

**DOWNEY**

29 Merrion Square, D02RW64

# **Supporting Planning Statement**

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**Proposed Strategic Housing Development at  
lands at Belcamp Hall (a Protected Structure),  
Malahide Road, Dublin 17**

**Applicant: Gerard Gannon Properties**

**May 2022**

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## EXECUTIVE SUMMARY

This proposed development relates to a Strategic Housing Development on lands at Lands at Belcamp Hall (protected structure), Malahide Road (R107), the R107/R123 junction, Carr's Lane, and R139 Road, Belcamp, Dublin 17, which is situated within the functional areas of both Dublin City Council and Fingal County Council. The subject lands extend to approximately 67.8 hectares. The lands are internally bounded by the protected structures and associated curtilage, and the new emerging residential development of Belcamp which is partly occupied and under construction. The lands that are subject to this application form represent the completion of the Belcamp lands and will adjoin the Phase 1 development to the east.

The proposed development at Belcamp will create a new neighbourhood between the Malahide Road and the R139, in the unique setting of the Belcamp Hall lands and Dublin's Northern City Fringe. Overall, the proposed design has been influenced by the existing natural environment, the historic fabric as well as the established urban environment which has grown from Clongriffin Train Station. A 10-year permission is sought by the applicant for the development of 2527 no. residential units (473 no. houses, 1780 no. apartments, and 274 no. duplex units) together with high quality public amenity provision, commercial uses, a prospective school site, infrastructural road network to IDA Lands and a new urban edged along the R139.

The current proposal has been sensitively designed by multi-disciplinary design team, including CCK Architects, Wilson Architects, TBS Landscape & RMDA Landscape Architects providing a high-quality urban design response. The Design Team have been supported by Downey, Waterman Moylan Consulting Engineers, CORA Consulting Engineers and Sheehan + Barry Conservation Architects. The use of such a strong and multi-disciplinary design team has meant that every aspect of the built, historic and natural environment has been appropriately considered and incorporated into the proposed development. The overall design strategy, which is outlined in a standalone document (Belcamp Design Strategy) has taken a Five-Strand Theme arising from the existing features and development plan objectives of the Belcamp lands which encompass; 1) Natural Heritage and Biodiversity, 2) Architectural Heritage, 3) Connectivity & Movement, 4) Placemaking and 5) Strategic Infrastructure

Overall, the proposed scheme has been designed with the intention to create a successful self-sustaining neighbourhood on the lands at Belcamp Hall. The design approach has taken a considerate approach towards the natural and built heritage of the Belcamp lands as well as the established urban environment, which has grown from Clongriffin Train Station. To achieve this careful design considerations have included:

- The creation of the Green Infrastructure Walkway and extension of the River Mayne Park, which utilised and enhance the existing natural heritage of the Belcamp Lands.
- Wayfinding throughout the site has been designed to establish links with existing infrastructure and key features such as the Walled Garden, the New Town Square & the River Mayne Park.
- The proposal includes appropriate provision of commercial & retail as well as public open space and amenities which encompass a self-sustaining development.

- Within the Belcamp Hall lands the design proposal has been made cognisant the existing built heritage and the approved parent permission Reg. Ref. F15A/0609 (ABP Ref. PL06F.248052). This includes proposal for height, separation distance, unit type and materials and finishes.
- The design proposal for the lands within the functional area of Dublin City have been made cognisant of the design criteria within the Clongriffin/Belmayne Local Area Plan. Furthermore, the design successfully creates a new urban edge along the R139.
- The overall unit mix and type is proposed to cater for the need to cater for a broad range of buyers within the market, in line with the goals of Housing For All to achieve a sustainable housing system. Dwelling mix arranges from 1-bed apartments to 4-bed houses and Build-to-rent units make up 23% of the overall development. It is submitted that the housing typologies within this proposed scheme, better supports a mix of age & tenure.

The reader is invited to refer to the Statement of Consistency with Planning Policy, prepared by Downey Planning, for full details on the development's compliance with National, Regional and Local Planning Policy. Additionally, for full details on the architectural and landscape design for each Local Authority Area the Board are invited to refer to CCK Architecture and TBD Landscape drawings & documentation in relation to the Fingal lands and Wilson Architecture and RMDA Landscape drawings & documentation in relation the Dublin City Lands. Moreover, for full details site assessment across a range of disciplines including conservation, engineering, transport, ecology, sun light/day light, wind analysis and arboriculture please see relevant documentation and drawings prepared by the multidisciplinary site assessment and design teams.

Downey respectfully requests that this application be considered in light of the foregoing and in juxtaposition with all the associated documentation and reports that form part of this planning application that have been prepared to ensure that the merits of this proposal are to the forefront of the design thus creating what will be a new sustainable community within the Northern City Fringe.

The application is being made on behalf of Gerard Gannon Properties, who is a long-standing house builder who has successfully constructed homes and new communities within the Greater Dublin Area for almost 40 years.

This application has been prepared following detailed pre-planning discussions with both local authorities, prescribed bodies and also An Bord Pleanála and it is respectfully considered that the application has successfully addressed all of the items raised during the pre-planning process.

A grant of planning permission will see the completion of the Belcamp lands, which will facilitate the restoration of Belcamp Hall (a protected structure), which was badly damaged by multiple arson attacks in the past couple of years. The development is truly strategic in nature.

## 1.0 INTRODUCTION

Downey, Chartered Town Planners, 29 Merrion Square, D02 RW64, have prepared this Supporting Planning Statement, on behalf of the applicant, Gerard Gannon Properties to accompany a planning application to An Bord Pleanála for a proposed Strategic Housing Development on lands at Belcamp Hall (protected structure), Malahide Road (R107), the R107/R123 junction, Carr's Lane, and R139 Road, Belcamp, Dublin 17.

The proposed development provides for a total of 2,527 no. residential units comprising 1,780 no. apartments (2 no. studios, 828 no. 1 beds, 1,040 no. 2 beds, and 81 no. 3 beds), 473 no. houses (16 no. 2 beds, 398 no. 3 beds and 71 no. 4 beds), and 274 no. duplex units (20 no. 1 beds, 40 no. 2 beds, and 222 no. 3 beds), with ancillary amenity facilities, 2 no. childcare facilities, 18 no. retail units and 3 no. cafés/restaurants and associated car parking and bicycle parking, landscaping, boundary treatments, and all associated engineering and site development works necessary to facilitate the development.

It is submitted that the proposed scheme provides a varied mix of dwellings arranged in streets and spaces, which reflect the pattern of that already permitted in the area, thus creating a permeable connection across the overall landholding of Belcamp. Green infrastructure links will also be strengthened with the provision of new open space that connects to the existing woodland to the south of the Belcamp lands. The proposed development seeks to rejuvenate strategic lands through higher density, in line with zoning objectives on the northern fringe of the city, while proposing a mix of building heights to the lands bounded by the Northern Cross Road (R139) and the River Mayne and located within the 'North Fringe' of Dublin City, as well as an overall sustainable density for the Belcamp lands and wider Class 1 Open Space which will benefit future residents of the scheme and the wider area.

The design of the proposed development has evolved following a full analysis and feasibility study of the lands and its surrounding landscape. Noting that the proposed development subject to this pre-application consultation request forms part of the overall Belcamp development, it is considered that the design, layout and scale of the proposal blends seamlessly with the surrounding permitted developments, which includes Reg. Ref. F15A/0609 (ABP Ref. PL06F.248052), known as Phase 1 of the overall development for the Belcamp lands. For clarity, we wish to confirm that this SHD application does not seek to amend previous planning permissions but rather represents a new and standalone planning application.

As a transboundary scheme, the design approach to the southern portion of the site has been prepared by Wilson Architecture and has been informed by the policies and objectives of the Dublin City Development Plan 2016-2022 and the Clongriffin-Belmayne Local Area Plan 2012-2018 (as extended). In relation to the northern portion of the site, the design approach has been prepared by CCK Architects & Urban Designers and has been informed by the policies and objectives of the Fingal Development Plan 2017-2023.

This report sets out the planning rationale and justification for the proposed development. The reader is invited to refer to the Statement of Consistency for details on how the proposed development

accords with the proper planning and sustainable development of the area. This report should be read in conjunction with the plans, drawings and documentation submitted as part of this application.

## 2.0 SITE LOCATION AND DESCRIPTION

The subject site is located to the north of the Northern Cross Road (R139) and to the west of the Malahide Road, all on lands at Belcamp Hall (protected structure), Dublin 17, which is situated within the functional areas of both Dublin City Council and Fingal County Council. The total application area of the subject lands is approximately 67.8 hectares. The lands are greenfield in nature and currently in agricultural use.

The application site is irregular in shape and is bounded to the east by permitted development Reg. Ref. F15A/0609 (ABP Ref. PL06F.248052), Reg. Ref. F19A/0220, and Reg. Ref. F19A/0221, currently under construction, by Belcamp Hall (protected structure RPS No. 463), and by Bewley's Tea and Coffee Head Office; to the west by undeveloped lands and by Craobh Chiarain GAA Pitches; to the north by undeveloped lands; and by Northern Cross Road (R139) to the south.

The lands that are subject to this application form represent the completion of the Belcamp lands and will adjoin the Phase 1 development to the east. The site is currently accessed through the existing vehicular access from the Malahide Road (R132). Additional vehicular accesses are proposed as part of this proposal including from the R139 Road and the Malahide Road.

The subject site is located on the R139 and is served by local road networks with connections to the M1 and M50 which provides access directly into Dublin City Centre and to Belfast, as well as the R109 which provides access directly into Dublin City Centre. There are also bus connections to Dublin from the R107 with Bus Stop No. 4563 serving routes Nos. 15, 27, 27x, 42, and 43, which are within walking distance of the subject site. The Belcamp lands subject to this planning application are thus served by a high-quality bus corridor connecting Dublin City Centre and Clongriffin Train Station, within close proximity of the subject site. There is a range of retail, health, community and commercial facilities in the immediate vicinity of the subject site, as well as a number of recreational amenities including parks and sports clubs.



Figure 1: Aerial Photograph of Application Site (application site outlined in red approximately)

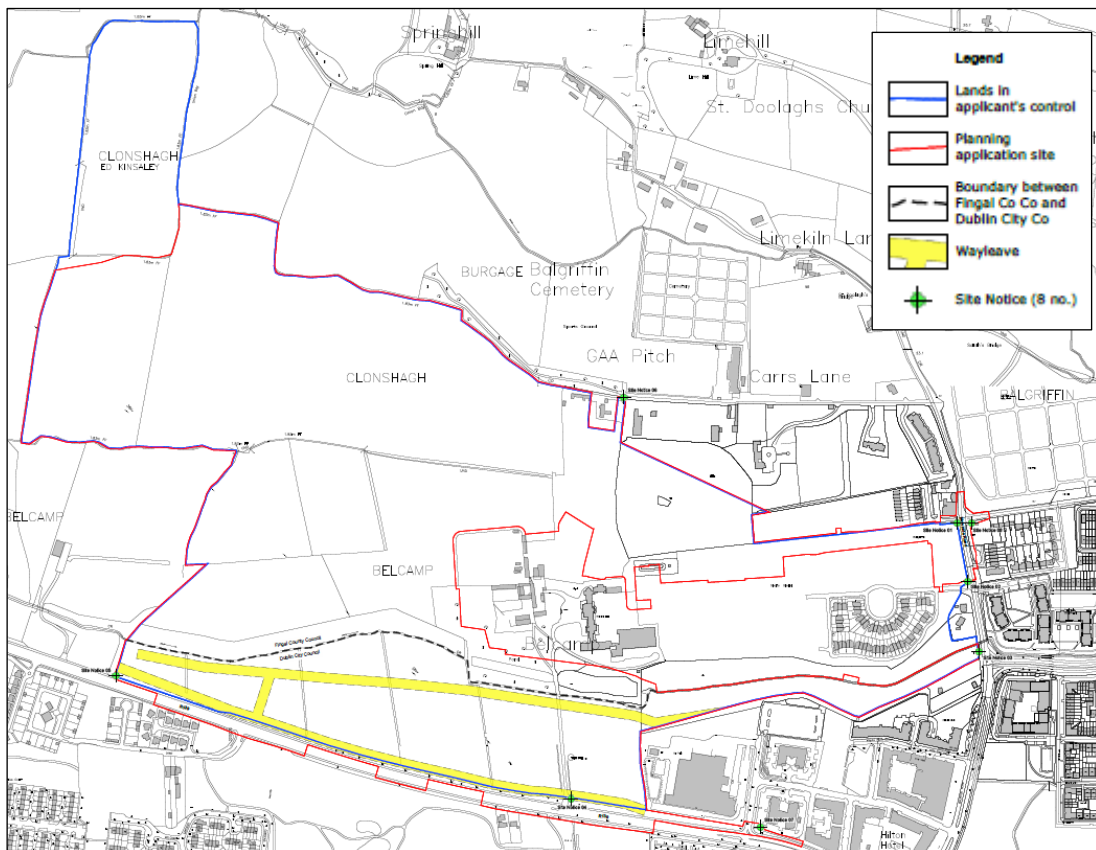


Figure 2: Site Location Plan

### 3.0 RELEVANT PLANNING HISTORY

Downey have carried out an examination of the planning history of the subject site which determined that there have been a number of planning applications made on the overall landholding of the subject lands. The most relevant planning history is as follows:

- **Reg. Ref. F05A/1388** – By Order dated 1st March 2007, Fingal County Council granted planning permission to Gannon Homes Limited for alterations to and change of use at Belcamp College, a Protected Structure. The proposed development relates only to later 19th and 20th century parts of the complex, being the northern residential annexe and the southern T shaped brick wing, and consists of the change of use from school with residential component to apartment dwellings with consequential alterations to the internal arrangements and to fenestration on all elevations, 9 one bedroom, 20 two bedroom and 1 three bedroom apartments are to be provided together with associated parking, landscaping and engineering works, all accessed from existing access from N32 Road, Belcamp; on lands at Belcamp College, Malahide Road, Balgriffin, Dublin 13.
- **Reg. Ref F15A/0609 (ABP Ref. PL06F.248052)** – By Order dated 28<sup>th</sup> June 2017, An Bord Pleanála granted planning permission to Gannon Properties for a development of houses, apartments and shops and the change of use of Belcamp Hall, a Protected Structure (RPS No. 463), and its associated later extensions from educational uses to residential use, the chapel and the room in the north east part of Belcamp Hall ground floor to a community use, the three storey building on the north east to residential, cafe and childcare use. The works involve the refurbishment of Belcamp Hall and its later extension to provide 34 apartments (15 no. 1-bed, 13 no. 2-bed, 5 no. 3-bed and 1 no. 4-bed) and comprise the general repair and conservation of the existing buildings, and other works as is necessary to adapt the buildings to their new uses. The works to the Georgian House involve the general repair and conservation of the historic building fabric, upgrading the floors and installation of a new pitched roof. The works to the existing extensions to the south involve the complete refurbishment and fit out of the fire damaged blocks including installing new pitched roofs with dormer windows and the installation of balconies. An existing stair on the southeast will be demolished and a replacement staircase constructed. An additional floor will be inserted into the southern block to provide additional accommodation at roof level. The works to the chapel involve the repair, conservation and reinstatement of the building fabric and its fittings and works to adapt it to its new use. The three-storey building to the north will be extended and converted to residential use on the first-floor level, restaurant use on the ground floor and part basement level and a childcare facility at basement level. External brickwork and stone will be re-pointed and cleaned, and rainwater goods and leadwork replaced. Decorative metal railings will be reinstated. Disabled access facilities will be provided to the chapel. New mechanical, electrical and waste services will be installed throughout. The works will also include external works, hard and soft landscaping, underground services, repairs to the external entrance stone bridge and other external stone paved features. The existing stone pillars and gates at the Malahide Road entrance to be relocated to a position within the development. The new works comprise: a courtyard of 27 dwellings (6 no. three storey 3-bed houses and one 3 storey block containing 8 no. 1-bed, 1 no. 2-bed & 1 no. 3-bed apartments, 5 no. 2-bed & 1 no. 3-bed duplex live/work units, and 5 no. 3-bed duplex units) and 1 no.



corner retail unit (51m<sup>2</sup>), on lands east of the walled garden; and one 3-4 storey block of 47 apartments (12 no. 1-bed, 32 no. 2-bed & 3 no. 3-bed); one 3 storey block of 16 apartments (4 no. 1-bed, & 12 no. 2-bed) over 8 no. retail units (621.5m<sup>2</sup> gross area); and 139 no. terraced, semi-detached and detached 2 storey houses (3 no. 2-bed, 86 no. 3-bed and 50 no. 4-bed) on lands between Belcamp Hall and Malahide Road. The development will include associated roads and infrastructure including a new east-west main road; services networks; 524 no. car parking spaces (incl. 273 on-curtilage); 118 no. bicycle spaces; bin stores; landscaping works including regeneration of existing woodland and provision of foot paths along Mayne River valley east and south of Belcamp Hall and protection and management of walled garden and woodland west of Belcamp Hall; and all associated ancillary and site works; all on a site of c.15.3ha, on lands bounded by the Malahide Road to the east, Mayne River to the south and development lands to the west and north, with access from the Malahide Road.

- **Reg. Ref F18A/0058** - By Order dated 16<sup>th</sup> May 2018, Fingal County Council granted planning permission to Gannon Properties for amendments to permitted development Reg. Ref. F15A/0609, PL06F.248052, at Belcamp, a protected structure (RPS No. 463), to replace 9 no. three storey bedroom houses with 8 no. two storey three-bedroom houses, on a 0.19ha portion of the lands, with access from Malahide Road. The development includes 16 no. on-curtilage car parking spaces and all associated and ancillary site works; on lands at Belcamp, Malahide Road, Dublin 17.
- **Reg. Ref F19A/0220** - By Order dated 20<sup>th</sup> August 2019, Fingal County Council granted planning permission to Gannon Properties for Amendments to permitted developments Reg. Ref. F15A/0609, PL06F.248052 and F18A/0058 (a protected structure, RPS No. 463) to replace 83 no. two storey houses comprising 1 no. 2-bedroom house, 44 no. 3-bedroom houses and 38 no. 4-bedroom houses, with 89 no. two storey houses comprising 58 no. 3-bedroom houses and 31 no. 4-bedroom houses, on a 2.27ha portion of the lands, with access from Malahide Road. The development includes 178 no. on-curtilage car parking spaces and all associated and ancillary site works; on lands at Belcamp, Malahide Road, Dublin 17.
- **Reg. Ref F19A/0221** - By Order dated 20<sup>th</sup> August 2019, Fingal County Council granted planning permission to Gannon Properties for amendments to permitted development Reg. Ref. F15A/0609, PL06F.248052 at Belcamp, a Protected Structure (RPS No. 463), comprising revisions to layout and house types of 49 no. two storey houses comprising 37 no. 3-bedroom houses and 12 no. 4-bedroom houses on a 1.21ha portion of the lands, with access from the Malahide Road. The development includes 98 no. on-curtilage car parking spaces and all associated and ancillary site works; on lands at Belcamp, Malahide Road, Dublin 17.
- **Reg. Ref F21A/0401** - By Ordered dated 3<sup>rd</sup> November 2021 Fingal County Council granted planning permission to Gerard Gannon Properties for the construction of 78 no. residential units comprising 58 no. houses (41 no. two storey 3-beds, 12 no. two storey 4-beds and 5 no. three storey 4-beds, all with associated car parking, and one no. three storey multi-dwelling block consisting of 10 no. own-door duplex units (6 no. 2-beds and 4 no. 3-beds), 2 no. 2-beds own-door triplex units, and 8 no. apartments (6 no. 1-beds and 2 no. 2-beds), all provided with private balconies/terraces and associated car parking and bicycle parking; landscaping; boundary treatments; public lighting; and all associated site infrastructure and engineering works necessary to facilitate the development. An appeal was subsequently lodged on 26th November 2021 and is now under consideration by An Bord Pleanála. This development is located lands at Belcamp, Malahide Road, Dublin 17.

- **Reg. Ref F21A/0488** – By Order dated 28<sup>th</sup> January 2022 Fingal County Council granted planning permission to Gerard Gannon Properties for the construction of 77 no. residential units across 2 no. apartment blocks as follows; Block 1, a part 3 and part 4 storey apartment block comprising 51 no. units (16 no. 1 bedrooms; 33 no. 2 bedrooms and 2 no. 3 bedroom units) with balconies/terraces to all units. Block 2, a part 3 and part 4 storey apartment block comprising 26 no. units (4 no. 1 bedrooms and 22 no. 2 bedroom units) with balconies/terraces to all units. The development also to include 65 no. surface level parking spaces, 184 no. bicycle parking spaces, bin stores, landscaping and boundary treatments. An appeal has subsequently been lodged on 23<sup>rd</sup> February 2022 and is now under consideration by An Bord Pleanála. It is important to note that Blocks 1 & 2 also form part of the site that was previously omitted by way of Condition No. 2 that was attached to the parent planning permission granted under Reg. Ref. F15A/0609; ABP Ref. PL06F.248052. This development is located lands at Belcamp, Malahide Road, Dublin 17.
- **Reg. Ref F15A/0609/E1** – By Order Dated 24<sup>th</sup> March 2022, Fingal County Council Granted an Extension of Duration of Permission on the parent permission ABP Ref. PL06F.248052, for a period of 5 years, expiring on the 28<sup>th</sup> June 2027.

There is a live planning application lodged to Fingal County Council in relation to the overall Belcamp lands. This applications are currently being assessed and comprise of the following:

- **Reg. Ref F22A/0136** – On 16<sup>th</sup> March Gerard Gannon Properties submitted a planning application to Fingal County Council for a development consisting of a 4 storey mixed use building (Block 3) comprising 40 no. residential units (6 no. 1 bedroom units and 34. no 2 bedroom units) with balconies/terraces, a childcare facility over ground and first floor levels with outdoor play area, refuse storage, plant and bike storage area at ground floor level, all with associated car parking and bicycle parking, landscaping, boundary treatments, public lighting and all associated site and engineering works necessary to facilitate the development. Planning permission is also sought for a single storey cafe structure within the walled garden (protected structure) with an associated terrace area, pergola, retractable awnings, and associated signage, with maintenance store, vehicular service access with gates, boundary treatments, detailed walled garden landscaping proposals including a natural play area (on foot of planning permissions granted under Reg Refs F15A/0609, PL06F 248052, F18A/0058, F19A/0220, F19A/0221). Additionally, the proposed development also includes an additional section of new road infrastructure pertaining to the East West Link Road on foot of planning permissions granted under Reg Refs F15A/0609, PL06F.248052, F18A/0058, F19A/0220 and F19A/0221). It's important to note that Block 3 and the childcare facility form part of the site that was previously omitted by way of Condition No. 2 that was attached to the parent planning permission granted under Reg. Ref. F15A/0609; ABP Ref. PL06F.248052

Downey, Chartered Town Planners, understand that this represents the full extent of the planning history pertaining to the subject site. It is important to emphasise that the proposed development represents the completion of the Belcamp lands, providing a design, layout and scale which reflects the pattern of the permitted developments in earlier phases and will blend seamlessly with the surrounding area.

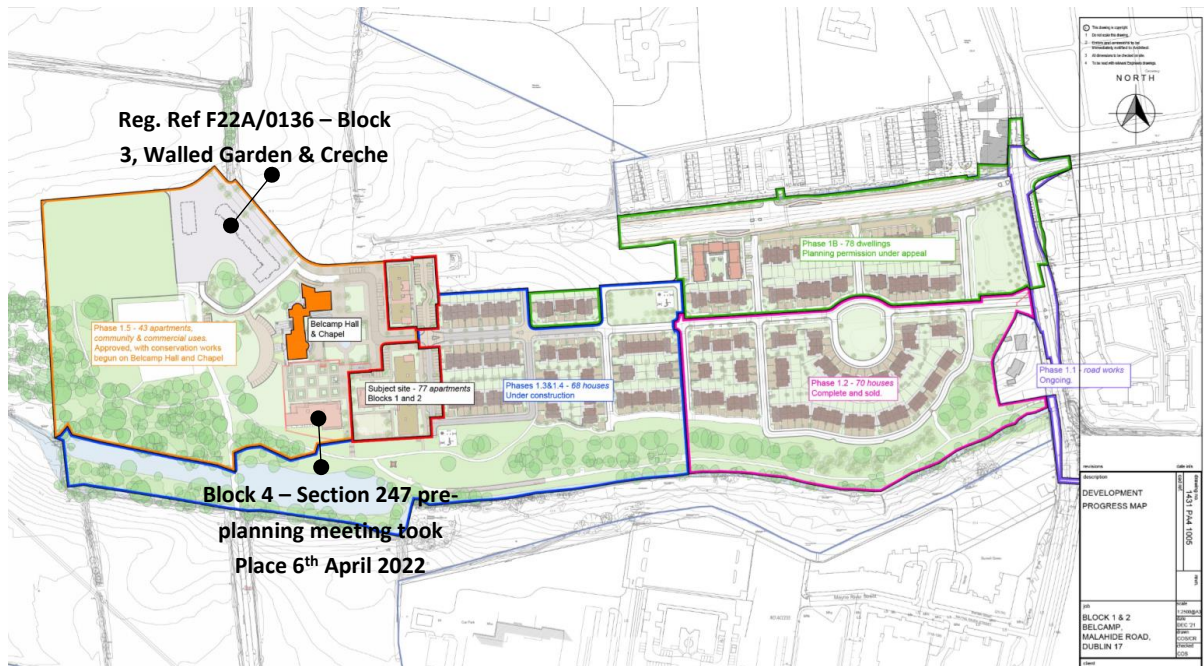


Figure 3: Development Progress Map, the parent application Reg. Ref F15A/0609 (ABP Ref. PL06F.248052)

### 3.1 Development Progress - lands at Belcamp Hall

The parent permission on the Belcamp lands was first granted on 28<sup>th</sup> June 2017. Development of the land has been phased, as per Condition No. 2 attached to Reg. Ref F15A/0609 (ABP Ref. PL06F.248052) which states:

*Prior to the commencement of the proposed development, a revised site layout plan shall be submitted to, and agreed in writing with, the planning authority omitting Block numbers 1, 2, 3, 4A, 4B and 5 from the development. Prior to the completion of the 49th residential unit, a separate planning application in respect of the parcels of land associated with Block numbers 1, 2, 3 and 5 shall be submitted. Provision shall be made for a childcare facility within this application to meet the requirements of the overall application site.*

There are currently 181 approved units within the overall development of Belcamp Hall, of which:

- Construction Phase 1 - 70 houses (39%) are now complete and sold
- Construction Phase 2 – 68 dwellings (38%) are near completion with 7 no. occupied

Full occupancy of the above 138 no. units is expected by September 2022. Additionally:

- 7 apartments (4%) and commercial areas are subject to a new planning application
- 36 apartments (19%) (Block 6) construction has not begun.

Significant works and progress have been made on the Belcamp Lands., with 77% of approved units completed or near completion. The applicant is eager to continue works on the parent permission – there is 1 no. live planning permission omitted by way of Condition No. 2 attached to the parent

application under consideration by Fingal County Council. (Block 3 & Walled Garden) Block 1 & 2 are currently the subject of an appeal and there is an additional application under consideration by the Board known as Phase 1B. A Section 247 meeting has taken place for Block 4, omitted by way of condition from the parent application, and the applicant's design team are planning for lodgement; please see above Development Progress Map.

In relation to infrastructure on the site:

- 1a infrastructure substantially complete, 1.3 and 1.4 infrastructure 60% complete
- Open space to crescent and woodland path to phase 1a complete
- Play areas to phase 1b and Washington drive delivery in 2022, remainder of woodland walk to lakes to be completed this year.

### **Restoration works of Belcamp Hall:**

Belcamp Hall has been devastated two an arsons attack which occurred in 2018 & 2020, these disrupted and set back months of restoration works. The 2020 fire destroyed the historic fabric of Belcamp Hall leaving only some elements of the original elements of the internal fabric and materials. The restoration is now at a juncture where a new planning permission is required. Despite this disruption, efforts have continued to restore Belcamp Hall. Details on progress include:

- A Proposed Procedure of Works on Belcamp House, was written by Sheehan & Barry, Architectural Conservation Specialists, in June 2021.
- Increased security of the building and site has been provided, including security fencing, cctv and mobile security patrols.
- Declarations under Section 5 have been submitted to Fingal County Council, including FS5/023/21 & FS5/023/21, which related to the recovery and analysis of building debris, the removal of building fabric remains, the re-instatement of Belcamp House south elevation and reinstatement of chapel roof.
- Scaffolding is in place in the Chapel.
- Works to roof ongoing including new roof trusses.
- Conservation Architect David Averill of Sheehan & Barry Architects has been in contact with the National Museum on behalf of the applicant to arrange independent assessment and discuss the storage arrangement of Harry Clarke-stained glass windows.
- Monthly meetings have continued between the conservation team and the Planning Authority.
- The Conservation Section of Fingal County and the applications conservation have completed site visits and a request for a Section 247 Pre-planning meeting is now being prepared.

Due to the extent and nature of the restoration works, the applicant has made a decision to appeal a Condition attached to both F21A/0488 & F21A/0401 which states:

*All restoration works which were permitted under Phase 1 (PL06F.248052) and any subsequent permission requirements should be completed to deliver the conservation and refurbishment of the Protected Structure to the satisfaction of the Planning Authority prior to the occupation of any unit permitted under this permission of*

*development. REASON: In the interest of the restoration of a Protected Structure and to accord with Objective Balgriffin/Belcamp 5.*

The applicant's decision to appeal this Condition attached to F21A/0488 & F21A/0401 is justified. Downey respectfully put forward the opinion that the development and sale of houses needs to continue in order to fund the restoration of Belcamp and thus the applicant's decision to appeal Condition 3 attached to F21A/0488 is justified. Furthermore, given the history of vandalism and arson attacks at this site; it is within the security interests of the restoration project that development and occupation of dwellings continues to ensure passive surveillance, activity and continued safeguarding of Belcamp Hall. Furthermore, the Planning Authority have accepted a re-wording of this condition, which respects the continued development and sale of units on the lands. As stated within Fingal County Councils Response to the Appeal of F21A/0401 dated 16<sup>th</sup> December:

*"In the event that the Board is minded to amend the condition the Planning Authority would consider the following re-wording which would omit the requirement for the Protected Structure to be occupied:*

*All restoration works which were permitted under Phase 1 (PL06F.248052) or any deviations permitted from that permission shall be completed to deliver the conservation and refurbishment of the Protected Structure prior to the occupation of any unit permitted under this permission of development".*



**Figure 4: Chapel roof repairs underway**

## **4.0 PRE-APPLICATION CONSULTATION**

### **4.1 Pre-Application Consultation with Dublin City Council**

The formal Section 247 Pre-Application Consultation with the Planning Authority required under the Planning and Development (Housing) and Residential Tenancies Act 2016 took place on four separate occasions, with an initial meeting taking place on 31<sup>st</sup> May 2018 in the offices of Dublin City Council, and the remaining meetings on 18<sup>th</sup> January 2021, 12<sup>th</sup> March 2021, and 1<sup>st</sup> July 2021, via MS Teams.

These consultation meetings set out the surrounding context outlining the recent grants of permission in the surrounding area; the proposed development itself including future development of the overall landholding for Belcamp, links and permeability across the site, open space provision, drainage, roads, architectural design, etc.

These consultations resulted in the design team giving further due consideration to the design of the proposed development, namely strategic site considerations to be considered, including a key element of the overall site strategy layout: a path taken by the proposed Belcamp Parkway, a north-south arterial road forming a junction with the R139. The design proposal for the meeting on 12<sup>th</sup> March 2021 introduced a T-Junction layout arrangement along the edge of the river Mayne which was considered too dominant within the scheme. As such, a less impactful option is now proposed.

It is considered that these consultations ultimately helped to inform the design of the proposed development and revisions from the Stage 1 proposals are now submitted for this Stage 3 application.



*Figure 5: Site Layout as submitted to Dublin City County at Stage 1 - 247 Meeting on 01.07.21*

## 4.2 Pre-Application Consultation with Fingal County Council

The formal Section 247 Pre-Application Consultation with the Planning Authority required under the Planning and Development (Housing) and Residential Tenancies Act 2016 took place on two separate occasions, with an initial formal meeting taking place on 16<sup>th</sup> March 2021, and a subsequent meeting on 15<sup>th</sup> June 2021, both held online via MS Teams.

These consultation meetings set out the surrounding context outlining the recent grants of permission in the surrounding area, the proposed development itself including future development of the overall landholding for Belcamp, links and permeability across the site, open space provision, drainage, roads, architectural design, built heritage context, etc.

These consultations resulted in the design team giving further due consideration to the design of the proposed development, a redesign was essentially undertaken between the initial consultation and the design tabled at the final consultation meeting.

It is considered that these consultations ultimately helped to inform the design of the proposed development now submitted for this Stage 3 application.



Figure 6: Site Layout as submitted to Fingal County Council at Stage 1 - 247 Meeting on 15.06.21

### 4.3 Part V Engagement

Part V of the Planning and Development Act, 2000 (as amended) applies to the proposed development. In order to reach an agreement regarding compliance with Section 96 of Part V of the Planning and Development Act, 2000 (as amended), Eva Bridgeman of Downey Planning liaised with Marina Rennicks of the Housing Department of Fingal County Council and Dublin City Council regarding the proposed development.

The Housing Department of both Fingal County Council & Dublin City Council were informed of the proposed development consisting of a total of 2,527 no. new housing units which would generate a requirement for no. 532 residential units for Part V Social and Affordable Housing, i.e., 20% of the overall units proposed. The allocation of Part V units will occur throughout the 3 phases of the development and will result in 259 no. for Fingal County Council and 273 no. for Dublin City Council.

The 532 no. units designated for Part V, i.e., 20% of the units proposed within the two local authority lands, have been identified on the architectural drawings and detailed schedule of accommodation (Housing Quality Assessment) prepared by CCK Architects. These units are identified in the enclosed

Drawing No. 1902 P 040 titled 'Site Plan – Part V Layout' prepared by CCK Architects. An extract of 'Site Plan – Part V Layout' is shown in the Figure below:

In accordance with the Council's requirements, indicative costings are enclosed as part of this planning application. Validation letters from the Housing Department of Fingal County Council & Dublin City Council are also enclosed with this planning application. Thus, it is considered that the proposal meets the requirements of Part V of the Planning and Development Act, 2000 (as amended).

#### **4.4 Pre-Application Consultation Meeting with An Bord Pleanála**

The Pre-Application Consultation with An Bord Pleanála required under the Planning and Development (Housing) and Residential Tenancies Act 2016 took place on 24<sup>th</sup> November 2021, via MS Teams.

Those in attendance from An Bord Pleanála included Stephen O'Sullivan (Assistant Director of Planning), Karen Hamilton (Senior Planning Inspector) and Hannah Cullen (Executive Officer), representing the applicant was Michael Crowe (CCK Architects), David Averill (Sheehan & Barry Architects), Dan Egan (TBS Landscape), Andrew Archer & Andy Worsnop (SYSTRA), John Downey, Eva Bridgeman and Donal Duffy (Downey). In attendance representing Dublin City Council was David Freeland (Assistant Planner), Diarmuid Murphy (Senior Executive Planner) & Edel Kelly (Senior Transportation Officer). Additionally, in attendance for Fingal County Council was Sean Walsh (Senior Executive Planner), Kathy Tuck (Executive Planner), Linda Lally (Senior Executive Engineer), Daragh Sheedy (Executive Engineer), Mark Finnegan (Executive Parks Superintendent) & Helena Bergin (Senior Executive Arch. Conservation Officer).

The site layout plan submitted as part of this 247 Pre-Application Consultation with An Bord Pleanála is presented in Figure below:



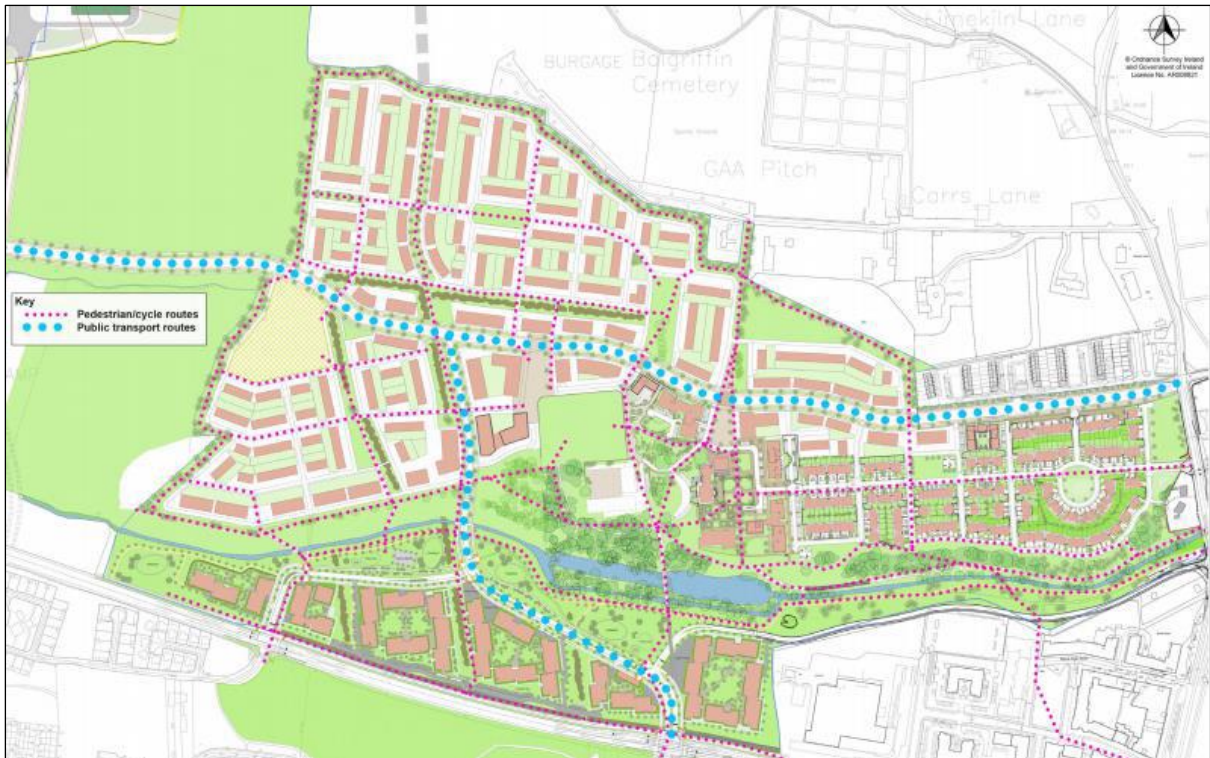


Figure 7: Overall Site Plan as submitted at Stage 2 Pre-Planning

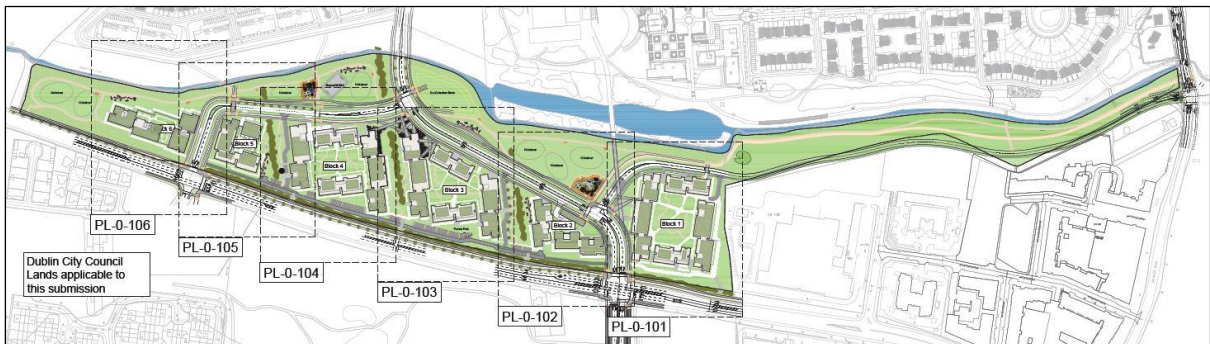


Figure 8: DCC Lands Site Plan as submitted at Stage 2 Pre-Planning



**Figure 9: Proposed Site Plan, FCC site Stage 2 Pre-Planning**

In January 2022, An Bord Pleanála issued the notice of pre-application consultation opinion for the proposed development, under case reference ABP-311570-21. Having regard to the above, the opinion states that An Bord Pleanála *“is of the opinion that the documents submitted with the request to enter into consultations require further consideration and amendment to constitute a reasonable basis for an application for strategic housing development”* and notes 3 no. items that required further consideration. These are discussed in full under separate cover within the Statement of Response, prepared by Downey Planning. It is noted that the relevant architects and Waterman Moylan Consulting Engineers have also provided responses to items raised as part of their reports.

The opinion further states that, *“in addition to the requirements as specified in articles 297 and 298 of the Planning and Development (Strategic Housing Development) Regulations 2017, the following specific information should be submitted with any application for permission”*, and notes 10 no. items to be submitted with the application.

1. *Additional Computer-Generated Images (CGIs) and visualisation/cross section drawings showing the proposed development in the context of the existing residential and commercial properties surrounding the site and the proposed development at key landmark views.*
2. *A report that specifically addresses the proposed materials and finishes to the scheme including specific detailing of finishes, the treatment of balconies in the apartment buildings, landscaped areas, pathways, entrances, boundary treatment/s and*

*neighbourhood/commercial centre. Particular regard should be had to the requirement to provide high quality and sustainable finishes and details which seek to create a distinctive character for the development. The documents should also have regard to the long-term management and maintenance of the proposed development and a life cycle report for the apartments in accordance with section 6.3 of the Sustainable Urban Housing: Design Standards for New Apartments (2020).*

- 3. An updated Conservation Impact Assessment which includes justification for the design and layout, having regard to the location adjacent to Belcamp House, and include a phasing and delivery schedule detailed the restoration works for Belcamp House.*
- 4. A Retail Impact Assessment, clearly demonstrating that the quantum of retail and commercial service proposed is sufficient to serve the proposed population within the site.*
- 5. A Taking in charge map.*
- 6. A report that addresses the contents of the submission from Irish Water (dated 8th of November 2021) concerning the need to ensure no impact on the proposed future wastewater treatment plant adjacent to the proposed development. In addition, the report shall address the concerns raised in relation to the need for a detailed Local Network Plan (Master Plan) of the Development Area, including water distribution and wastewater collection networks servicing the planned building blocks.*
- 7. A detailed landscaping plan clearly illustrating the quantum and functionality of all areas designated for communal and public open space. The landscaping details shall include, inter alia, designated communal open space, the inclusion of useable space for play provision necessary to comply with Section 4.13 of the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities and the design, a detailed trees survey and proposed tree planting scheme and shall clearly indicate the quantum and designated areas of useable public open space.*
- 8. A quantitative and qualitative assessment which provides a breakdown of the public and communal open space areas. This assessment should include a detailed landscape plan including the provision of communal amenity spaces and play facilities in line with the Sustainable Urban Housing: Design Standards for New Apartments (2020) and the requirements of Fingal County Council Parks Department.*
- 9. An updated Sunlight/Daylight/Overshadowing analysis showing an acceptable level of residential amenity for future occupiers and existing residents, which includes details on the standards achieved within the proposed residential units, in private and shared open space, and in public areas within the development and in adjacent properties. This report should address the full extent of requirements of BRE209/BS2011, as applicable.*
- 10. In accordance with section 5(5)(b) of the Act of 2016, as amended, any application made on foot of this opinion should be accompanied by a statement that in the prospective applicant's opinion the proposal is consistent with the relevant objectives of the development plan for the area. Such statement should have regard to the development plan or local area plan in place or, likely to be in place, at the date of the*

*decision of the Board in respect of any application for permission under section 4 of the Act.*

For the detailed response to this opinion and to source the requested information within the application documentation, please refer to the 'Statement of Response to An Bord Pleanála's Pre-Application Consultation Opinion' prepared by Downey.

At this juncture, it is also important to note that this application now being submitted for a proposed Strategic Housing Development at Belcamp is the result of further pre-application consultation between the relevant design team consultants and the Water Services, Transport & Roads Departments of Fingal County Council & Dublin City Council following receipt of the Board's Pre-Application Consultation Opinion, prior to the formal lodgement of the application.

## 5.0 DESCRIPTION AND MERITS OF THE PROPOSED DEVELOPMENT

### 5.1 Development Description

The proposed development at Belcamp will create a new neighbourhood between the Malahide Road and the R139, in the unique setting of the Belcamp Hall lands and Dublin's Northern City Fringe. Overall, the proposed design has been influenced by the existing natural environment, the historic fabric as well as the established urban environment which has grown from Clongriffin Train Station. A 10-year permission is sought by the applicant for the development of 2527 no. residential units (473 no. houses, 1780 no. apartments, and 274 no. duplex units) together with high quality public amenity provision, commercial uses, a prospective school site, infrastructural road network to IDA Lands and a new urban edged along the R139.

Within the functional area of Fingal, the Belcamp Hall lands can support a new residential district linking to the parent application Reg. Ref F15A/0609 (ABP Ref. PL06F.248052) and has been designed cognisant of the setting of Belcamp Hall & Chapel and other landmark features such as the Walled Garden. At Belcamp south, located within the administrative boundary of Dublin City Council the design approach has successfully used the guiding principles of *SDRA 1 North Fringe Clongriffin-Belmayne*, including:

- The creation of a mixed uses urban district with duplex, apartments, commercial, communal space, public space & playground equipment near public transport nodes (Dublin Bus routes & Clongriffin Station). Additionally, the scheme includes build-to-rent, social and private units which will provide better age, tenure, and social mix.
- The proposed design creates a successful urban edge along the R139, which opens and connects to the River Mayne Walkway and the Belcamp Lands.
- The design focus successfully integrates the proposed development with the existing community in Belcamp and wider Belmayne area.

The following sections will discuss the proposed development in further detail including the Five-Strand Theme design strategy, the character areas within the overall lands and details on the proposed development as it related the two Local Authority areas. The reader is invited to refer to the Statement of Consistency for full details on the development's compliance with National, Regional and Local

Planning Policy. Additionally, for full details on the architectural and landscape design for each Local Authority Area the Board are invited to refer to CCK Architecture and TBD Landscape drawings & documentation in relation to the Fingal lands and Wilson Architecture and RMDA Landscape drawings & documentation in relation to the Dublin City Lands. Moreover, for full details site assessment across a range of disciplines including conservation, engineering, transport, ecology, sun light/day light & arboriculture please see relevant documentation and drawings prepared by the multidisciplinary site assessment and design teams.

The proposed development, as per the description contained within the statutory planning notices, provides for:

*The development will consist of the construction of a mixed-use development comprising of 2527 no. residential units (473 no. houses, 1780 no. apartments, and 274 no. duplex units) of which 1969 no. units are residential and 558 no. apartment units are 'build-to-rent' residential, ancillary residential amenity facilities, 2 no. childcare facilities, 1 no. sports changing facilities building, 18 no. retail units and 3 no. cafés/restaurants, all of which will be provided as follows:*

- *473 no. residential houses (16 no. 2 bed houses, 385 no. 3 bed houses, and 72 no. 4 bed houses) semi-detached, end-terraced, and mid-terraced houses ranging from two to three storeys in height;*
- *Duplex Block 1.1 containing a total of 18 no. units comprising of 4 no. 1 bed units, 8 no. 2 bed units, and 6 no. 3 bed units, in a building four storeys in height, and all units provided with private balconies/terraces to north and south elevations; internal bike store and bin store at ground floor level; undercroft car parking and car parking within the shared parking court;*
- *Duplex Block 1.2 containing a total of 18 no. units comprising of 4 no. 1 bed units, 8 no. 2 bed units, and 6 no. 3 bed units, in a building four storeys in height, and all units provided with private balconies/terraces to north and south elevations; internal bike store and bin store at ground floor level; undercroft car parking and car parking within the shared parking court;*
- *Duplex Block 1.3 containing a total of 18 no. units comprising of 4 no. 1 bed units, 8 no. 2 bed units, and 6 no. 3 bed units, in a building four storeys in height, and all units provided with private balconies/terraces to north and south elevations; internal bike store and bin store at ground floor level; undercroft car parking and car parking within the shared parking court;*
- *Duplex Block 1.4 containing a total of 18 no. units comprising of 4 no. 1 bed units, 8 no. 2 bed units, and 6 no. 3 bed units, in a building four storeys in height, and all units provided with private balconies/terraces to north and south elevations; internal bike store and bin store at ground floor level; undercroft car parking and car parking within the shared parking court;*
- *Duplex Block 1.5 containing a total of 18 no. units comprising of 4 no. 1 bed units, 8 no. 2 bed units, and 6 no. 3 bed units, in a building four storeys in height, and all units provided with private balconies/terraces to north and south elevations; internal bike store and bin store at ground floor level; undercroft car parking and car parking within the shared parking court;*
- *Duplex Block 2.1 containing a total of 8 no. units comprising of 8 no. 3 bed units, in a building four storeys in height, and all units provided with private balconies/terraces to south elevations; separate single storey bike store and bin store; car parking; and bicycle parking;*
- *Duplex Block 2.2 containing a total of 16 no. units comprising of 16 no. 3 bed units, in a building four storeys in height, and all units provided with private balconies/terraces to west elevation; separate single storey bike store and bin store; car parking within the shared parking court; and bicycle parking;*

- Duplex Block 2.3 containing a total of 16 no. units comprising of 16 no. 3 bed units, in a building four storeys in height, and all units provided with private balconies/terraces to east elevation; separate single storey bike store and bin store; car parking within the shared parking court; and bicycle parking;
- Duplex Block 2.4 containing a total of 8 no. units comprising of 8 no. 3 bed units, in a building one to four storeys in height, and all units provided with private balconies/terraces to west elevation; separate single storey bike store and bin store; car parking within the shared parking court; and bicycle parking (Duplex Block 2.4 is adjoined to Duplex Block 2.5 via single storey bike store);
- Duplex Block 2.5 containing a total of 12 no. units comprising of 12 no. 3 bed units, in a building one to four storeys in height, and all units provided with private balconies/terraces to south-west elevation; internal bike store; separate single storey bike store and bin store; car parking within the shared parking court and bicycle spaces, (Duplex Block 2.5 is adjoined to Duplex Block 2.4 via single storey bike store);
- Duplex Block 2.6 containing a total of 16 no. units comprising of 16 no. 3 bed units, in a building four storeys in height, and all units provided with private balconies/terraces to south elevation; separate single storey bike store and bin store; car parking within the shared parking court; and bicycle parking;
- Duplex Block 3.1 containing a total of 12 no. units comprising of 12 no. 3 bed units, in a building four storeys in height, and all units provided with private balconies/terraces to north and south elevations; separate single storey bike store and bin store; on-street car parking and car parking within the shared parking court; and bicycle parking;
- Duplex Block 3.2 containing a total of 12 no. units comprising of 12 no. 3 bed units, in a building one to four storeys in height, and all units provided with private balconies/terraces to north and south elevations; internal bike store; access to shared single storey bin store and bike store; car parking within the shared parking court; and bicycle spaces (Duplex Blocks 3.2, 3.3, 3.4 and 3.5 are all adjoined via single storey bike stores);
- Duplex Block 3.3 containing a total of 12 no. units comprising of 2 no. 1 bed units and 10 no. 3 bed units, in a building one to four storeys in height, and all units provided with private balconies/terraces to north and south elevations; internal bike store; access to shared single storey bin store and bike store; car parking within the shared parking court; and bicycle spaces (Duplex Blocks 3.2, 3.3, 3.4 and 3.5 are all adjoined via single storey bike stores);
- Duplex Block 3.4 containing a total of 12 no. units comprising of 2 no. 1 bed units and 10 no. 3 bed units, in a building one to four storeys in height, and all units provided with private balconies/terraces to north and south elevations; internal bike store; access to shared single storey bin store and bike store; car parking within the shared parking court; and bicycle spaces (Duplex Blocks 3.2, 3.3, 3.4 and 3.5 are all adjoined via single storey bike stores);
- Duplex Block 3.5 containing a total of 12 no. units comprising of 12 no. 3 bed units, in a building one to four storeys in height, and all units provided with private balconies/terraces to north and south elevations; internal bike store; access to shared single storey bin store; car parking within the shared parking court; and bicycle spaces (Duplex Blocks 3.2, 3.3, 3.4 and 3.5 are all adjoined via single storey bike stores);
- Duplex Block 3.6 containing a total of 16 no. units comprising of 16 no. 3 bed units, in a building four storeys in height, and all units provided with private balconies/terraces to east and west elevations; internal bike store; access to shared single storey bin store and bike store; car parking within the parking court; and bicycle spaces;

- Duplex Block 3.7 containing a total of 16 no. units comprising of 16 no. 3 bed units, in a building one to four storeys in height, and all units provided with private balconies/terraces to east and west elevations; internal bike store; access to shared single storey bin store and bike store; car parking within the shared parking court; and bicycle spaces;
- Duplex Block 3.8 containing a total of 8 no. units comprising of 8 no. 3 bed units, in a building one to four storeys in height, and all units provided with private balconies/terraces to east and west elevations; internal bike store; access to shared single storey bin store and bike store; car parking within the shared parking court; and bicycle spaces (Duplex Block 3.8 is adjoined to Duplex Block 3.9 via single storey bike store);
- Duplex Block 3.9 containing a total of 8 no. units comprising of 8 no. 3 bed units, in a building one to four storeys in height, and all units provided with private balconies/terraces to north-east and south-west elevations; internal bike store; access to shared single storey bin store and bike store; car parking within the shared parking court; and bicycle spaces (Duplex Block 3.9 is adjoined to Duplex Block 3.8 via single storey bike store);
- Apartment Block A containing a total of 23 no. units comprising of 8 no. 1 bed units and 15 no. 2 beds, with all units provided with private balconies/terraces to all elevations, in a building four storeys in height, with internal bicycle stores and bin stores at ground floor level; on-street car parking; and bicycle parking;
- Apartment Block B containing a total of 23 no. units comprising of 8 no. 1 bed units and 15 no. 2 beds, with all units provided with private balconies/terraces to all elevations, in a building four storeys in height, with internal bicycle stores and bin stores at ground floor level; on-street car parking; car parking within a parking court; and bicycle parking;
- Apartment Block C containing a total of 27 no. units comprising of 7 no. 1 bed units and 20 no. 2 beds, with all units provided with private balconies/terraces to south, east and west elevations, in a building four storeys in height, with internal bin stores and bike stores at ground floor level; car parking within a parking court; and bicycle parking;
- Apartment Block D is a mixed-use building containing a total of 42 no. units comprising of 22 no. 1 bed units, 15 no. 2 bed units and 5 no. 3 bed units, with all units provided with private balconies/terraces to all elevations, in a building three to five storeys in height, 1 no. café/restaurant unit and 7 no. retail units at ground floor level with associated signage; bin stores, bike stores and plant room at ground floor level; communal roof garden and ancillary residential amenity facilities including community rooms and communal work pods, all at penthouse level; on-street car parking; and bicycle parking;
- Apartment Block F is a mixed-use building containing a total of 103 no. units comprising of 44 no. 1 bed units, 56 no. 2 bed units and 3 no. 3 bed units, with all units provided with private balconies/terraces to all elevations, in a building one to five storeys over basement in height, 1 no. café/restaurant unit and 5 no. retail units at ground floor level with associated signage; undercroft car parking below landscaped podium; bin stores and bike stores at ground floor level; a basement with car parking, bin stores and plant room; on-street car parking; and bicycle parking;
- Apartment Block G is a mixed-use building containing a total of 65 no. units comprising of 29 no. 1 bed units and 36 no. 2 beds, with all units provided with private balconies/terraces to south, east and west elevations, in a building one to five storeys in height, with internal bin stores, bike stores and plant rooms at ground floor level; ESB sub-station at ground floor level; 1 no. retail unit at ground floor level with associated signage; communal roof garden at fourth floor level; undercroft car parking below landscaped podium; bin stores and bike stores; and bicycle parking;

- *Apartment Block H containing a total of 46 no. units comprising of 20 no. 1 bed units and 26 no. 2 beds, with all units provided with private balconies/terraces to south, east and west elevations, in a building five storeys in height, with internal bin stores and bike stores at ground floor level; undercroft car parking; on-street car parking; car parking within the shared parking court; and bicycle parking;*
- *Apartment Block J containing a total of 40 no. units comprising of 16 no. 1 bed units and 24 no. 2 beds, with all units provided with private balconies/terraces to south, east and west elevations, in a building five storeys in height, with internal bin stores and bike stores at ground floor level; 4 no. retail units at ground floor level with associated signage; undercroft car parking and car parking within the shared parking court; and bicycle parking;*
- *Apartment Block L containing a total of 46 no. units comprising of 20 no. 1 bed units and 26 no. 2 beds, with all units provided with private balconies/terraces to south, east and west elevations, in a building five storeys in height, with internal bin stores and bike stores at ground floor level; undercroft car parking; on-street car parking and car parking within the shared parking court; and bicycle parking;*
- *Apartment Block M containing a total of 56 no. units comprising of 24 no. 1 bed units and 32 no. 2 beds, with all units provided with private balconies/terraces to south, east and west elevations, in a building six storeys in height, with internal bin stores and bike stores at ground floor level; undercroft car parking and car parking within the shared parking court; and bicycle parking;*
- *Apartment Block N containing a total of 56 no. units comprising of 26 no. 1 bed units, 25 no. 2 beds, and 5 no. 3 beds, with all units provided with private balconies/terraces to south, east and west elevations, in a building five storeys in height, with internal bin stores, bike stores and plant rooms at ground floor level; on-street car parking and car parking within the shared parking court; and bicycle parking;*
- *Apartment Block P containing a total of 23 no. units comprising of 5 no. 1 bed units and 18 no. 2 beds, with all units provided with private balconies/terraces to all elevations, in a building five storeys in height, with internal bin stores, bike stores and plant rooms at ground floor level; on-street car parking and car parking within the shared parking court; and bicycle parking;*
- *1 no. childcare facility in a two-storey building, with associated outdoor play area, car parking and drop-off/visitor parking, bicycle parking, and bin stores;*
- *1 no. single storey sports changing facilities building with associated car parking and bicycle parking;*
- *Apartment Block 1 is 'built-to-rent' residential containing a total of 273 no. units comprising of 94 no. 1 bed units, 139 no. 2 beds, and 40 no. 3 bed units, with all units provided with private balconies/terraces to all elevations, in a building one to nine storeys in height, with internal bicycle stores, bin stores and plant rooms at ground floor level; ESB sub-station at ground floor level; ancillary residential amenity facilities at ground floor level including gym and amenity rooms; car parking within the undercroft car park below landscaped podium;*
- *Apartment Block 2 containing a total of 160 no. units comprising of 71 no. 1 bed units, 73 no. 2 beds, and 16 no. 3 bed units, with all units provided with private balconies/terraces to all elevations, in a building one to nine storeys in height, with internal bicycle stores, bin stores and plant rooms at ground floor level; ESB sub-station at ground floor level; ancillary residential amenity facilities at ground and first floor levels including multi-function room and communal rooms; and car parking within the undercroft car park below landscaped podium;*
- *Apartment Block 3 is a mixed-use building containing a total of 297 no. units comprising of 96 no. 1 bed units, 176 no. 2 beds, and 25 no. 3 bed units, with all units provided with private balconies/terraces to all elevations, in a building one to nine storeys in height, with internal bicycle stores, bin stores and*



*plant rooms at ground floor level; ESB sub-station at ground floor level; ancillary residential amenity facilities at ground floor level including amenity room; 1 no. childcare facility over ground and first floor level with outdoor play area at ground floor level with associated signage; 1 no. retail unit and 1 no. café/restaurant at ground floor level adjoining urban plaza, with associated signage; car parking within the undercroft car park below landscaped podium; and public bicycle parking at ground floor level;*

- *Apartment Block 4 is 'built-to-rent' residential containing a total of 285 no. units comprising of 70 no. 1 bed units, 178 no. 2 beds, and 37 no. 3 bed units, with all units provided with private balconies/terraces to all elevations, in a building one to nine storeys in height, with internal bicycle stores, bin stores and plant rooms at ground floor level; ancillary residential amenity facilities at ground and first floor levels including cinema room, gym, multi-purpose/amenity rooms; ESB sub-station at first floor level; car parking within the undercroft car park below landscaped podium, and on-street bicycle parking;*
- *Apartment Block 5 containing a total of 96 no. units comprising of 37 no. 1 bed units, 51 no. 2 beds, and 8 no. 3 bed units, with all units provided with private balconies/terraces to all elevations, in a building one to eight storeys in height, with internal bicycle stores, bin stores and plant rooms at ground floor level; ESB sub-station at ground floor level; ancillary residential amenity facilities at ground floor level including multi-function room; car parking within the undercroft car park below landscaped podium;*
- *Apartment Block 6 containing a total of 119 no. units comprising of 19 no. 1 bed units, 80 no. 2 beds, and 20 no. 3 bed units, with all units provided with private balconies/terraces to all elevations, in a building one to nine storeys in height, with internal bicycle stores, bin stores and plant rooms at ground floor level; ESB sub-station at ground floor level; ancillary residential amenity facilities at ground and first floor levels including amenity rooms; car parking within the undercroft car park and on-street, and bicycle parking.*

*The development will provide for a total of 2225 no. car parking spaces and a total of 5394 no. bicycle spaces within the scheme; new vehicular access onto Malahide Road (R107) and associated upgrade works including works to the R107/R123 junction (these upgrade works to the R107/R123 junction include the closing of the existing Belcamp Manor vehicular access off Malahide Road and the provision of a new vehicular access to Belcamp Manor via the proposed East West Link Road [EWLR]); provision of East West Link Road (EWLR) from Malahide Road including bus stops, bus terminus and on-street car parking; provision of north south road including on-street car parking with drop-off/visitor parking serving the childcare facility; 3 no. new vehicular accesses onto the R139 road which includes 1 no. Bus Gate and signalised junctions including toucan crossings, footpaths and cycle paths; upgrades to public realm including footpaths and cycle paths with links to Malahide Road (R107) and adjoining lands/developments, and works to repair with additional safety measures to the existing Mayne River lakes, weirs, culverts and crossings (bridges and causeways); additional Mayne River crossings (bridges and causeways) for vehicular and pedestrian/cycle access; ESNB infrastructure works to cables and masts; new pedestrian/cycle access to Carr's Lane; landscaping including play equipment, MUGA, 3 no. pieces of public art, boundary treatments, playing pitches, pocket parks, and urban plazas; public lighting; proposed reserved school site; and all associated engineering and site works necessary to facilitate the development.*

The key characteristics of the proposed development are set out below for the convenience of the Board:

|  |  |
|--|--|
| Site Area  | 67.6 (HA)                                |
| Development Area (Net)                           | 37.9 (HA)                                |
| No. of residential units                         | 2,527                                    |
| Houses   | 473                                      |
| Apartments                                       | 1,780                                    |
| Duplex Apartments                                | 274                                      |
| Apartments & Duplex Apartments                   |  |
| 1 Bedroom units                                  | 624                                      |
| 2 Bedroom units                                  | 989                                      |
| 3 Bedroom units                                  | 345                                      |
| No. of dual aspect apartments                    | 1,254                                    |
| Houses   |  |
| 4 Beds   | 72                                       |
| 3 Beds   | 385                                      |
| 2 Beds   | 16                                       |
| Gross Floor Area (excluding car parking & plant) | 282,174 sq.m.                            |
| Density (Net)                                    | 66.7                                     |
| Plot Ratio                                       | 0.59                                     |
| Site Coverage                                    | 24.9%                                    |
| Creche floor area (m2)                           | 1,114.7 sqm (2 no. childcare facilities) |
| Building heights                                 | 1-9 Storeys                              |
| Car parking spaces                               | 2,225                                    |
| Bicycle parking spaces                           | 5,394                                    |
| Public open space                                | 28.3 (HA)                                |
| Site % public open space:                        | 41.7                                     |
| Anticipated Population                           | Between 6,670 to 7,834 persons           |

## 5.2 Themes for Development Design

The proposed Strategic Housing Development is located on lands within the functional area of Dublin City Council and Fingal County Council. The overall design strategy has taken a Five-Strand Theme arising from the existing features and development plan objectives of the Belcamp lands. The proposed development lands at Belcamp hold unique natural, built, and historic heritage, which presents a wonderful opportunity to create a new neighbourhood of distinct character and identity.

### 1 - Natural Heritage and Biodiversity

The Belcamp lands are rich in biodiversity and natural features including woodland, a river valley and mature hedgerows marking historic field and townland boundaries. The Mayne River flows west to

east across the site, and this riparian zone establishes a broad green spine as a principal organising element of the site layout. These features have been utilised and enhanced within the landscape design and public realm strategy. This is particularly evident along the Mayne River Greenway and the Belcamp Green Infrastructure, both pedestrian and cycle routes which create connections throughout the lands with existing public space networks and key historic landmarks. The Board are invited to refer to the Belcamp Design Strategy prepared by TBS Landscape Architects for Details on the Public Realm Strategy which incorporate hedgerow & tree retention as well as natural drainage. All relevant Arboriculture and Ecological (NIS, AA and Wildlife) assessments have been undertaken as part of this application, please see relevant documentation of details on the natural heritage and biodiversity existing within the site.

## **2 – Architectural Heritage**

Belcamp Hall is a protected structure (RPS 463) and its scale, form and materiality will be respected in the design of the new building. The protected structure status includes a stone folly, the Washington Monument, as well as an icehouse, two ornamental lakes, a causeway, and a weir on the lower lake. An overarching theme of the development is to strengthen the historic triangle of, which includes Belcamp Hall + Chapel–Walled Garden. The necessary Architectural Heritage assessment has been prepared by Sheehan + Barry Conservation Architects. The setting of Belcamp Hall has been respected within the design strategy particularly in relation to the finishings, materials and building heights. The proposed development does not include alterations to any protected structure, however, there will be repairs repair with additional safety measures to the existing Mayne River weirs and crossings (bridges and causeways) and stabilisation of the historic Rock House and Icehouse. We would ask the reader to refer to the report prepared by CORA Consulting Engineers which examines the structural condition of the historic landscape structures and make recommendations for their stabilisation, repair, and conservation as appropriate.

## **3 - Connectivity & Movement**

The Belcamp site has the potential to improve permeability in the local area by creating new routes through the site. By increasing the number of site access points, pedestrian and cycle movement in the locality can be expanded with new connections crossing the Belcamp lands, from Carr's Lane in the north to the R139 and Darndale in the south, and from the existing settlements of Belmayne and Clongriffin in the east to lands zoned for employment uses in Clonshaugh to the west. Pedestrian and cycle priority is maintained throughout the site with green links, shared surface areas, bridges over the river and broad raised pedestrian crossings where desire lines cross the principal roads. Pedestrian and cycle movement is facilitated along the principal green spine of the Mayne River park, as well as along the biodiversity corridors through and around the site. A key feature in the design of wayfinding and permeability throughout the site has linking pedestrian routes with the new town square and key landmark such as the Walled Garden, the River Mayne Walkway and Belcamp Hall.



**Figure 10: Wayfinding throughout the site**

The proposed development also provides provision for the East-West-Link-Road, which is designed to facilitate continuation west beyond Belcamp, through the IDA zoned lands, in accordance with the Fingal Development Plan 2017-2023. This street has been designed to incorporate high quality public transport facilities including a dedicated bus lane in both directions and bus stops strategically located to serve the proposed development. There is also provision for active forms of transport including isolated cycle tracks, pedestrian crossings and continuous foot paths on either side. The Board are invited to refer to the Traffic and Transport Assessment prepared by Waterman Moylan



*Figure 11: View of the proposed East-West Link Road*

#### **4 – Placemaking**

Belcamp benefits from an existing built heritage that provides cues for making places in the new neighbourhood. With Belcamp Hall as a central focus, buildings and urban spaces can be arranged around it to create enclosure and frame views. The walled garden offers an opportunity for a formal garden space within the new urban environment, and a key public space linking to the woodland in the south-west and Belcamp Hall in the south-east. The result is a sequence of overlapping spaces providing variety and amenity as one moves through the scheme, with desire lines crossing spaces and delineating path routes. For full details on the placemaking strategy interventions and the design of public spaces please refer to relevant landscape and architecture drawings and documentation prepared as part of this application.

The proposed town square is a key element towards positive placemaking within the development lands, the town square can be defined as centrally located public square enclosed by residential blocks and human scale streets that relate strongly to the urban layout. The square is enclosed by 3/4 storey buildings of high architectural quality accommodating retail and offices. The proposed square provides a strong identity and distinctive sense of place. The design of the square provides for the following uses:

- Meeting place with seating areas in sheltered sunny locations
- Opportunity for weekend market/special local events
- Quality lighting to ensure safe night-time environment

Additionally, there is Class 1 Open Space for active recreation proposed as part of the development which includes playing pitches, gym, changing rooms and a clubhouse. Local public spaces, private open space, Local Green corridors, and communal courtyards have been incorporated throughout the site. Overall, the provision of public space and communal amenity are above minimum standards

required communal amenity, thus representing a high-quality development. For further details on how the provision of open space complies with the development standards set within the Dublin City Development Plans 2016-2022 and the Fingal Development Plan 2017-2023 please refer to the Statement of Consistency which has been prepared by Downey and submitted under a separate cover letter. For full details on the design of public open space throughout the site the Board are invited to refer to TBS Landscape Architects and RMDA Landscape drawings & reports prepared as part of this application.

## 5 – Strategic Infrastructure

The lands are subject to a development plan roads objective, which has potential to expand public transport routes from the south and east of the site to the west and facilitate future connections to Dublin Airport and its associated employment activities. A Specific Objective for a road proposal is indicated on Development Plan Map Sheet No. 9 of the current Fingal Development Plan 2017-2023. The road proposal comprises two routes crossing the Belcamp lands from east to west to the north of the protected structures, and from south to north to the west of the walled garden. These roads can be incorporated into the scheme as tree-lined avenues with active street frontage, creating street hierarchy and public spaces for commercial activity to serve the new community.

The development site is situated within Dublin's Northern City Fringe, the locality is defined as an extension of Dublin's metropolitan core. Much development has taken place from Clongriffin Train Station. Furthermore, the location is a key economic node near Dublin Airport, LDA zoned land and the M1 & M50 motorways. As stated within the SDRA1 North Fringe (Clongriffin–Belmayne), much has been achieved in the area *including the development of over 3,400 new homes and 41,000 sq m of commercial floor space. In addition, key water and drainage infrastructure, a new railway station and public square, sections of the new main street boulevard and the much-acclaimed Father Collins Park are all in place.* The proposed development of the 10-year phased delivery of 2527 no. residential units includes provision for strategic infrastructure, in line with the key objectives/guiding principles set within the SDRA1 North Fringe (Clongriffin–Belmayne):

- *To create a highly sustainable, mixed use urban district, based around high quality public transport nodes, with a strong sense of place.*
- *To achieve a sufficient density of development to sustain efficient public transport networks and a viable mix of uses and community facilities.*
- *To establish a coherent urban structure, based on urban design principles, as a focus for a new community and its integration with the established community.*

Features provided by the proposed development include a high quality, strong urban edge which integrates effectively along the R139. This urban edge to the R139 leading into the new town centre, is the key feature of Character Areas 5 & 6 (Dublin City Lands), which creates a new local link road connecting from the R139 northwards to the east west link road. This urban portal off the R139 opens into an expansive view of the demesne woods giving a strong sense of place and entry into this new neighbourhood. This area is with a five-minute walk of the proposed transport interchange and town centre close to Clarehall/Northern Cross. Overall, the development and the urban edge along the R139 integrate affectively through elements which show case the historic context while introducing a new

urban building-scape designed to with taller north-south building with strong urban rhythm while low buildings allow light into courtyards and the valley park.

In relation to the proposed East West Link Road, we note that this was amended following the Pre-Application Consultation stage with the Board. The reason for this was that the previously proposed road alignment, at consultation stage, provided a straighter alignment for the proposed East West Link Road (EWLR). However, alternative design options have since been explored by the design team in consultation with key stakeholders, including the IDA, who are landowners of the strategic employment lands adjoining the western boundary of the application lands. Following this consultation, it was considered that the previous alignment did not represent the optimal design solution for the Belcamp lands and the surrounding context, including the adjoining IDA High Technology employed zoned lands to the west of the site. At a strategic and spatial level, the discussions took place with representatives of the IDA, and it is the position of the IDA that the IDA have taken the Development Plan alignment as the default position of the road for their future proposals for their landholding. In order to facilitate the potential of a large single user on the site and maintain their landbank as a strategic whole, the IDA is not in a position to agree on the east-west alignment that divides their lands and thus there is a requirement for the EWLR to align as per the now preferred road design, i.e., to the north west of the Belcamp lands. In light of this, the applicant has brought forward this preferred route, which is submitted as part of this planning application and is the preferred route for the application.

At a site level, the previous consultation stage road layout segregated the proposed school reserved site from the playing pitches and meant that students would have to cross this EWLR to access the playing pitches, which represented a safety risk. The 'S' bend now proposed in the road will act as a speed reducing measure for vehicles travelling from the west as it approaches the Belcamp school site and Town Square at the heart of the scheme. It is important to note that the realignment of the road means that the open space and playing fields are now connected to the future reserved school site and ensures that the school can use these facilities without the need to directly cross the EWLR.

Downey respectfully submits to the Board that the proposed development provides high-quality strategic infrastructure to the northern fringe, beneficial the future development of the area and in line with the emerging metropolitan character of the area.



*Figure 12: Urban edge along R139 and the valley park*

### 5.3 Character Areas

The proposed scheme provides for seven different character areas, each relating to its place on the site, in-formed by its existing site characteristics and external relationships, and within the scheme by its housing mix, density and height, and its place in the network and sequencing of routes, edges, spaces and landmarks. Building detail, materials, colours and finishes, as well as building form will reinforce these identities, distinguishing the character areas from each other.

- **Character Area 0** – Is comprised of the early phases at Belcamp, including Belcamp Hall and its surrounding curtilage, the Walled Garden, and the eastern housing quarter and Mayne River Park abutting the Malahide Road. College Avenue is the main street within this area and runs from the Malahide Road entrance, westwards to Belcamp Square along the central axis of Belcamp Hall, with the bowed bay of its east facade terminating the vista. The avenue is lined with two storey brick houses between regular junctions with secondary cross streets linking south to the Mayne River. A second east-west route follows the old carriage route along the woodland edge lined with houses that overlook the river valley. Along the north boundary the initial stretch of the East West Link Road interfaces with adjacent housing to the north. Belcamp Hall and Chapel are surrounded by overlapping public spaces enclosed by new buildings which frame views to and from the protected structures. A common material palette is employed to unify the new buildings as a set piece surrounding Belcamp Hall. **Character Area 0** proposes a total of 407 dwellings.
- **Character Area 1** - Encloses a section of the new East West Link Road (EWLR) that runs west from the Malahide Road. This is the main vehicular thoroughfare, a busy local link route. It has two traffic lanes and two bus lanes, flanked by boulevard tree planting, cycle lanes and footpaths. The street section is contained by strong built edges. The southern portion interfaces with the permitted development under construction. The northern portion provides for



a greenspace relating to Belcamp-Hutchinson to its northeast, and a portion of the biodiversity loop, an ecology greenway, runs along the northern boundary as it turns south as far as the EWLR, where the route can continue south via a pedestrian crossing. An old access to Carr's Lane on the north boundary will become a pedestrian and cycle green route, opening links to Innis-fails GAA club, and creating a new north to south link from Carr's Lane to the Belcamp Hall, and onwards to the DCC lands and the R139. A total figure of 215 dwellings is proposed within **Character Area 1**.

- **Character Area 2** - Comprises a grid of streets parallel to the townland boundary forming its southern edge. An east-west central spine runs through a sequence of local green spaces connecting Character Area 1 in the east with the Class 1 open space and active recreational areas in the west. Meanwhile a linear green space crosses from south to north, enclosed by 3 storey duplex blocks, as part of a broader green route crossing the site. Character Area 2 is bound to the north by mature trees edging the old avenue to Spring Hill house. This boundary is enhanced by the proposed biodiversity loop that runs around the site perimeter and interfaces with the proposed parkland to the west. Proposed development **Character Area 2** is comprised of 369 dwellings.
- **Character Area 3** – Is made up of a portion of the central area of the development that includes Belcamp Hall and the walled garden. The East West Link Road runs west through this area has a tree lined boulevard, passing the north side of the town square which permits views to the walled garden. A second boulevard runs north from the DCC lands along the western edge of this urban quarter to meet the EWLR. The town square thus becomes a pivot in the scheme, a local focus of activity and an important connection with the walled garden and historic wooded landscape beyond. Shops, services cafes etc are located here spilling out onto the square. Buildings here surround the walled garden and overlook the woodland in the south. Buildings on the north side of the main avenue form a strong sunlit edge and overlook the townland boundary to the north, which is to be replanted and will provide a cycle/pedestrian link to the park in the west. Proposed for **Character Area 3** is mixed use accommodation in this area includes commercial uses and 397 apartments.
- **Character Area 4** – This are occupying the mid-west portion of the Belcamp lands and includes the reserved site for a school. A school at this location can avail of the active sports facilities in the park, with direct access from the school grounds. This character area is bounded on the western edge by the biodiversity pedestrian and cycle perimeter route, which in this area connects the Mayne River Park at the south to the park in the north-west. Hedgerows run north-south through this area providing further green links, biodiversity corridors and pocket parks, connecting the DCC lands to the school site and park. This development area comprises low rise family housing for the most part with four and five storey blocks and to the southern edge overlooking the Mayne River Park. 315 dwellings and a reserved school site of 1.08Ha are proposed for **Character Area 4**.
- **Character Area 5** – Located at the south western corner of the site, between the Mayne River and the R139. Part of the Mayne River park occupies the northern portion, with high density apartment blocks along its southern edge. The park straddles the Mayne River and two-character areas, with buildings on both north and south edges providing good containment and passive surveillance. The principal edge of this character area faces south over the R139,

giving a robust response to the heavily trafficked road and availing of southerly views over parkland at Darndale and beyond to the rim of the Dublin Mountains. There are linkages south to Darndale and west to the GAA grounds. The densely planted southwest corner of the site will form the beginning of the biodiversity loop, which crosses the river at the west boundary providing links to the north. 500 apartments are proposed in Character Area 5.

- **Character Area 6** - Comprises an increasingly urban edge to the R139 leading into the new town centre to the east. As with Character Area 5, there is a strong edge to the R139 and a new local link road connects from the R139 northwards to the East West Link Road. This urban portal off the R139 opens into an expansive view of the demesne woods giving a strong sense of place and entry into the neighbourhood from the south. This area is within a five-minute walk of the proposed transport interchange and town centre close to the Clarehall Cross. 730 apartments are proposed in this **Character Area 6**.
- **Character Area 7** – This character area is comprised of a local park with active sports facilities. This flat area compliments the various green routes and trim trails that link through the site, many of them having this park as a final destination.

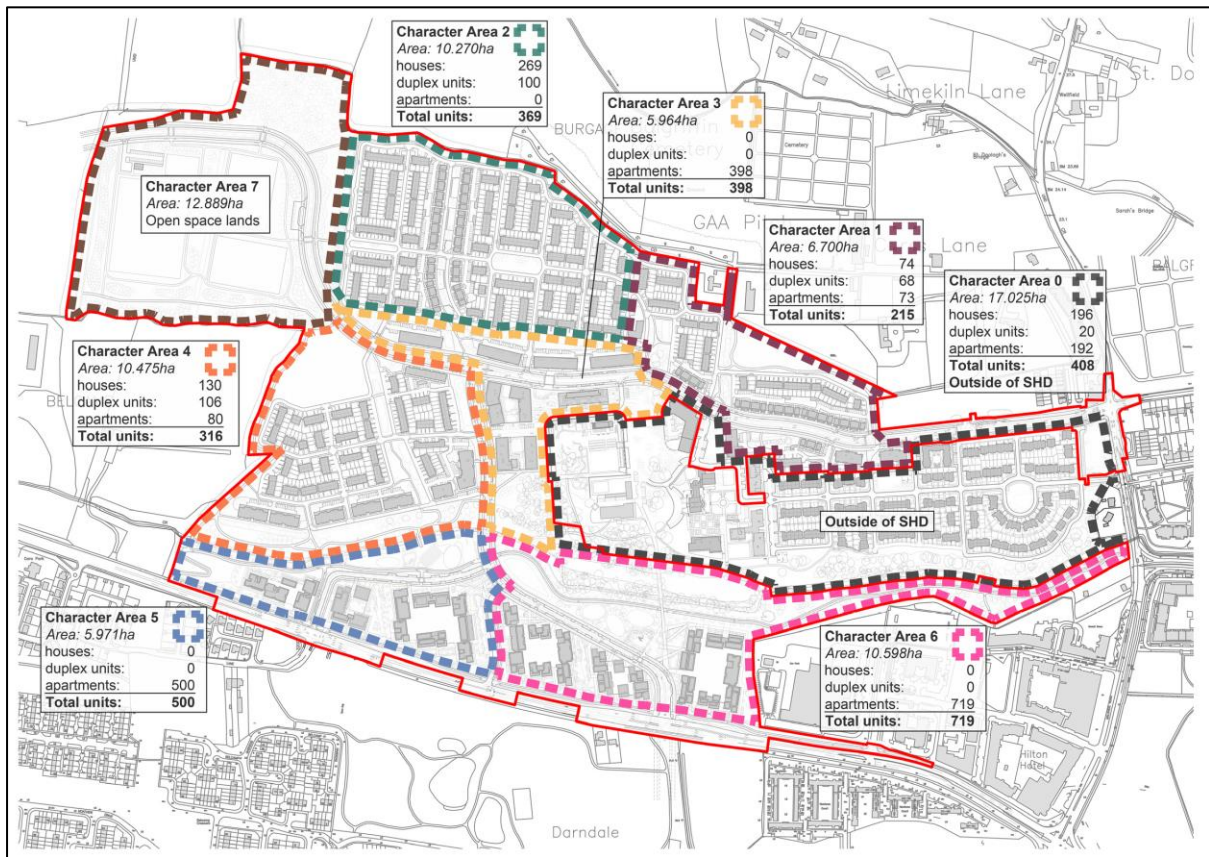


Figure 13: Proposed Character Areas overall lands

The proposed development is situated within both the functional areas of Dublin City Council and Fingal County Council. The following sections will discuss this development in more detail, however for full details on the architectural and landscape design for each area the Board are invited to refer to CCK Architecture and TBD Landscape drawings are documentation in relation the Fingal lands and

Wilson Architecture and RMDA Landscape drawings and documentation in relation the Dublin City Lands.

## 5.4 Development on Dublin City Lands

The proposed development within Dublin City Lands contains 1230 no. units consisting of 1,085 Apartment Units (387 no. 1-bed, 649 no. 2-beds & 49 no. 3-beds) and 145 no. duplex units (48 no. 2-beds & 97 no. 2-beds), within blocks which step in height from 2-9 storeys. The lands at Belcamp south are located within the administrative boundary of Dublin City Council and thus are subject to the policies and objectives of the Dublin City Development Plan 2016-2022. These lands are zoned as a Strategic Development Regeneration Area (SDRA) under the current Development Plan. The lands form part of the SDRA 1 'North Fringe Clongriffin-Belmayne', with an estimated capacity of 7,100 residential units and contains objectives/guiding principles for the lands, these include:

- *To create a highly sustainable, mixed use urban district, based around high quality public transport nodes, with a strong sense of place.*
- *To achieve a sufficient density of development to sustain efficient public transport networks and a viable mix of uses and community facilities.*
- *To establish a coherent urban structure, based on urban design principles, as a focus for a new community and its integration with the established community.*

Connectivity, inclusivity, permeability, placemaking and public open space provisions have been key in the design strategy for the Dublin City lands. Introduction of varying heights and, the use of building heights in excess of 9 storeys maximise view opportunities while providing Landmark/Gateway buildings that increase the development profile, enhance place making, and open space provision. These proposed building heights help create a strong urban edge along the R139, which then opens onto the River Mayne Valley and Belcamp Lands.

### Height and Density

On the DCC lands the buildings vary between 2 and 9 storeys, with the higher blocks facing the R139, stepping down in height onto the River Mayne and its linear park and amenity. Employing appropriately spaced and sensitively designed tall buildings frees up space at ground level for public and private amenities and contributes to the responsible use of scarce land resources through appropriate densities of development. The proposed heights have been designed cognisant to National Guidelines, including compact growth in appropriated location near public transport. Furthermore, the proposed heights are in line with the established character of the area - evidently at Northern Cross and Malahide Roads.

The height of the buildings would contravene the proposed standards for a masterplan for these lands as set out in the Guidelines with the Dublin City Development Plan 2016-2022 and this is discussed within the Material Contravention Statement.

### Unit Mix

The overall units mix within the Dublin City lands is set out within the Following Table:

## BUILDING DATA

| Block        | Unit Type  |       |           |              |           |              |       | Total No. of Units |
|--------------|------------|-------|-----------|--------------|-----------|--------------|-------|--------------------|
|              | Studio     | 1-Bed | 2-Bed Apt | 2-Bed Duplex | 3-Bed Apt | 3-Bed Duplex | 4-Bed |                    |
| Block 1      | 0          | 94    | 131       | 8            | 10        | 30           | 0     | 273                |
| Block 2      | 0          | 71    | 65        | 8            | 0         | 16           | 0     | 160                |
| Block 3      | 0          | 96    | 172       | 4            | 6         | 19           | 0     | 297                |
| Block 4      | 0          | 70    | 165       | 13           | 20        | 17           | 0     | 285                |
| Block 5      | 0          | 37    | 44        | 7            | 0         | 8            | 0     | 96                 |
| Block 6      | 0          | 19    | 72        | 8            | 13        | 7            | 0     | 119                |
| Total        | 0          | 387   | 649       | 48           | 49        | 97           |       |                    |
| Unit Mix (%) | 0.0%       | 31.5% | 52.8%     | 3.9%         | 4.0%      | 7.9%         | 0.0%  |                    |
| Total        | 1230 Units |       |           |              |           |              |       |                    |

**Figure 14: Proposed Unit Mix DCC Lands**

The unit mix falls slightly above Dublin City Council's Development Standards, within the Development Plan 2016-2022, for mix of one-bedroom units and three-bedroom units which requires;

- A maximum of 25-30% one-bedroom units
- A minimum of 15% three- or more bedroom units

It must be noted that each building proposal is designed to meet or exceed the requirements of Sustainable Urban Housing – Design Standards for New Apartments (December 2020). This is address within the Material Contravention prepared by Downey and submitted as part of this application.

The proposed unit mix includes apartments (1-bed, 2-beds & 3 beds) and duplex (2-bed and 3-bed). Blocks 1 and 4 (558 no. units) are proposed for Build-to-rent, which represents 45% of the total development on Dublin City Lands, and 22% of the overall development. Overall, the unit mix and type will help support better mix of age and tenure – in line with National Policy such as Housing For All.

### Finishes and Materials

Maintaining common materials throughout the development is integral to harmonizing the varying buildings architecturally and contributing to the creation of a quality amenity space on the site. The majority of the building façades will consist of a palette of bricks used in a variety of bonds and styles laid to break up the elevation into a clean, elegant and modern architectural rhythm. Ground level will incorporate more robust brick and concrete finishes appropriate to parking and service areas while upper floors will be finished predominantly with brick with complimentary dark metal cladding to distinguish the stepping back of the massing at upper levels. A design palette of styles & elevational treatments is used across the development, with specific consideration to material choice at public and semi-public thresholds, horizontal and vertical junctions and hard landscape within the public realm. For full details on the proposed materials & finishes on the development within the Dublin City Lands please refer to the Materials & Finishes Report prepared by Wilsons Architecture.

### Privacy and amenity

Each residential unit has access to outdoor private amenity space, with dual aspect enjoyed by 55.9% of apartments, and all houses. Balconies are semi or fully recessed where possible for privacy, and are

generally south, west or east facing. Each Apartment has been designed to prevent sound transmission between units by using the appropriate acoustic insulation. The appropriate acoustic treatment is also used on the external elevations as required by proximity to the R139.

Communal and shared amenities are located within each of the residential buildings and off exercise areas, meeting areas and a variety of amenity spaces that offer shared workspaces, gym, meeting spaces, cinema and function areas. The introduction of pocket commercial areas combining cafe and retail elements within the scheme provides an opportunity for residents to gather and meet centrally within the scheme at the junction of a key pedestrian and cycle route within the development, which in turn extends beyond towards the proposed new town centre adjacent to Belcamp house and connecting to both proposed and existing neighbourhoods.

## 5.5 Development on Fingal County Lands

The proposed development with the functional area of Fingal County Council is comprised of 1297 no. residential units (473 no. houses, 274 duplexes & 550 apartments). The lands at Belcamp Hall are located within the administrative boundary of Fingal County Council and thus are subject to the policies and objectives of the Fingal County Development Plan 2017-2023. The walled garden is the centre of the development with the protected structure of Belcamp Hall and chapel to the east, and a new town square to the north-west. Apartments are located where houses would not be sustainable, such as along busy routes and where continual access would not be feasible. Duplex units are also used in such circumstances particularly where the buildings must be sufficiently finely grained to mesh seamlessly with houses. Housing is located behind the main edges in sheltered quieter zones.

The Belcamp Hall lands can support a new residential district linking to the parent application Reg. Ref F15A/0609 (ABP Ref. PL06F.248052) and designed cognisant of the setting of Belcamp Hall & Chapel and other landmark features such as the Walled Garden. The parent application and the landmark features on the Belcamp Hall lands have been a primary influence for the design strategy, particularly with regard materials, heights, and separation distances. A key element of the overall development has been creating tangible connections and pedestrian routes between the new proposed development and existing infrastructures permitted under the parent application.

### Height & Density

Heights are arranged to reflect the spatial and movement hierarchy of the scheme. A robust frontage is required to the south where the scheme makes an edge to the R139, a busy arterial route into the northeast city from the M50 and M1. Buildings here range up to 9 floors with a 6-storey shoulder on the east-west building and taller blocks on a north-south buildings, so facilitating both sunlight and rhythm.

The main through routes within the development are edged with 4 and 5 storey buildings providing good enclosure and rising to 5 storeys in the centre around the civic space with associated retail and commercial facilities.

The grain of 4 storey apartment and duplex building blend easily back into 2 and 3 storey housing behind the main street frontages. Where the building to rise to 5 in the town centre, the higher

buildings are usually separated from the housing by trees, either in a courtyard, or along the townland boundary or trees lining the boulevard routes.

### Unit Mix

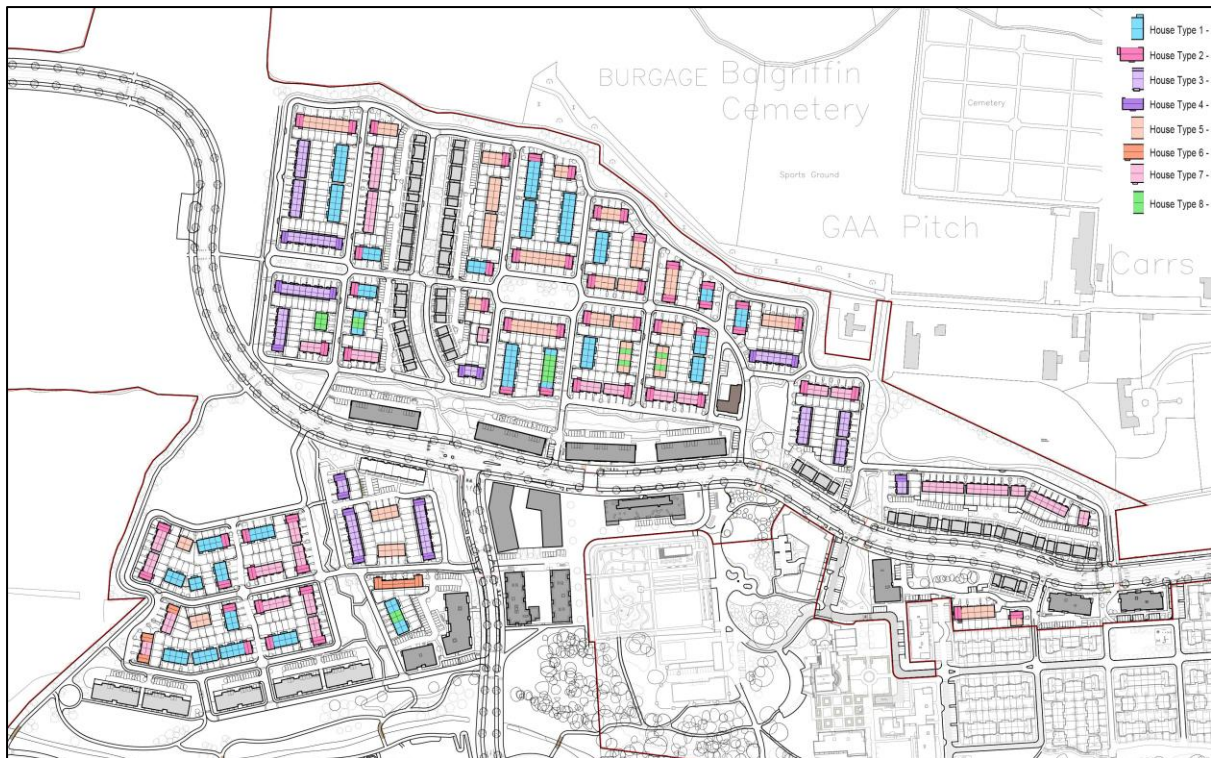
There is a mix of apartments, duplex and houses ranging from four to one-bedroom. These dwelling topologies provides a good choice for future residents and caters for a broad range of housing requirements within the market, namely first-time buyers, young families, singles, downsizers, and retirees. The unit mix proposed on the Fingal County lands as part of the development is within the below table:

| BUILDING TYPE |       | 1 Bed      | 2 Bed      | 3 Bed      | 4 Bed     | Total       |
|---------------|-------|------------|------------|------------|-----------|-------------|
| House         | 36.5% | 0          | 16         | 385        | 72        | 473         |
| Duplex        | 21%   | 24         | 40         | 210        | 0         | 274         |
| Apartment     | 42.5% | 229        | 308        | 13         | 0         | 550         |
| <b>Total</b>  |       | <b>253</b> | <b>364</b> | <b>608</b> | <b>72</b> | <b>1297</b> |
|               |       | <b>20%</b> | <b>28%</b> | <b>47%</b> | <b>5%</b> |             |

*Figure 15: Unit mix Fingal Lands*

The choice of housing typologies within this proposed scheme, better supports a mix of age & tenure, thus leading to a more socially inclusive residential development. The dwelling typologies are arranged to provide higher density and enclosure in particular places. The southern edge to the R139 demands buildings of a type and scale that will not be dominated by the road, there for more suited to apartments. The apartments also tend to be clustered around the civic hubs where proximity of facilities is an advantage, particularly for older people. The apartments are within a 1km walk of the QBC and proposed transport hub.

Housing is generally located behind the stronger edges of the principal routes. Family housing is clustered close to the school and the main public open spaces. The least dense areas are furthest from the primary transport hub, but all dwellings are within 500m of the central bus spine through the site.



**Figure 16: Proposed dwelling mix within the functional Area of Fingal County Council**

## Houses

Two and three storey houses are laid out on street grids, to the north and west of the site, that create efficient density, street hierarchy and a legible public realm. Three storey houses are used to define edges to green spaces and main routes, while two storey houses line the smaller streets, and perimeter green corridor.

Houses are arranged in terraces or occasionally as semi-detached pairs. The mid-terrace types are two- or three-bedroom houses while end-terrace houses have either three or four bedrooms. Where the end of a terrace is on a street corner. The corner house is designed to face both streets with the entrance door on the wider side, presenting a double bay façade to that street. These houses are gable-fronted to the street the terrace faces and proud of the building line, acting as bookends to the terrace. Wide fronted houses are also proposed with front-to-back dual aspect living areas.

Houses appear as either handed pairs in a terrace, or in a repeating rhythm, which provides variety to the streetscape. Projecting bay windows, canopies and recessed entrances add interest and distinguish different house types. Windows generally have a vertical emphasis and add to the rhythm and grain of the streets. On-curtilage parking and bin storage is generally provided to the front of the houses, incorporated into the landscaping, while street trees are positioned to frame terraces. End of terrace, semi-detached and corner houses all have direct gate access to rear gardens, where bins for these houses can be stored.

For full detail on the house design please refer to the House Types Booklet and the Materials & Finishes report which has been prepared by CCK Architecture and submitted as part of this application.

## Duplex Blocks

Duplex blocks are proposed in several areas around the site, lining both the East West Link Road, the riverside park, and forming an edge to a linear green space in the north of the site. Two type of duplex block are proposed, and at four storeys, are used to graduate the scale and height of the scheme from low rise houses to taller apartment blocks, thus occurring on the approach to the central area, and between the high-rise development in the DCC lands and the housing of the western Fingal lands.

Duplex Blocks 1.1-1.5 comprise five blocks overlooking the riverside park in the south-west of the Fingal lands. Each building comprises 6 no. own-door three-bedroom duplex units occupying ground and first floor levels with private open space at first floor level on a shallow podium. Six one- and two-bedroom apartments each are proposed at second and third floor levels, accessed from a central circulation core. Views to the south overlooking the broad park are maximised with generous openings and balconies. Parking, including some under-croft spaces, and communal open space are provided within the curtilage of the block, enclosed by a railing and hedge boundary to the street. To the front, the block is set back from the footpath by a planted margin.

Duplex Blocks 2.1-2.11 comprise multiples of two, three or four typical four-dwelling modules. Each module consists of two stacked 3-bedroom duplex units to each side of a common stair core. The lower duplex units have direct own-door access from the street, and private rear terraces, while the upper duplex units have living areas at third floor level with south, east or west private roof terraces. Elevations carry a vertical emphasis with large openings and set-back circulation core. Projecting bay windows at upper levels provide visual interest and rhythm. These blocks principally occur in the northern part of the site, overlooking a linear green, with private terraces to the rear overlooking the parking court and communal open space.

Duplex Blocks 3.1-3.5 are a version of Blocks 2.1-2.11, where the upper roof terrace occurs to the front of the block to face south, instead of to the rear. These blocks are located on an east-west axis on the north side of the EWLR.





*Figure 17: Duplex Type 2 Terrace, street elevation*



*Figure 18: Birds view of Duplex Type 2 Terrace from Pedestrian Green Link*

## **Apartments**

Apartment buildings vary across the site. High-rise high-density blocks address the R139 at the south of the site, while lower five storey apartment blocks surround the town square and four storey blocks buffer the earlier lower density phases from the new development. The apartment buildings enclose the public spaces and line the principal roads through the site. Block M, a six-storey building to the north-west of the town square provides a landmark on the approach from the west. Blocks D, F and G surround the walled garden and are designed to respect the built heritage of the site. These blocks

overlook and enclose the walled garden, with setbacks and breaks in the facades to avoid imposing on it. Soft colours and brick finishes of a common palette are employed for these blocks to complement the walled garden materials and create unity and distinction to this central area.



*Figure 19: CGI of apartments, in the context of the Walled Garden.*

## 6.0 PROVISION OF A SCHOOL SITE

While the School Demand Assessment Report, prepared by Downey Planning, confirmed that the application does not require a new school at this time, the applicant is conscious that in order to accommodate future residential development nearby and to ensure a sustainable neighbourhood is maintained, a school may be required by the Department of Education at a later date. In this regard, a site is being reserved as part of this application for the future provision of a school by the Department of Education. This site is located towards the western side of the site on the southern side of the proposed East West Link Road and is within the administrative boundary of Fingal County Council. It is the intention of the applicant to reserve the site for 10 years for a school and then if it is not required by the Department, then it will revert to residential use (subject to a separate planning application to develop the lands). Please refer to section 7.7 of CCK Architects Design Statement for further details.

## 7.0 CONCLUSION

This Supporting Planning Statement has been prepared to accompany the application for a proposed Strategic Housing Development on lands at Belcamp Hall (protected structure), Malahide Road, R139 Road, Belcamp, Dublin 17.

The proposed development provides for a total of 2,527 no. residential units comprising 1,780 no. apartments (2 no. studios, 828 no. 1 beds, 1,040 no. 2 beds, and 81 no. 3 beds), 473 no. houses (16 no. 2 beds, 398 no. 3 beds and 71 no. 4 beds), and 274 no. duplex units (20 no. 1 beds, 40 no. 2 beds, and 222 no. 3 beds), with ancillary amenity facilities, 2 no. childcare facilities, 18 no. retail units and 3 no. cafés/restaurants and associated car parking and bicycle parking, landscaping, boundary treatments, and all associated engineering and site development works necessary to facilitate the development.

It is important to emphasise that the proposed development represents the completion of the Belcamp lands, providing a design, layout and scale which reflects the pattern of the permitted developments in earlier phases and will blend seamlessly with the surrounding area. The proposed development represents an opportunity to deliver housing at this strategic location, within close proximity to high-quality public transport and a wide range of existing social, community and physical infrastructure, which will help meet the ever-increasing demand for residential accommodation in the Greater Dublin Area. It is considered that the development of the Belcamp lands will open new east-west and south-west connections, whilst facilitating future links to the airport and associated employment areas with significant pedestrian and cycle connections across the Belcamp lands and along the River Mayne linear park.

Overall, the proposed scheme has been designed with the intention to create a successful self-sustaining neighbourhood on the lands at Belcamp Hall. The design approach has taken a considerate approach towards the natural and built heritage of the Belcamp lands as well as the established urban environment, which has grown from Clongriffin Train Station. To achieve this careful design considerations have included:

- The creation of the Green Infrastructure Walkway and extension of the River Mayne Park, which utilised and enhance the existing natural heritage of the Belcamp Lands.
- Wayfinding throughout the site has been designed to establish links with existing infrastructure and key features such as the Walled Garden, the New Town Square & the River Mayne Park.
- The proposal includes appropriate provision of commercial & retail as well as public open space and amenities which encompass a self-sustaining development.
- Within the Belcamp Hall lands the design proposal has been made cognisant the existing built heritage and the approved parent permission Reg. Ref. F15A/0609 (ABP Ref. PL06F.248052). This includes proposal for height, separation distance, unit type and materials and finishes.
- The design proposal for the lands within the functional area of Dublin City have been made cognisant of the design criteria within the Clongriffin/Belmayne Local Area Plan. Furthermore, the design successfully creates a new urban edge along the R139.
- The overall unit mix and type is proposed to cater for the need to cater for a broad range of buyers within the market, in line with the goals of Housing For All to achieve a sustainable housing system. Dwelling mix arranges from 1-bed apartments to 4-bed houses and Build-to-rent units make up 23% of the overall development. It is submitted that the housing typologies within this proposed scheme, better supports a mix of age & tenure.

In this regard, the proposed development will provide for a high-quality residential development on appropriately zoned lands within the overall Belcamp landholding. The development will represent a sustainable form of residential development which will support the consolidation and compact growth of the area and will provide a total of 2,527 no. residential units that adhere with key development plan objectives and requirements of the Fingal Development Plan and Dublin City Development Plan.

It is submitted that the proposal is in accordance with the policies and objectives of the pertaining Development Plans and with the proper planning and sustainable development of the area offering an efficient use of land which will assist in the expansion and subsequent completion of the wider Belcamp neighbourhood, while encouraging the rejuvenation of the area through higher density. The nature, form and extent of the proposed development has been informed and guided by pre-application consultations with the pertaining Planning Authorities and An Bord Pleanála.