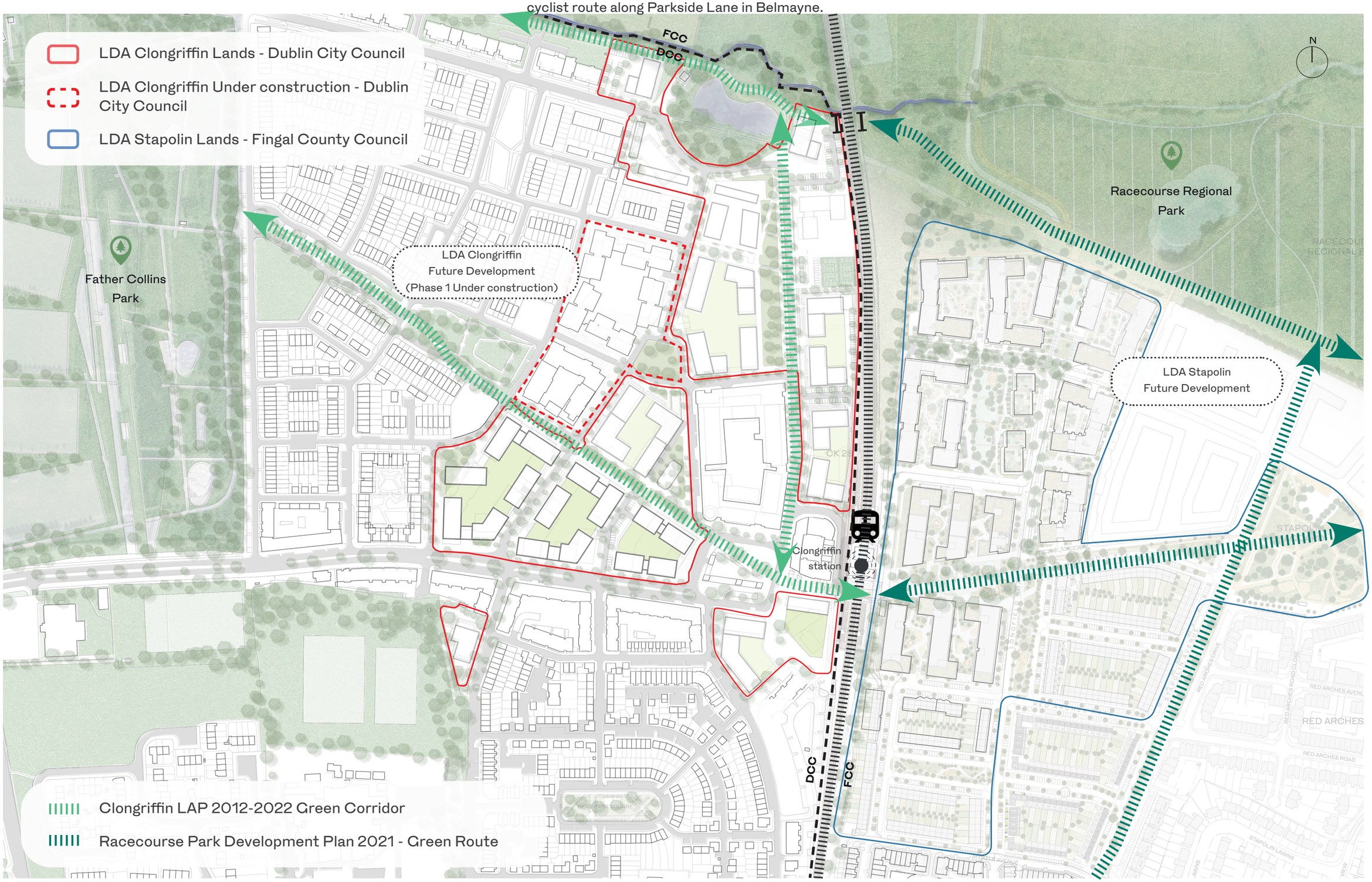
The design intent is to deliver a connected, walkable, and sustainable environment that supports active travel, enhances public transport use, and contributes to a unified Clongriffin–Stapolin urban framework.



6.0 Wider Context I Connectivity

6.2 Green Routes

This diagram illustrates routes to be used by both cyclists and pedestrians, which link both the lands to the west and the east of the railway line via an underpass tunnel at the norther end, the railway concourse and the green route via Market Street linking the public plaza through to Belltree Park and beyond this to connect to Father Collins Park and the existing shared pedestrian and cyclist route along Parkside Lane in Belmayne.



6.0 Wider Context I Connectivity

6.3 Cycle Links

This diagram illustrates existing cycle routes in the area shown in both blue and green lines. Proposed cycle routes are shown alongside these with dotted lines for future routes, to connect to the existing infrastructure. A dedicated cycle path will be installed with the construction in the future of Station Street shown.



LDA

HJL

6.0 Wider Context I Connectivity

6.4 Bus Routes

This diagram illustrates routes to be used by both pedestrians, which link both sides of the developments via an underpass tunnel at the norther end, the railway concourse and the green route via Market Street linking the public plaza through to Belltree Park and beyond this to connect to Father Collins Park.



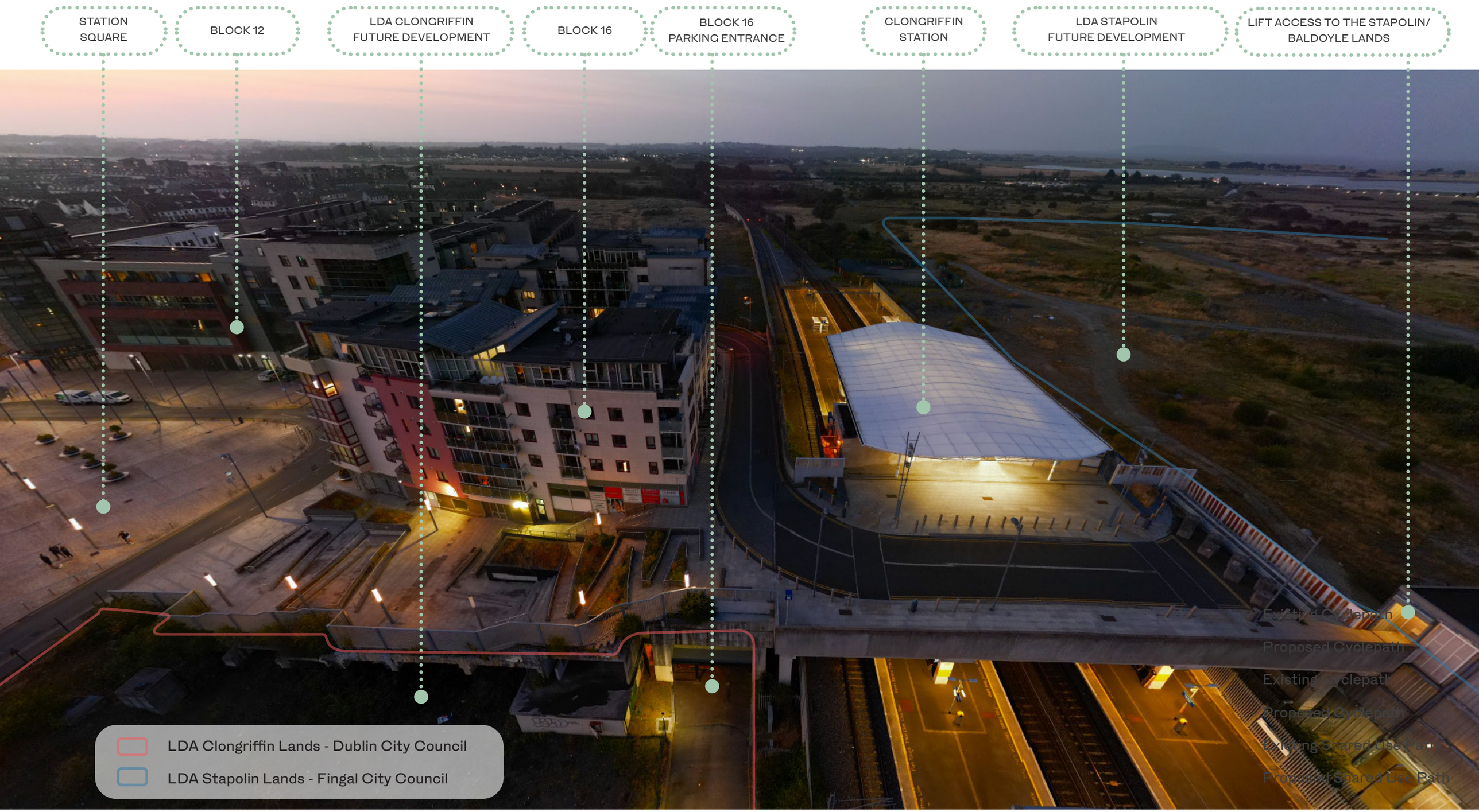
6.0 Wider Context I Connectivity

6.5 Non Residential Uses



6.0 Wider Context I Connectivity

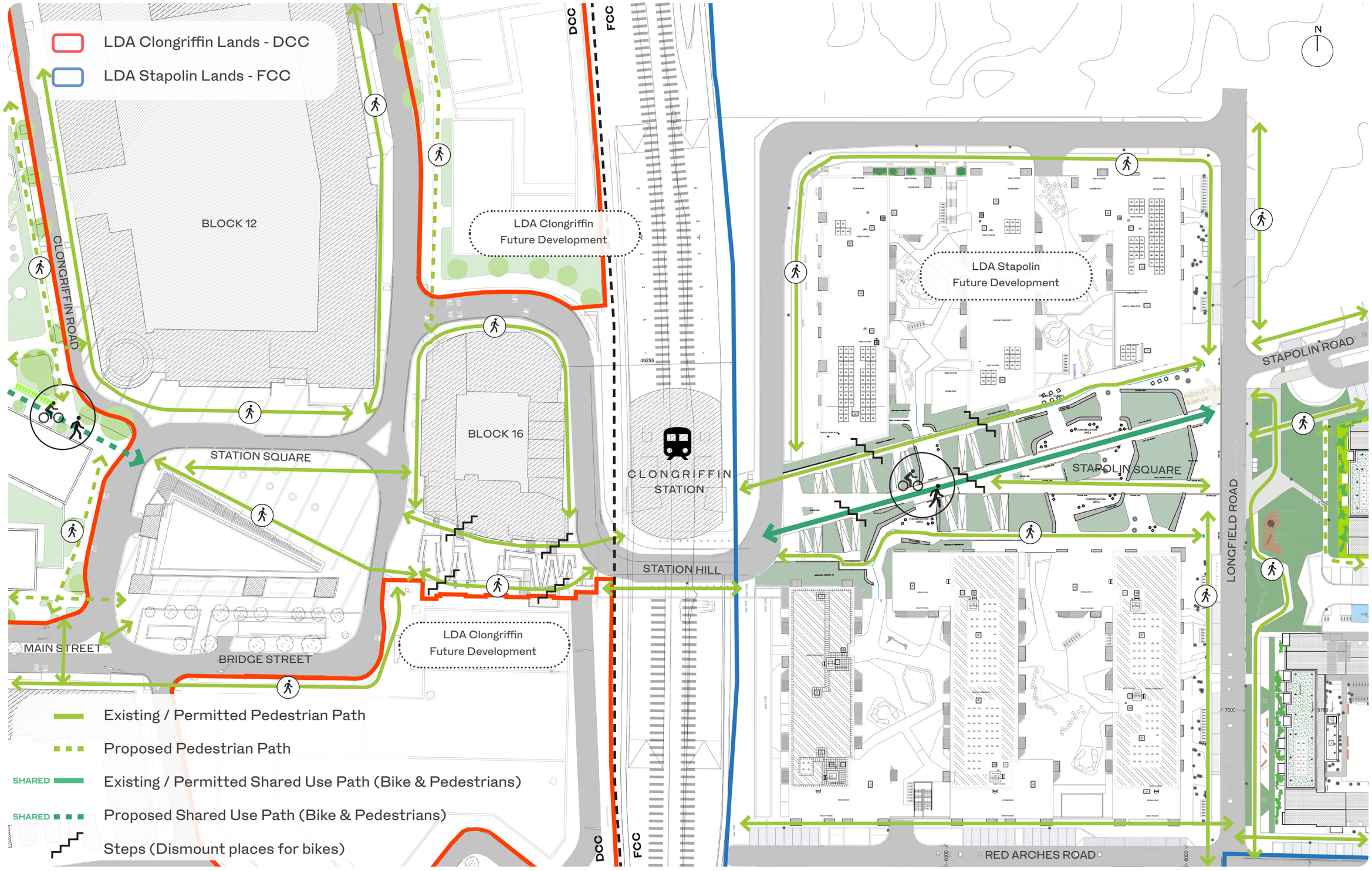
6.6 Clongriffin Station



6.0 Wider Context I Connectivity

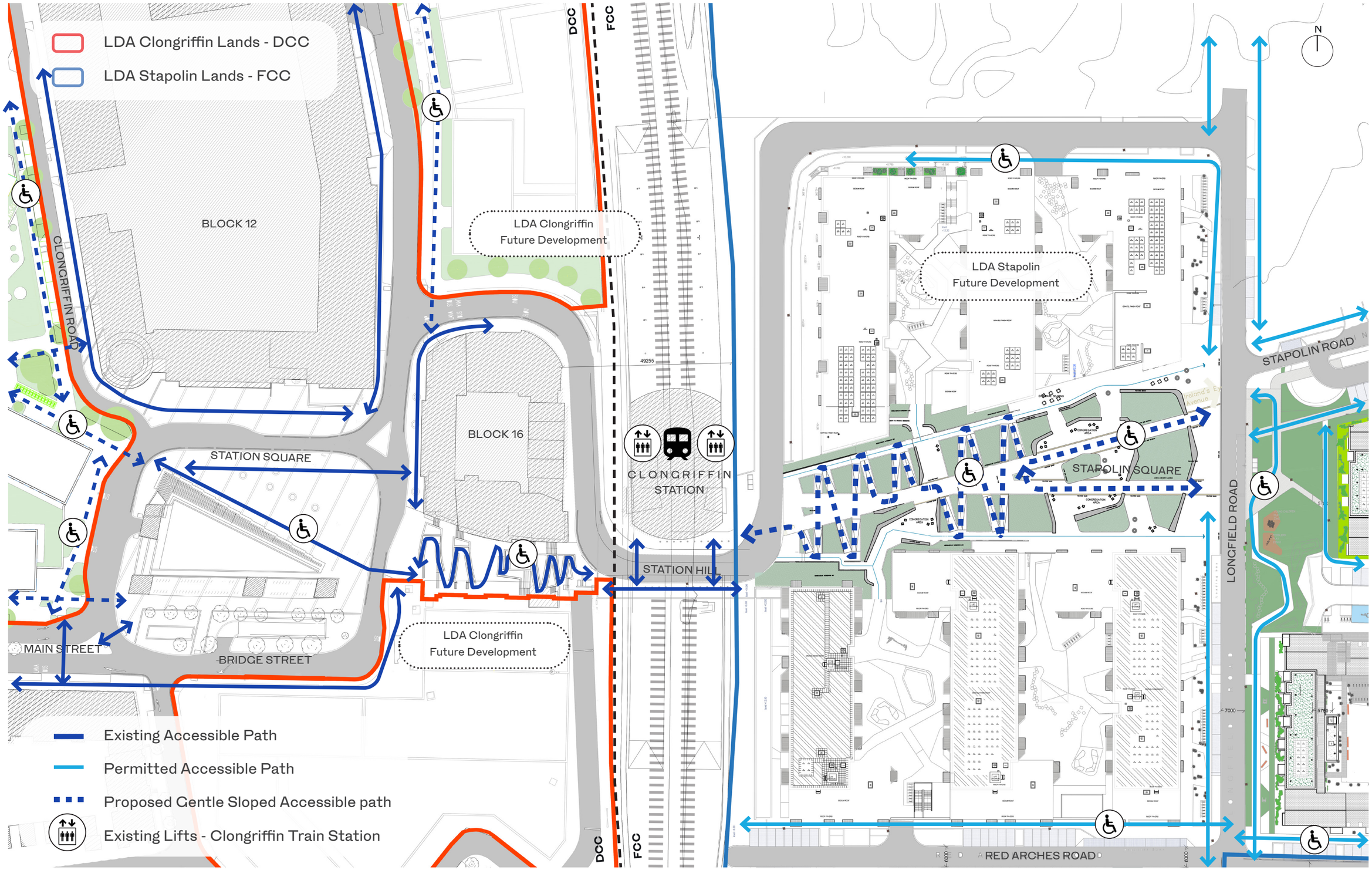
6.6 Clongriffin Station I Pedestrian Routes

This diagram illustrates pedestrian access from the Stapolin lands to the Clongriffin lands and improved future accessibility and connectivity.



6.0 Wider Context I Connectivity

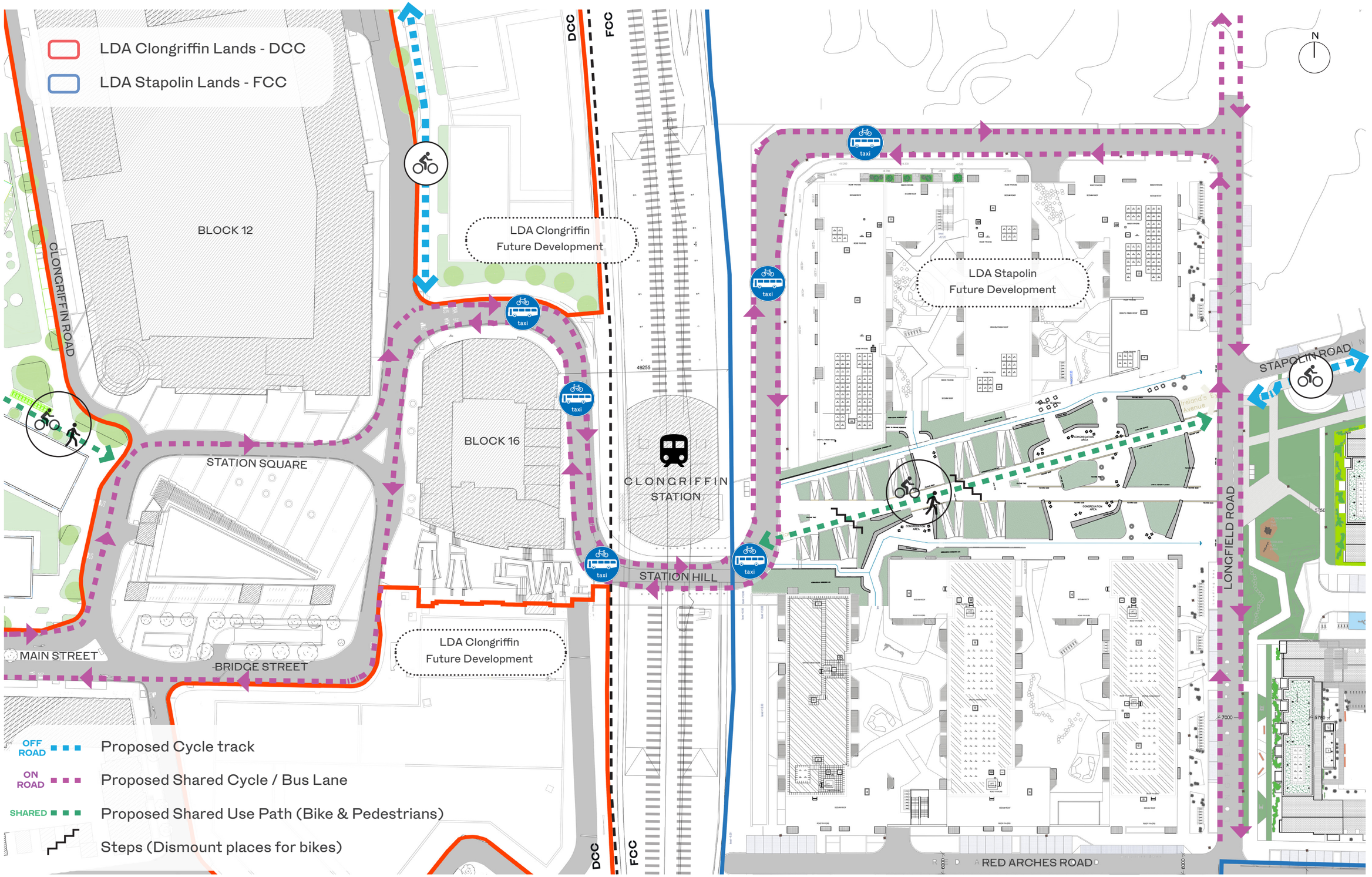
6.6 Clongriffin Station I Accessible Routes



6.0 Wider Context I Connectivity

6.6 Clongriffin Station I Cycle Routes

This diagram illustrates a shared cycle / bus lane across the train line to connect Stapolin lands with the Clongriffin lands, and improve connectivity across the two projects.



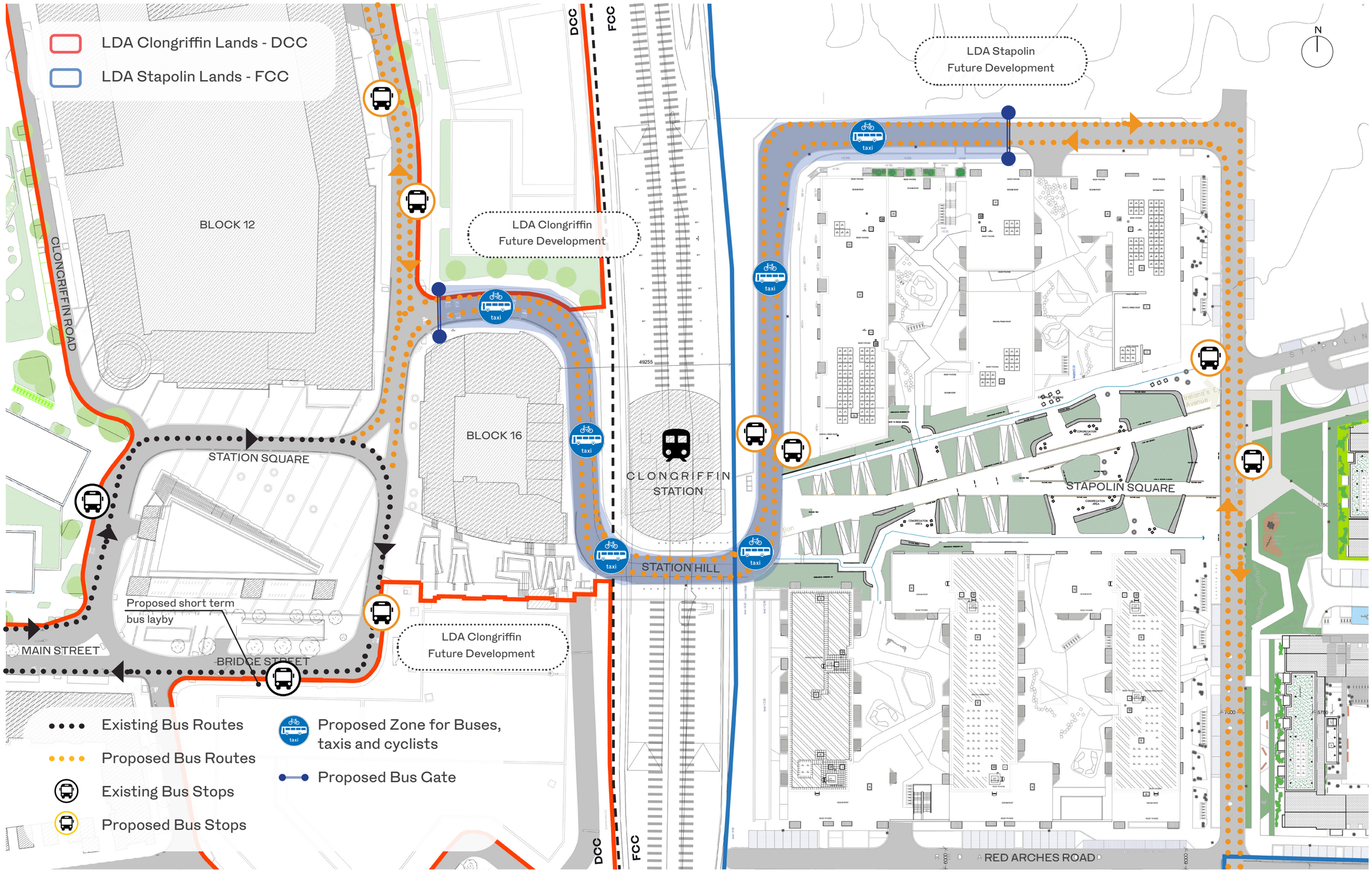
LDA

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6.0 Wider Context I Connectivity

6.6 Clongriffin Station I Bus Routes

This diagram illustrates the future connection between the Clongriffin and Stapolin lands and the connection and access strategy to be employed to improve the connectivity.



6.0 Wider Context I Connectivity

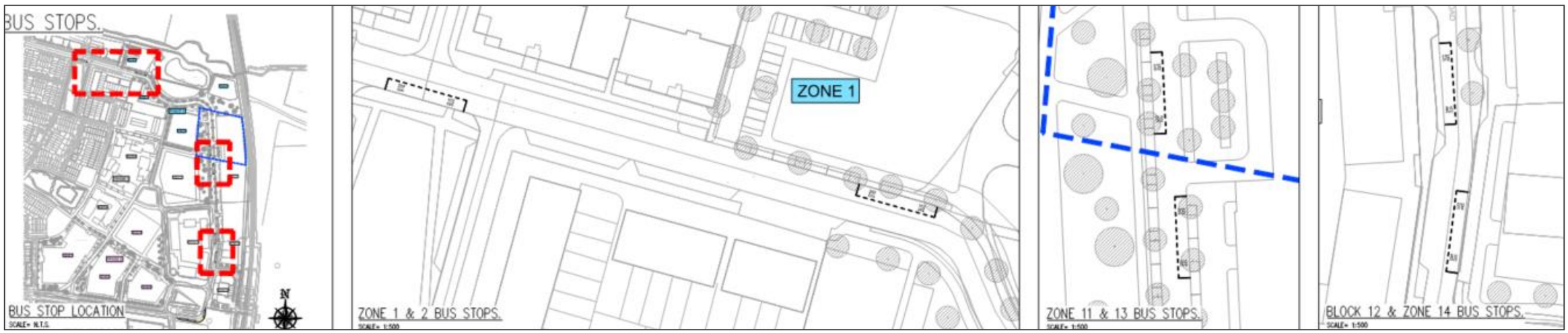
6.6 Clongriffin Station I Bus Stops

These diagrams illustrate the bus layovers and proposed bus stops which the LDA is coordinating with the NTA for the D3 Proposed Bus Route.

Proposed Bus Layover to be implemented by the NTA



Proposed Bus Stop Locations



7.0 LRD Opinion I Response

7.0 LRD Opinion I Response

7.1 Planning

LRD Opinion:	Architect's Response:
1.Planning (i) *Objective CUO25: The current proposal shall provide 50% of the required CUO25 provision attributable to this phase of development within Blocks 7, 8, & 9 and the remaining 50% shall be allocated elsewhere within the Clongriffin area. It is considered that the proposal for community, cultural and arts spaces requires further consideration to comply with Objective CUO25 of the Dublin City Development Plan 2022 - 2028. While it is considered that the provision of community and cultural space meets the quantum of space required to satisfy CUO25 the quality of same requires further consideration.* *The proposed external community spaces located in zone 7 (290m2) and in zone 9 (112m2) of the development are unacceptable. External space must be functional, meaningful and complementary to a principal internal or external community facility. The majority of spaces proposed for community use are poorly designed and overly restrictive for future use. They have not been designed with future use in mind. The future uses are compromised by columns, poor natural light and ceiling heights. Dublin City Council's Cultural Toolkit provides good guidelines for minimum requirements for cultural use. All CUO25 community and cultural accommodation shall be fully fitted out and suitable for immediate occupation at the time of first tenanting of the development. Further consideration of the spaces are required and this shall be done in consultation with the Manager for the North Fringe Project Office and Dublin City Council's Arts Office prior to the lodgement of the Stage 3 application.*	• *The proposal has been amended to provide 60% of the required CUO25 provision at ground level in Zones 7 and 8 along the main street frontage. The remainder will be delivered elsewhere within the Clongriffin wider lands through future developments.* • *All external spaces previously proposed have been removed from the scheme. The associated internal areas have been revised to provide additional ground floor own-door units.* • *The design of the internal CUO25 spaces has been reviewed, with column positions adjusted to allow greater flexibility in the use of these units.*
1.Planning (iii) *Clearly identify the compensatory measures proposed for units failing daylight/sunlight*	• *Please refer to the daylight/sunlight section of this design statement and also the on same by OCSC for confirmation of the compensatory measures. (Section 16.5 Mitigation Measures of EIAR chapter)*
1.Planning (iv) *It is noted that 4.80% of the scheme's residential units are proposed as north facing single-aspect units. This unit configuration will only be considered acceptable in limited circumstances on a case-by-case basis subject to built-in compensatory measures for the specific units . Compensatory measures shall be clearly identified*	• *Please refer to the daylight/sunlight section of this design statement and also the on same by OCSC for confirmation of the compensatory measures. (Section 16.5 Mitigation Measures of EIAR chapter)*
1.Planning (vii) *Inconsistencies within the pack - mislabeling on HQA Units at blocks 8 and 9* *1.Planning (viii)*	• *All inconsistencies have been corrected in the HQA.*
The creche stated as 800sqm however, shown on drawings as 870sqm. Also, the play area stated differently on drawing vs documentation	• *All inconsistencies have been corrected in the Architect's document*
1.Planning (ix) *Calculation for 5% community and cultural space not apparent. Spaces stated differently on drawing vs documentation*	• *Calculation for 5% has been clearly clarified in this document in the section on Community, Culture and Arts.*

7.0 LRD Opinion I Response

7.2 Drainage

LRD Opinion:

2. Drainage (v)

There's a discrepancy in the drawings showing the extent of areas to be taken in charge by DCC. The cul de sac road between Zone 8 and 9 on the architects taking in charge layout shows that road to be taken in charge by DCC. Whereas the engineering drawings show that road left out of the taking in charge extents. This will need to be clarified. From the drainage point of view, there are sewers running under this road that will have to be taken in charge in future, as they are downstream of other sewers on Clongriffin Main St. Also, the architect drawing shows private parking spaces within the taking in charge extents. This has direct implications on the drainage layout and needs to be clarified. At the northeastern boundary of the site, where it adjoins Clongriffin Road, there's a long narrow strip of land shown to be taken in charge, however this road is intended to be taken in charge by DCC. Again, this should be reviewed and clarified. Public areas must drain directly to public drainage infrastructure

Architect's Response:

- *Please refer the taken in charge drawing in this design statement as well as th civil engineers drawing and report for clarification on the extent of the taken in charge plan.*

7.0 LRD Opinion I Response

7.3 Parks, Landscape and Biodiversity

LRD Opinion:	**Architect's Response:**
3 Parks, Landscape and Biodiversity (i) *Open Spaces and Taking in Charge: There are no park public open spaces within this area of the Clongriffin masterplan. Park Services do not manage public realm areas. The TIC plan shall be reviewed to ensure that all proposed public realm areas will be appropriately managed into the future. Park Services note that the site area is serviced by Fr Collins Park for public children's play areas and the inclusion of any public play area in the layout will require an identified maintenance and management agent*	• *Please refer to the Landscape consultant's drawings and reports.*
3 Parks, Landscape and Biodiversity (viii) *Open spaces and play spaces Key Plan with area calculations & schedule of required COS and provided COS.*	• *Please refer to the Landscape consultant's drawings and reports.*

7.0 LRD Opinion I Response

7.4 Transportation & Planning

LRD Opinion:	Architect's Response:
4 Transportation and planning 3A (i) *Information on the expected number of staff of both the retail and CCA shall be provided in support of the quantity of staff cycle parking. Further detail regarding arrangements for retail and CCA staff and visitor access to dedicated cycle parking facilities should be provided.*	• *Please refer to the Transport Engineer's report and drawings.*
4 Transportation and planning 3A (ii) *Separate secure access to staff cycle parking shall be provided*	• *Please refer to the Transport Engineer's report and drawings.*
4 Transportation and planning 3A (iii) *5% of visitor cycle parking shall be designed to accommodate larger non-standard cycle parking equipment, in accordance with Section 6.5 of the Cycle Design Manual (2023). These non-standard visitor spaces should generally be located in proximity to the proposed community I cultural uses.*	• *Please refer to the Transport Engineer's report and drawings and Landscape consultants drawings and reports.*
4 Transportation and planning 3A (iv) *Detailed scale drawings of all cycle parking areas should be included as part of the application outlining type and quantum per store/area. It should be ensured that adequate separation distances between racks and internal access corridors for ease of use and functionality and without conflict with landscaping proposals or walls is achieved (refer to the Cycle Design Manual, 2023). Ensure bicycle stores are located at the most convenient areas close to stairs/lifts in the undercroft area. Ensure the access doors to these stores are appropriately located*	• *Please refer to the Architect's drawings.*
4 Transportation and planning 7 (b) *The street shall be designed in accordance with Dublin City Council 'Taking In Charge' Standards and 'Construction Standards for Roads and Street Works'. Accordingly, the following design revisions are required:* *i: No private development shall overhang or encroach on the street either above or below ground level.* *ii: Drainage infrastructure to be re-designed to avoid any routing of private infrastructure beneath the street (applicant to refer to Drainage Division's LRD Opinion Report for detailed requirements).* *iii: The applicant is requested to incorporate the comments from the Parks Department.*	• *Please refer to the Transport Engineer's report and drawings and Landscape consultants drawings and reports.*



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