



PROPOSED LRD APPLICATION @ GRANGE ROAD, BALDOYLE, DUBLIN 13

Architectural and Urban Design Statement

CWPA
Planning & Architecture



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01 INTRODUCTION

The 120 – apartment Baldoyle LRD project is a visionary undertaking by Rondesere Ltd. This project aims to transform the site located at Baldoyle, Dublin 13 with 120 thoughtfully designed apartment units together with exceptional amenities and supporting commercial development with a view achieving a harmonious integration of modern living within an established neighborhood. The proposed development has been designed to create a highly attractive architectural design at this strategically located landmark setting in a manner which will contribute positively to site's receiving environment.

The development will consist of 120 no. apartment units (15 no. studio units, 18 no. 1 bed units, 78 no. 2 bed units, 7 no. 3 bed units, 2 no. 4 bed penthouse units) ranging in height from 4 - 12 storeys over basement level.



DEVELOPMENT SUMMARY

Site Area	1.12 Acres, 0.45 ha
Total Residential Units	120 units
Density	266.6 u/ha
Plot Ratio	3.29
Site Coverage	1454.10 sqm
Total Development Area	15234.11 sqm
Residential Car Parking	49 no.
Residential Bike Parking Provision	360 no.
Resident Amenities	567.8 sqm

UNIT MIX

Studio	15	12.5 %
1-Bed	18	15 %
2-Bed	78	65 %
3-Bed	7	5.8 %
4 Bed Penthouse	2	1.7 %
Dual Aspect Ratio	58	48 %
Part V Contribution	24	20 %

AMENITIES

Creche	156.6 sqm
Gym	273.2 sqm
Café	70 sqm
Lounge	20 sqm
Multipurpose Room	48 sqm

OPEN SPACE PROVISIONS

Communal Green Open Space	1877 sqm
Communal Green Courtyard Space	860.70 sqm



Key Plan



02 SITE CONTEXT

02 SITE CONTEXT

The subject site is located within the boundary of the Baldoyle-Stapolin Local Area Plan 2013 (as extended). It falls within a coastal area c. 9.4 km northeast of Dublin city centre, on the edge of Baldoyle Village.

The subject site is near Clongriffin Station, a high frequency public railway station providing direct connection into Dublin City and onwards to the wider Dublin area. In addition, the site benefits from being serviced with high frequency public bus network services. Please refer to Waterman Moylan’s Engineering Assessment Report for further information.

The site is bounded to the north by existing residential development, by Grange Road to the south separating the subject site with Baldoyle Industrial Estate, by Longfield Road and Beshoff Motors Car Dealers to the east and an educational facility currently under construction on lands adjoining the west of the subject site.



- 01 Clongriffin Train station
- 02 Baldoyle Industrial Estate
- 03 Donaghmede
- 04 Skatepark
- 05 Father Collins Park

- 06 Trinity Sports & Leisure Club
- 07 Shopping Centre
- 08 Howth Junction
- 09 Red Arches
- 10 Baldoyle Bay

● Proposed Site



1 Clongriffin Train Station



2 Permitted 16 storeys residential/commercial building



3 Permitted 2- 10 storeys Shoreline LRD



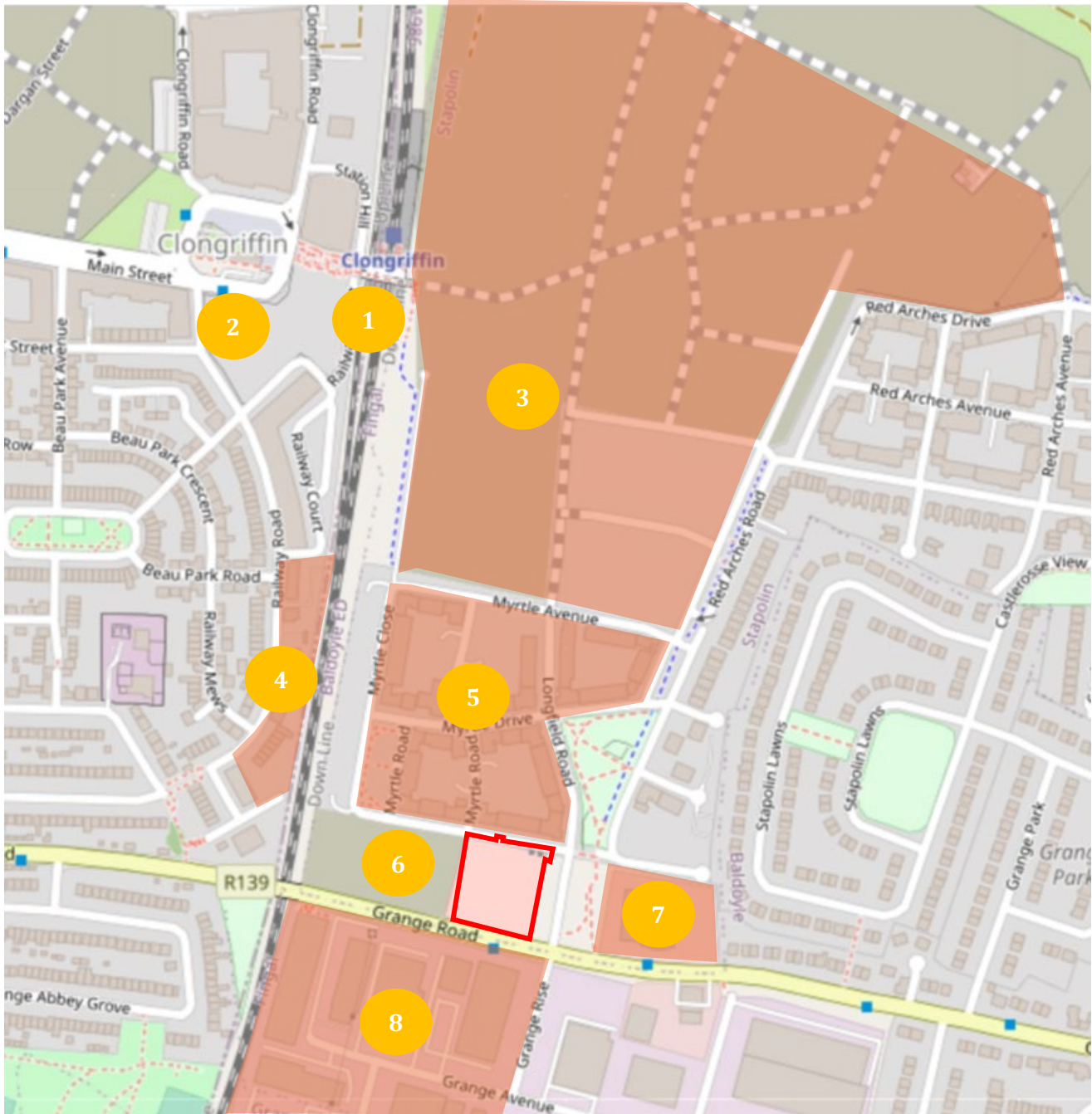
5 2-6 Storeys (Myrtle)



7 Beshoff Motors



8 Baldoye Industrial Estate



- 01 Clongriffin Train station
- 02 Permitted 16-storeys residential / commercial building
- 03 Permitted 2- 10 storeys Shoreline LRD
- 04 4-7 Storeys (Railway Rd)
- 05 2-4 Storeys (Myrtle)
- 06 Stapolin Educate Together National school (Under construction)
- 07 Beshoff Motors
- 08 Baldoye Industrial Estate

— Proposed Site

The key policy and guidance documents of relevance to the proposed development are as follows:

National Policy:

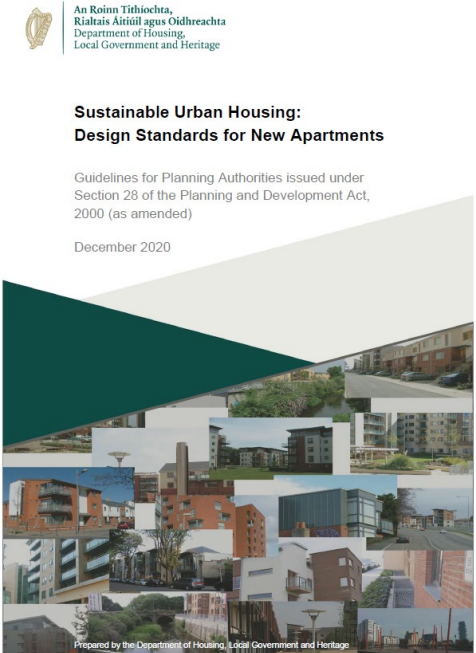
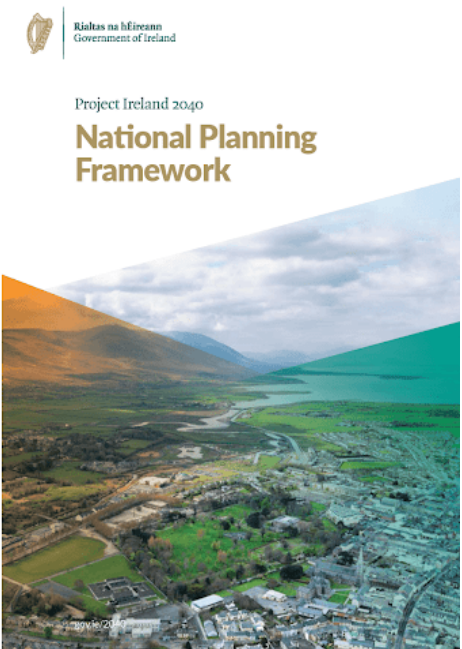
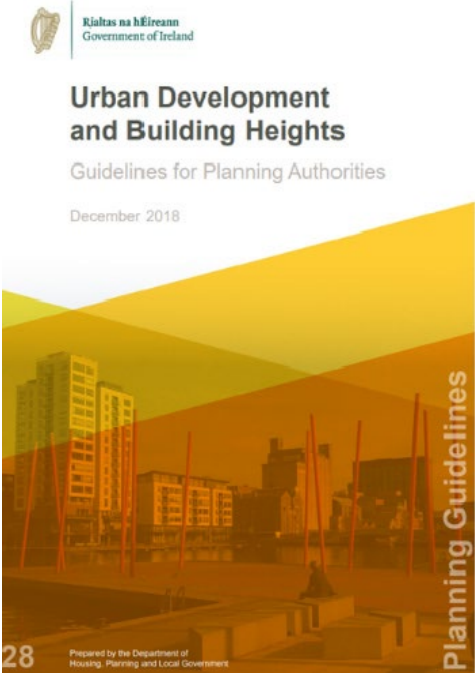
- Project Ireland 2040 – National Planning Framework 2018
- Sustainable Urban Housing: Design Standards for New Apartments (March 2020)
- Urban Development & Building Heights, Guideline for Planning Authorities (Dec 2018)
- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, and the accompanying Urban Design Manual (2009)
- Housing for All – A New Housing Plan for Ireland (2021)
- Guidelines for Planning Authorities on Childcare Facilities (2001)

Regional Planning Policy:

- Eastern and Midland Regional Assembly – Regional Spatial & Economic Strategy 2019-2031 (RSES) (2019)

Local Planning Policy:

- Fingal County Development Plan 2017-2023
- Baldoyle Stapolin Local Area Plan (LAP)



The lands at Baldoyle sit within Fingal County Council Development Plan (2017-2023) policy and Baldoyle-Stapolin Local Area Plan (2013) policy.

The subject site is zoned RA 'residential'. The objective of RA zoned lands is to 'provide for new residential communities subject to the provision of the necessary social and physical infrastructure.' Given the primary purpose of the subject application is to provide for residential uses the proposed development is clearly consistent with the land-use zoning. Further detail provided by the Development Plan states: Ensure the provision of high quality new residential environments with good layout and design, with adequate public transport and cycle links and within walking distance of community facilities. Provide an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities.



Baldoyle Stapolin LAP map. (Source: FCC, 2019.)



New Residential
Zoned RA 'new residential' under the Fingal County Development Plan 2017-2023. to 'provide for new residential communities subject to the provision of the necessary social and physical infrastructure.'

Ensure the provision of high quality new residential environments with good layout and design, with adequate public transport and cycle links and within walking distance of community facilities. Provide an appropriate mix of house sizes, types and tenures in order to meet household

The LAP sets out 4 development themes with corresponding objectives:

1. Sustainable Development - the creation of an urban area with buildings and surrounding areas constructed to high standards of sustainable design, accessible good quality public transport, green spaces and corridors and strong inclusive communities.
2. High Quality Places for All - the development of interesting, exciting and stimulating buildings and public spaces, which make the most of natural features and are well connected to surrounding areas.
3. A New Heart for Baldoyle-Stapolin- the development of a new mixed use local centre and public realm in which people want to live, work and invest.
4. Homes for the Future – the creation of well designed sustainable adaptable homes and neighbourhoods, which cater for a wide range of households.

The Baldoyle – Stapolin LAP was adopted in May 2013 and was extended for an additional 5 – year period until May 2023. This document has since expired; however, detailed consistency of this document is addressed where relevant. The LAP sets out a range of criteria to guide development proposals to achieve these objectives. The proposed development is put forward in this context.



03 RELEVANT CASE STUDIES

BLANCHARDSTOWN TOWN CENTRE - Reg. Ref. LRD0001/S3

The proposal will bring forward a compact, mixed-use development on the 6.62 hectare brownfield site. The proposal will deliver eight residential and mixed-use units which will range from 1 to 16 storeys in height. The proposal will also deliver a childcare facility, community centre and place of worship, and retail units. A new 7 storey mobility hub will also be delivered on the site which will enable the development by providing partial replacement car parking for the surface retail car parking. This consolidation of car-parking will free up the site to be more effectively used as a compact, mixed-use development.

Development Summary

Site Area	66,190 m2 (6.62 hectares)	Non Residential	
Net Development Area (including MH)	37,490 m2	Childcare Facility	548 sqm
Net Development Area (Excluding MH)	32,632 m2	Place of Worship	347 sqm
Total Residential Units	971	Community Centre	81 sqm
Density (Gross)	147 units/ Hectare	Commercial Units	1283 sqm
Density (Net)	303 units/ Hectare	Commercial Carparking	770 spaces
Plot Ratio	3.2		
Site Coverage (excl podium)	37.2% (13,942.5 m2 / 37,490 m2)	Open Space Provisions	
Total Development Area	46,075 m2	Public Open Space	8,780 m2 or 47% site
Residential Car Parking	501 Spaces (Ratio 0.51)	Communal Open Space	6,711 m2
Residential Bike Parking Provision	2007	Roof Garden (Mobility Hub)	2593 sqm
Resident Amenities	1439 m2 (Rate 1.482m2 / Unit)		



SHORELINE LRD - LRD0016/S3

The project aims to establish a diverse and vibrant community by designing an intricately planned public space with a variety of functions. The arrangement of streets and buildings enhances the connection to the village center and nearby parks. The predominantly residential scheme offers 882 high-quality homes, including apartments and houses of various sizes. Along the main road and Stapolin Square, there is a mix of amenities such as retail spaces, a creche, medical center, and pharmacy. The proposed building heights range from 5 to 7 stories, with a notable 10-story feature building at the center of the development, highlighting the significance of landscape integration within the project.

Development Summary

Site Area	9.10 ha	Non-Residential	
Development Area	8.89 ha	Gym	411 sqm
Plot Ratio	1.18	Convenience Store	915 sqm
Density	99 units/ha	Medical Centre	462 sqm
Residential Net	6.8 ha	Pharmacy	268 sqm
Residential Gross	8.2 ha	Creche	539 sqm
Residential Amenity	1577 sqm	Open Space Provisions	
Retail/Commercial	3314 sqm	Public Open Space	10042 sqm
Residential Unit	882 units	Communal Open Space	7526 sqm
Residential Car Parking	711		
Commercial Car Parking	818		
Bike Parking	1542		



CLONGRIFFIN SHD - Reg. Ref. 305316

Block 17 occupies a central 0.47-hectare space within Clongriffin, bordered by Bridge Street (providing pedestrian access to Clongriffin Station), Station Square, and Dargan Lane (with a pedestrian link from Station Square). It comprises a blend of commercial and residential functions, featuring 210 Build To Rent (BTR) apartments, residential amenity areas, and multiple retail units. Taking advantage of its strategic proximity to the station, Block 17 stands as a prominent tower rising to 17 stories above the basement level. This distinctive height creates a landmark structure in alignment with the goals outlined in the Clongriffin-Belmayne Local Area Plan (LAP).

Development Summary

Site Area	0.47 ha	Non-Residential	
Site Coverage	89%	Concierge	67 sqm
Plot Ratio	4.84	Resident's Bulk Store	67 sqm
Density	447 units/ha	Laundry Room	23.8 sqm
Residential Units	210 units	Games Room	27 sqm
Building Height (Res)	Up to 17 storeys	Amenity Room	142 sqm
Building Height (Commercial)	3 storeys	Amenity Space	263 sqm
External Amenity Space	1238 sqm		
Internal Amenity Space	58.9 sqm	Open Space Provisions	
Commercial Area Gross	430.5 sqm	Roof Terrace Courtyard	1238 sqm
Car Parking	75 no.	Communal Open Space	1827.8 sqm
Bike Parking	225 no.		



04 PROPOSED DESIGN

The architectural approach implements the concept of *'Stepped Courtyards'* by carefully choosing different levels on each side of the elevation to maximise the flow of light and ventilation as well as harmoniously setting within the various surrounding contexts. This is done while considering the orientation of the building and the impact on the neighbourhood developments. The changes in levels also creates several thoughtfully landscaped open terraces shared by the residents.





4.1 | Design Overview

PROPOSED LRD APPLICATION @ GRANGE ROAD, BALDOYLE, DUBLIN 13

The layout, massing, and scale of the building have been prioritised, particularly at the south-east corner with a partial 12-story height, in the context of improving the entrance to the neighbourhood and the surrounding urban realm. Stepped height enables the design to elevate floors above the ground, allowing for free air circulation and pedestrian access throughout the site.

The design's use of materials and colour palette aims to establish a sense of human scale, character, and a shared relationship to the surrounding buildings. Overall, it can be concluded that the entire architecture has a sense of both richness and simplicity.







05 HEIGHT STRATEGY

5.1 Fingal Development Plan (2023-2029)

The following pages sets out the consistency of the proposed development with the Fingal Development Plan (2023-2029), the 2013 Baldoyle Stapolin LAP (now expired) and the Urban Development and Building Heights (December 2018).

In terms of hierarchy, the Urban Development and Building Heights is the most senior of the three documents and takes precedence over any other guidelines relating to height in this location. However, compliance with all three has been set out in detail over the following pages.

14.1 FINGAL DEVELOPMENT PLAN (2023-2029)

The Fingal Development Plan (2023-2029), focuses on creating a sustainable and vibrant urban environments. The plan seeks to consolidate the majority of the county's future growth into strong urban centres while directing development in the hinterland to towns and villages. Baldoyle is designated as a *"Consolidation Area"* and the policy approach aims to maximize the benefits of existing infrastructure and public transport accessibility.

The objectives further emphasize the creation of high-quality places that prioritize sustainable design, green spaces, and inclusive communities. A new mixed-use local centre is envisioned to serve as the heart of Baldoyle-Stapolin, attracting residents, businesses, and investments. The plan aims to deliver well-designed, adaptable homes and neighbourhoods to cater to a diverse range of households and ensure a cohesive and visually attractive urban development.

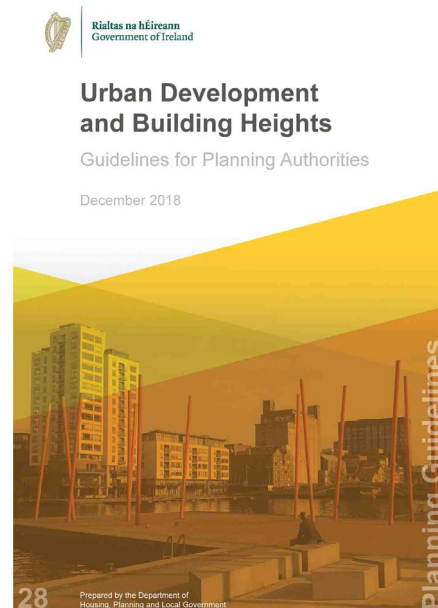
Building Height Criteria

The achievement of consolidation, increased densities and long-term strategic development are supported by national policy on building height including Urban Development and Building Heights – Guidelines for Planning Authorities 2018. The Guidelines require that increased building height be considered in all urban contexts, subject to ensuring the highest standards of urban design and architectural quality in order to protect existing residential character. All proposals which include buildings of increased height and density are required to demonstrate the suitability and positive impacts of the development with reference to the receiving environment, including justification for the height strategy proposed.

Section 14.5.3 of the Development Plan requires all applications to ensure consistency with the Specific Planning Policy Requirements (SPPR's) in the Urban Development and Building Heights – Guidelines for Planning Authorities 2018. Beyond the requirements of Section 14.5.3, the newly adopted Development Plan does not provide specific height restrictions within Baldoyle.

It is recognised that the recently expired Baldoyle - Stapolin LAP (2013) consisted of building height guidance for the area, including the subject site. However as noted, this is a recently expired plan and Section 14.5.3 of the newly adopted Development Plan requires primarily the policies and objectives of the Urban Development and Building Height Guidelines 2018 and the Apartment Guidelines (2020) to be implemented.

Section 3.2 of the Urban Development and Building Height Guidelines outlines development management criteria for buildings of increased height and states that the applicant shall demonstrate to the satisfaction of the planning authority, that the proposed development satisfies these criteria. These criteria are discussed in the following pages.



5.2 Baldoyle Stapolin Lap (2013-2023)

The proposed development responds effectively to the Baldoyle Stapolin Local Area Plan 2013 (LAP) requirements, while adding value to the neighbourhood and adhering to the specified punctuation node designation.

In line with the LAP's aspiration for a fundamentally urban development, our proposal achieves increased densities and building heights within the designated LAP area, strategically maximizing the site's proximity to Clongriffin station. This approach ensures the development's viability as a vibrant and self-sufficient community hub, providing essential services and functions to serve the area effectively.

Furthermore, the integration of taller buildings within the 3-4 storey zone is supported by the precedent set by the adjacent Shoreline Developments, where buildings of 7 to 10 storeys have been approved in areas zoned for 3 to 5 storeys. The development adds a landmark quality to the area, creating a unique identity and making a distinctive contribution to the urban context. The design consciously acknowledges its strategic location within the Plan lands, emphasizing its significance while still respecting the overall fabric of the neighbourhood.

To ensure a visually attractive and cohesive development, our proposal thoughtfully steps down building heights as we move towards the existing residential area to the north of the site. This transition allows for a harmonious integration with the established surroundings, preserving the neighbourhood's character while accommodating the new development's modern urban aspirations.

While the development proposes heights beyond the LAP context, it achieves a proportional balance, with heights ranging from 4 to 12 storeys. Overall, the proposed development at Baldoyle meets the LAP's vision for an urban and sustainable community. The incorporation of varied building heights, the landmark quality of the 12-storey tower, and the sensitive integration into the existing fabric underscore our commitment to thoughtful urban design and the creation of a vibrant, inclusive, and aesthetically pleasing neighbourhood.



Figure 4D.2 Building Heights - Baldoyle-Stapolin LAP 2013



Figure 4D.1 Preferred Density Masterplan - Baldoyle-Stapolin LAP 2013



5.2 Baldoyle Stapolin Lap (2013-2023)

The table below provides a breakdown of the approved heights and densities of previously approved planning applications within the Baldoyle – Stapolin LAP Area together with what was typically envisaged for these areas within the LAP in terms of height and density.

As demonstrated below, in recent years Fingal County Council have approved past planning applications which exceeded what was envisaged in the LAP. In addition, we note that these planning applications were assessed prior to the expiration of the Baldoyle- Stapolin LAP.

Approved Planning Applications	LAP Maximum Height	Approved Heights	Applicable LAP Densities (uph)	Approved Densities (uph)
Shoreline SHD 1 (310418-21)	<ul style="list-style-type: none">3 – 5 storeys	<ul style="list-style-type: none">2- 4 storeys5 – 6 storeys7 – 9 storeys5 – 15 storeys	Area A (38 – 42 uph) Area C (50 – 80 + uph)	50 uph (Area A) 207 uph (Area C)
Shoreline LRD 1 (LRD0015/S3)	<ul style="list-style-type: none">3 – 5 storeys	<ul style="list-style-type: none">6 – 7 Storeys5 – 10 storeys	Area C (50 – 80 + uph)	187.9 uph (Area C)
Shoreline SHD 2 (311016-21)	<ul style="list-style-type: none">4 – 4.5 Storeys	<ul style="list-style-type: none">2 – 6 storeys5 – 6 storeys7-8 storeys4 – 10 storeys7 – 15 storeys	Area B (42 – 50 + uph) Area C (50 – 80 + uph)	Gross Density (177 uph) 390 uph (Area C)
Shoreline LRD 2 (LRD0016/S3)	<ul style="list-style-type: none">4 – 4.5 Storeys	<ul style="list-style-type: none">4 – 7 storeys5 – 7 storeys6 – 10 storeys	Area B (42 – 50 + uph) Area C (50 – 80 + uph)	Gross Density (163 uph) 338 uph (Area C)
Proposed Development	LAP Maximum Height	Height Proposed	Applicable LAP Densities Units Per Hectare	Proposed Density uph
Proposed Baldoyle LRD	<ul style="list-style-type: none">3 -4 storeys	<ul style="list-style-type: none">4 – 12 Storeys	Area B (42 – 50 + uph)	266 uph (Area B)

14. 4 URBAN DEVELOPMENT AND BUILDING HEIGHTS, GUIDELINES FOR PLANNING AUTHORITIES

The preceding pages have set out how the proposals comply with the Fingal Development Plan objectives and the Baldoyle Stapolin LAP. Notwithstanding this, Urban Development and Building Heights, Guidelines for Planning Authorities (December 2018) is senior and therefore takes precedence over the Baldoyle Stapolin LAP and the Fingal Development Plan.

SPPR 3 states that “It is a specific planning policy requirement that where;

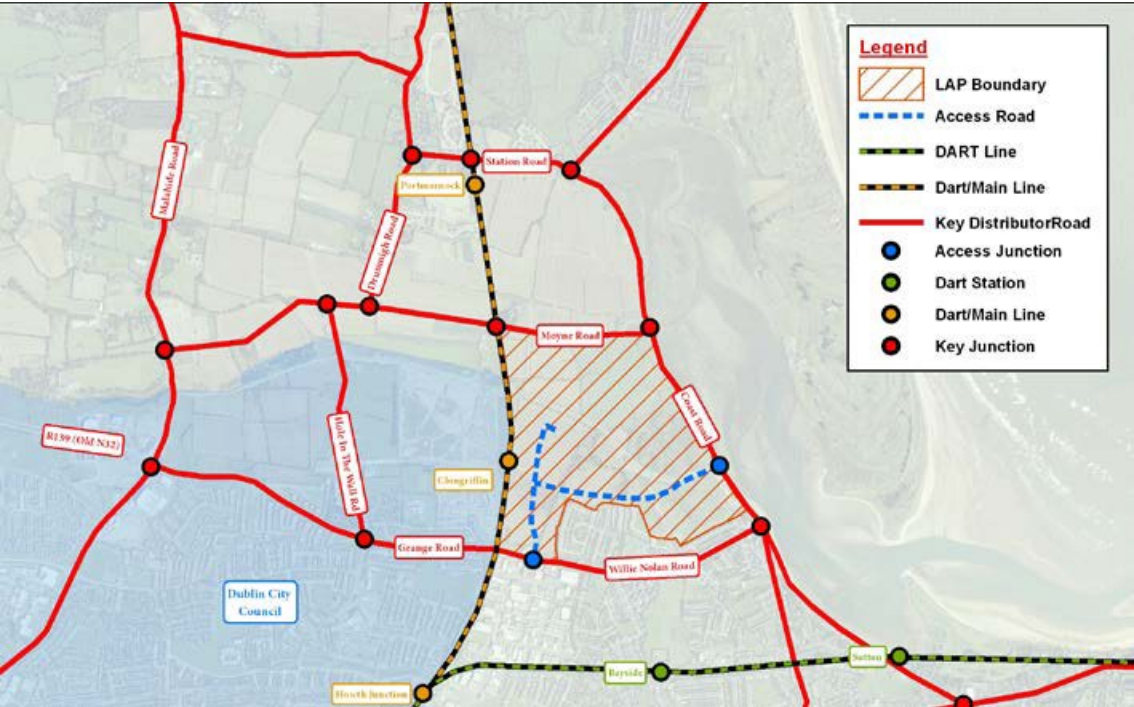
- (A) 1. an applicant for planning permission sets out how a development proposal complies with the criteria above; and
- 2. the assessment of the planning authority concurs, taking account of the wider strategic and national policy parameters set out in the National Planning Framework and these guidelines; then the planning authority may approve such development, **even where specific objectives of the relevant development plan or local area plan may indicate otherwise.**

As such, compliance with the criteria set out in Urban Development and Building Heights is set out in detail on the following pages.

ASSESSMENT CRITERIA FOR TALL BUILDINGS

i. The site is well served by public transport with high capacity, frequent service, and good links to other modes of public transport.

Response: The site benefits from high levels of connectivity and convenient access to a wide range of transportation options. It benefits from excellent public transportation links, with nearby bus routes providing seamless connections to Dublin's city center and surrounding areas. Furthermore, the site is located in close proximity to major rail networks including Clongriffin and Donaghmeade Train Stations, facilitating effortless commuting and an avoidance of use of private transport vehicles. Moreover, the provision of bicycle parking spaces promotes sustainable transportation connectivity. High levels of permeability are proposed throughout the site with high quality accessible open spaces providing for an appealing and highly liveable location.



ii. Development proposals incorporating increased building height, including proposals within architecturally sensitive areas, should successfully integrate into/ enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views. Such development proposals shall undertake a landscape and visual assessment, by a suitably qualified practitioner such as a chartered landscape architect.

Response: The proposed development, as revised following Stage 1, has been designed to make a positive contribution to the character of area. As identified in the accompanying Planning Report prepared by CWPA, recent planning approvals demonstrate that future development in the vicinity of the subject site will be largely characterised by compact, consolidated and high-density development with apartment blocks ranging in height from 6 – 17 storeys. All future development will benefit from existing infrastructure and high frequency public transport accessibility. With the expertise of Digital Dimensions, a suite of photomontages have been prepared for the consideration of Fingal County Council. This assessment considers the site's topography, cultural context, and its relationship with key landmarks and views and demonstrates the acceptable visual impact of the proposed development.

By carefully considering these elements, the design ensures that the increased building height complements and enhances the existing character and public realm of the surrounding area. The façade treatment and material selection, including light-yellow sandstone brick, dark brown wooden panels, and copper-zinc cladding, reflect a sensitive response to the locality's architectural heritage.

Moreover, the stepped courtyards approach, thoughtfully employed by the design, maximizes light, ventilation, and green spaces within the development, creating a harmonious integration with the surrounding landscape. The inclusion of extensive communal open spaces, green roof garden terraces, and landscaped terraces between the 5th and 10th floors further contributes to the preservation of key views and the overall visual quality of the area.

iii. On larger urban redevelopment sites, proposed developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and height to achieve the required densities but with sufficient variety in scale and form to respond to the scale of adjoining developments and create visual interest in the streetscape.

Response: In response to the criteria for larger urban redevelopment sites, the proposed development at Grange Road strives to create a positive contribution to place-making while achieving the required densities and embracing the diversity of the urban fabric. The design endeavours to incorporate new streets and public spaces, carefully considering massing and height to achieve optimal density while maintaining a visually engaging streetscape.

The development acknowledges the importance of variety in scale and form, responding thoughtfully to the scale of adjoining developments to create a harmonious and dynamic neighbourhood. By introducing a mix of building heights, ranging from 4 to 12 storeys over a basement level, the design achieves a balanced composition that enhances the visual interest of the streetscape.

The proposed development's layout encourages the creation of vibrant public spaces, including landscaped courtyards and communal open spaces, that promote social interaction and community engagement. These well-designed public areas serve as gathering points and contribute to the overall sense of place, fostering a strong sense of identity for the neighbourhood.

By thoughtfully integrating new streets and public spaces, combining a variety of building heights, and embracing a sustainable and diverse density, the proposed development at Grange Road seeks to elevate place-making standards within the urban fabric. The design response ensures that the development harmonizes with the existing context while contributing to the establishment of a unique and thriving neighbourhood that fosters a strong sense of community and identity.



AT THE SCALE OF THE RELEVANT DISTRICT/ NEIGHBOURHOOD/ STREET

i. The proposal responds to its overall natural and built environment and makes a positive contribution to the urban neighbourhood and streetscape.

Response: The design of the proposed development at Grange Road embraces a holistic approach that thoughtfully responds to its overall natural and built environment, culminating in a positive contribution to the urban neighbourhood and streetscape.

The design considers the existing context and natural surroundings of the site, ensuring a harmonious integration with the neighbouring landscape. The use of light-yellow sandstone brick, dark brown wooden panels, and copper-zinc cladding establishes a visual link to the traditional architectural elements of the area, adding a touch of familiarity and character to the streetscape.

The development also prioritizes the creation of an engaging and inviting public realm. By incorporating extensive communal open spaces, green roof garden terraces, and landscaped courtyards, the design fosters an environment that promotes social interaction and community engagement. These public spaces serve as gathering points and contribute to the overall vitality and identity of the neighbourhood.

The integration of amenities, such as a childcare facility, café, gymnasium, multipurpose room, and residents' lounge, further enriches the development's contribution to the urban neighbourhood. These amenities not only cater to the needs of the residents but also extend a welcoming atmosphere to the wider community.

ii. The proposal is not monolithic and avoids long, uninterrupted walls of building in the form of slab blocks with materials / building fabric well considered.

Response: The building's massing is strategically designed to include setbacks, articulated forms, and recessed areas, adding depth and dimension to the overall architecture. By employing these design strategies, the development fosters an engaging and visually dynamic streetscape. Private terraces and balconies for each apartment unit further break up the façade and contribute to a sense of individuality for residents. These personal outdoor spaces not only enhance the livability of the development but also contribute to the overall articulation of the building's exterior. The careful interplay of materials, varied massing, and thoughtful incorporation of personal outdoor spaces contribute to a visually dynamic development.

iii. The proposal enhances the urban design context for public spaces and key thoroughfares and inland waterway/ marine frontage, thereby enabling additional height in development form to be favourably considered in terms of enhancing a sense of scale and enclosure while being in line with the requirements of "The Planning System and Flood Risk Management – Guidelines for Planning Authorities" (2009).

Response: The proposals do not trigger any flood risks. The proposal is not located adjacent to any waterways and the sewers and storm drains are all modern and built with capacity to anticipate the proposed development.

Permeable paving has been employed in the public realm to help reduce run off rates and flow volumes within the public realm. Flood risk has been dealt with in a report by Waterman Moylan, which accompanies this application.

iv. The proposal makes a positive contribution to the improvement of legibility through the site or wider urban area within which the development is situated and integrates in a cohesive manner.

Response: The design of the proposed development at Grange Road makes a positive contribution to improving legibility both within the site and the wider urban area it inhabits. By incorporating clear wayfinding elements and well-defined pedestrian pathways, the proposal ensures ease of navigation and accessibility throughout the development. Additionally, the design thoughtfully integrates with the surrounding urban fabric, creating a cohesive and harmonious relationship with adjacent buildings and streets. This seamless integration provides a strong sense of place and identity within the neighbourhood.

v. The proposal positively contributes to the mix of uses and/or building/ dwelling typologies available in the neighbourhood.

Response: The proposed development at Grange Road significantly contributes to the mix of uses and building/dwelling typologies within the neighbourhood. With a diverse range of apartment unit sizes, including studios, one-bed, two-bed, three-bed, and four-bed penthouses, the proposal caters to a variety of households and lifestyles. The inclusion of amenities such as a childcare facility, café, gymnasium, and multipurpose room adds value to the community and promotes a vibrant and inclusive living environment.



AT THE SCALE OF THE RELEVANT SITE/ BUILDING

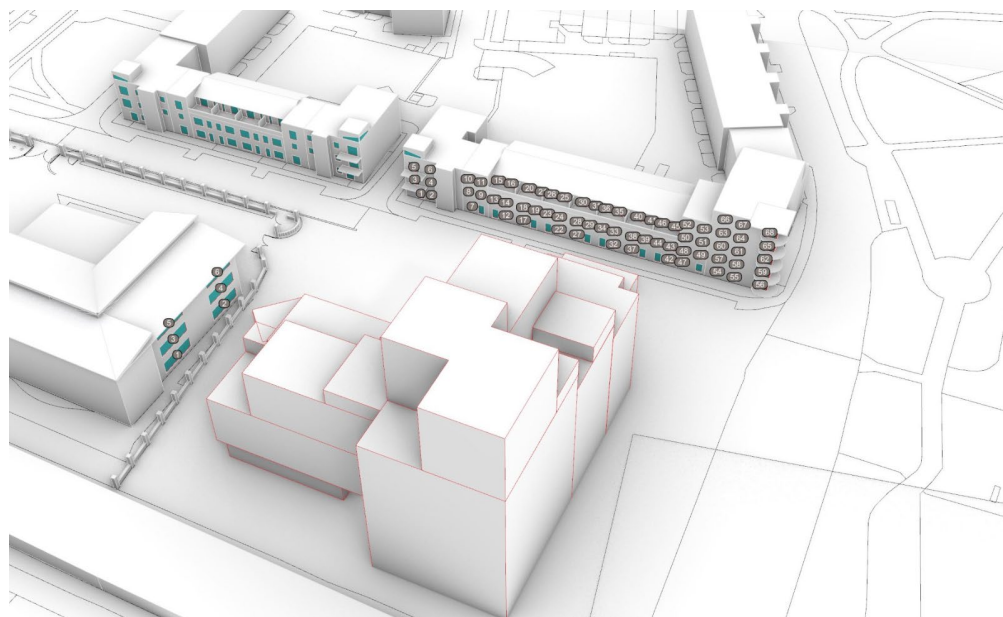
i. The form, massing and height of proposed developments should be carefully modulated so as to maximise access to natural daylight, ventilation and views and minimise overshadowing and loss of light.

Response: By employing careful modulation, the design prioritizes the provision of dual aspect units, amounting to 50% of the development. This strategic allocation ensures that a significant portion of the units benefits from multiple orientations, allowing ample natural light access. Furthermore, the dual aspect units offer residents the opportunity to enjoy varied views of the surrounding landscape, fostering a connection with the outdoor environment.

The massing and height of the development have been meticulously designed to minimize overshadowing and loss of light to adjacent properties. By thoughtfully positioning taller elements, setbacks, and open spaces, the design ensures that neighbouring properties maintain adequate access to natural light and ventilation.

ii. Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight provision outlined in guides like the Building Research Establishment’s ‘Site Layout Planning for Daylight and Sunlight’ (2nd edition) or BS 8206-2: 2008 – ‘Lighting for Buildings – Part 2: Code of Practice for Daylighting’.

Response: A daylight and sunlight analysis report has been produced by Digital Dimensions and accompanies this planning application.



SPECIFIC ASSESSMENTS

i. Specific impact assessment of the microclimatic effects such as downdraft. Such assessments shall include measures to avoid/ mitigate such microclimatic effects and, where appropriate, shall include an assessment of the cumulative microclimatic effects where taller buildings are clustered.

Response: There is no clustering of taller buildings in this location.

ii. In development locations in proximity to sensitive bird and / or bat areas, proposed developments need to consider the potential interaction of the building location, building materials and artificial lighting to impact flight lines and / or collision.

Response: There are no known bird or bat implications from the proposals. This issue is covered in the Ecologists report accompanying this application.

iii. An assessment that the proposal allows for the retention of important telecommunication channels, such as microwave links.

Response: It is probable that a tall building in this location will attract interest as a location for telecommunications masts. Screening of potential future masts has been covered later in this report.

iv. An assessment that the proposal maintains safe air navigation.

Response: The proposals don’t fall within the flight path to Dublin Airport.

v. An urban design statement including, as appropriate, impact on the historic built environment.

Response: There is no impact on the historic built environment.

vi. Relevant environmental assessment requirements, including SEA, EIA, AA and Ecological Impact Assessment, as appropriate.

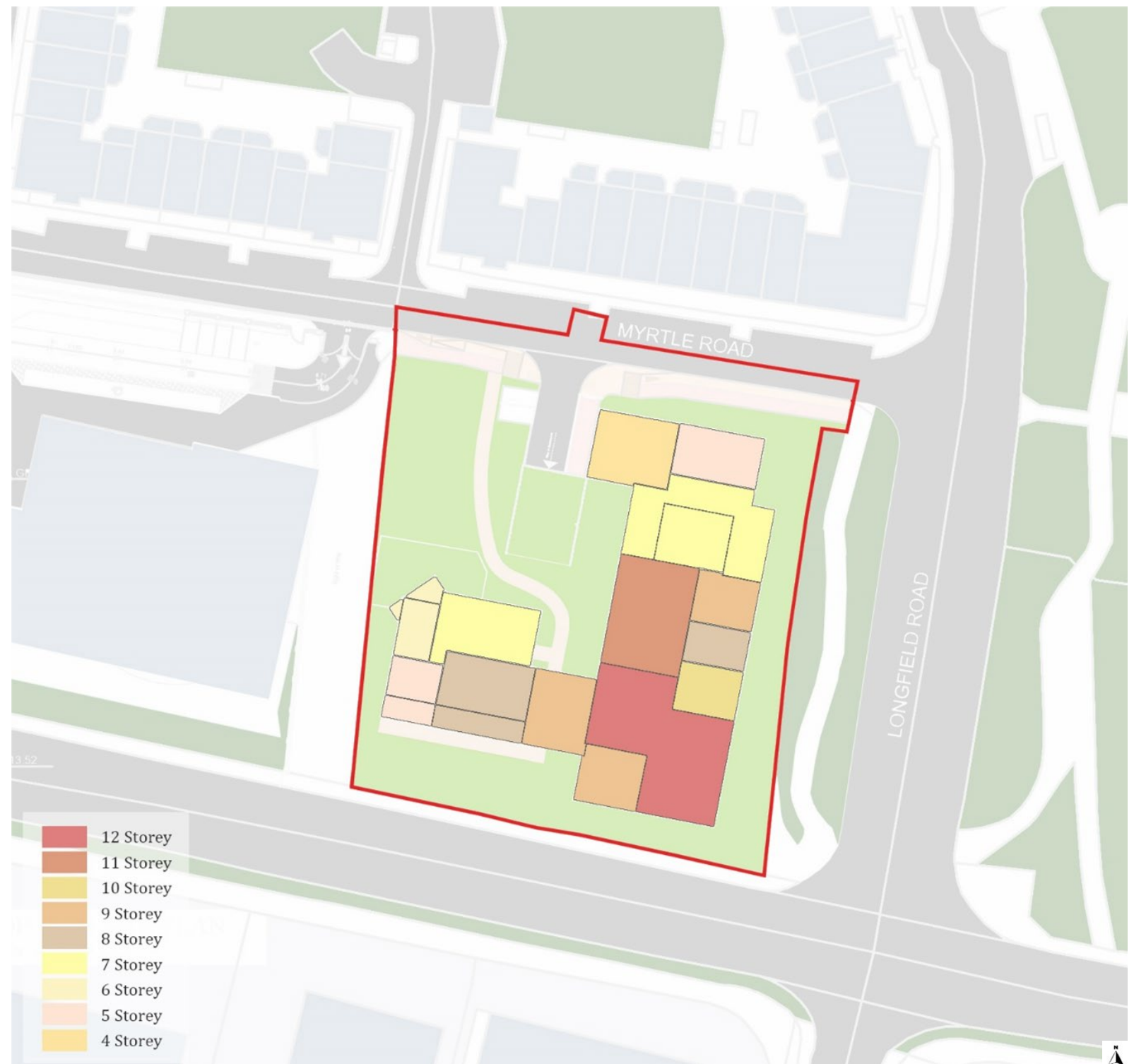
Response: An EIAR will accompany this application at Stage 4.

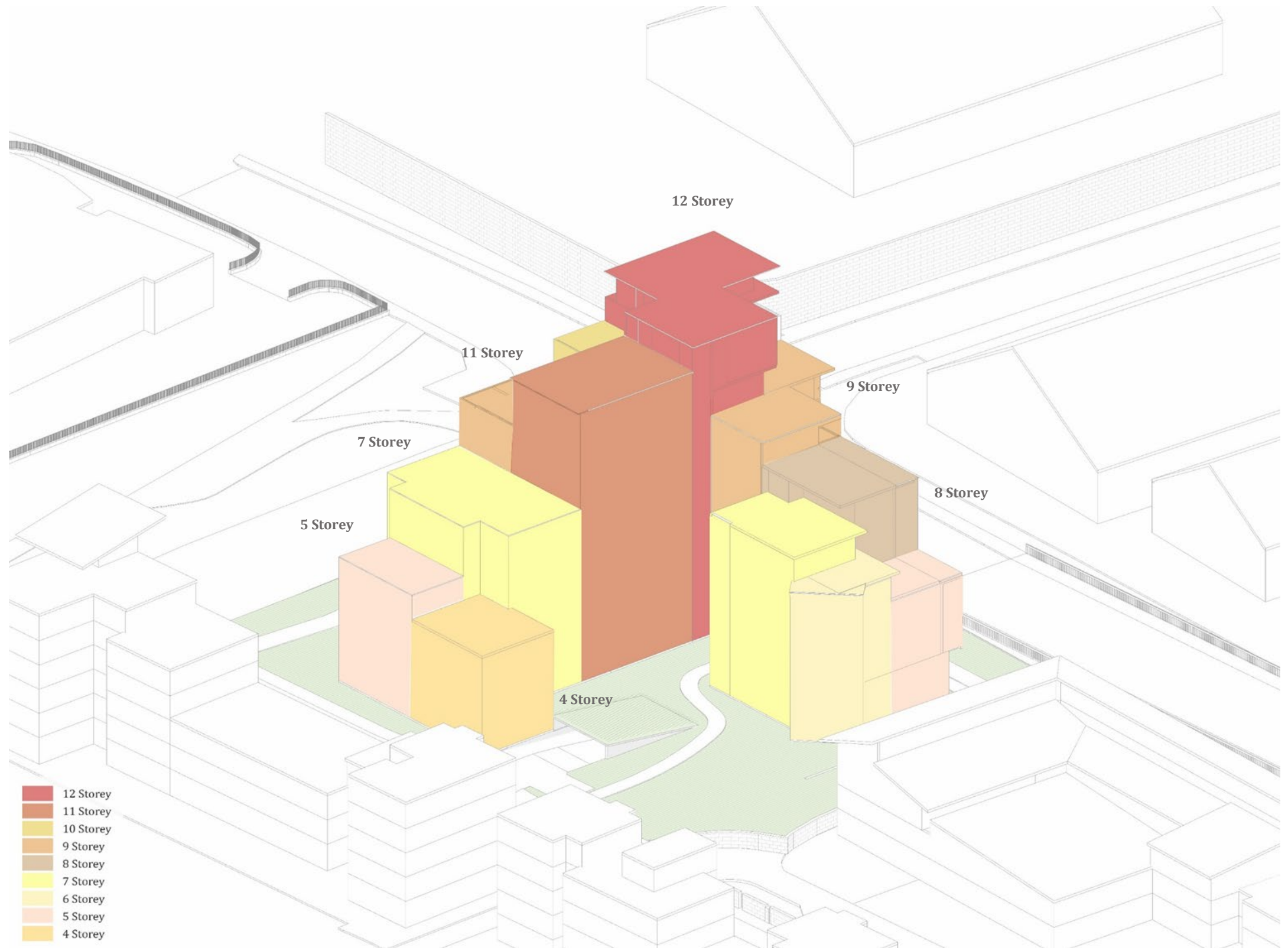


The main goal of the National Planning Framework is to achieve the necessary housing targets without pushing developments outward and expanding urban areas. To accomplish this, the focus is on significantly enhancing the density, size, and heights of buildings. The strategy also emphasizes utilizing urban infill sites and repurposing existing structures.

The Urban Development and Building Height guidelines advocate for a shift away from restrictive approaches to building height and density. These approaches perpetuate unsustainable development patterns where cities sprawl outward instead of strengthening existing urban areas. The aim is to fully exploit the potential of urban sites with access to transportation, jobs, services, and retail, ensuring sustainable intensity.

Increasing building height is pivotal in modern placemaking and enhancing urban environments' overall quality. It contributes to higher density developments by marking important street intersections and public spaces, reinforcing the unique identity of a city. The proposed arrangement intends to harmonize with the existing building lines to address the surrounding urban conditions.

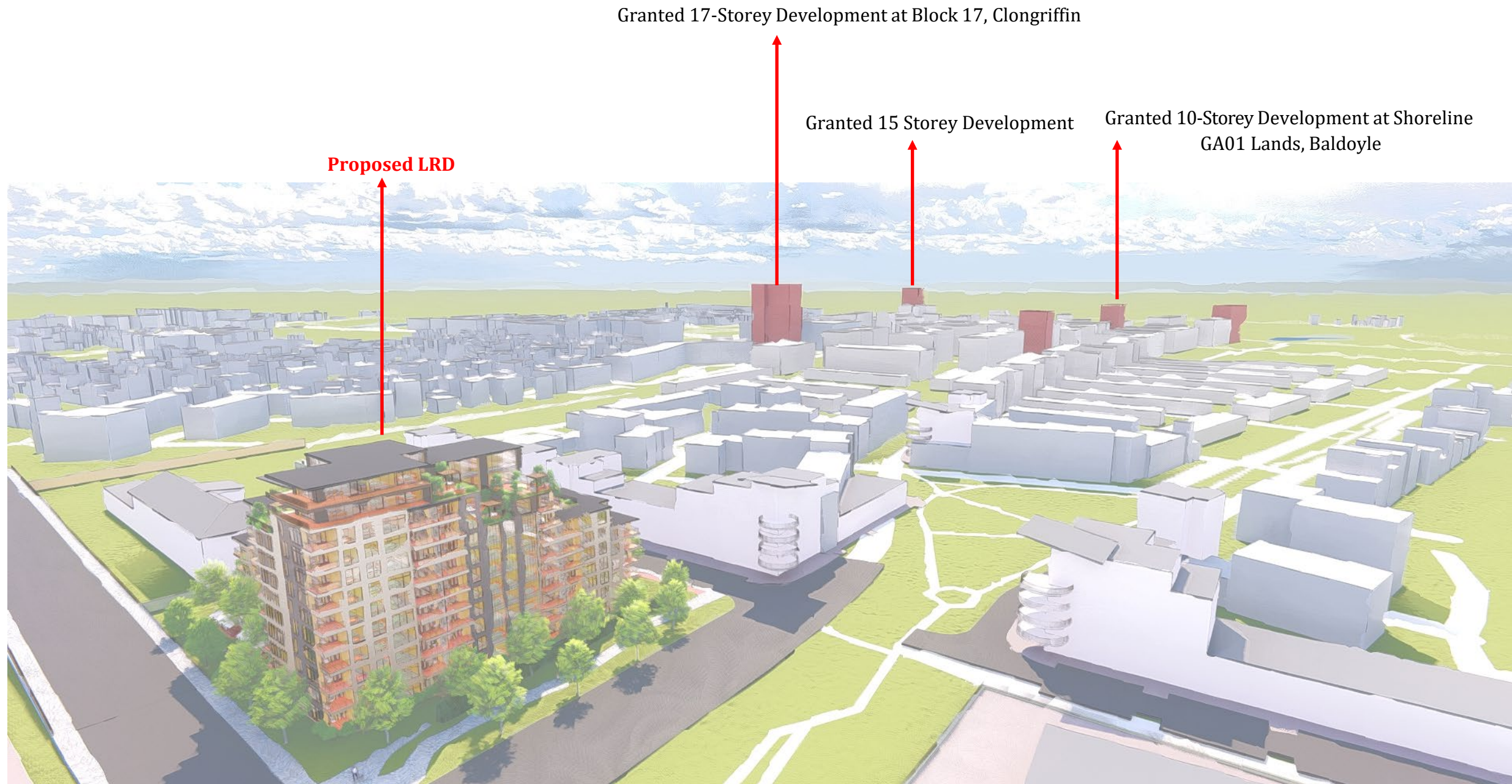




The heights of neighbouring structures range predominantly from 4 to 6 storeys, establishing a prevailing scale for Baldoyle. Notably, the development strategically incorporates a diverse mix of heights, with contextual variations ranging from 2 to 3 storeys, alongside more prominent structures such as 7 and 10 storeys in the new Shoreline development, an elegant 17-storey development (Block 17) adjacent to the rail line in Clongriffin, and a distinguished 15-storey development adjacent to that.

Aligned with the Fingal County Council's Development Plan (2017-2023) and the Baldoyle-Stapolin Local Area Plan (2013), the proposed development aptly embraces the goal of creating vibrant residential communities within the Consolidation Area of the Gateway. Meticulously integrating with the surrounding urban landscape, the development emphasizes sustainable design principles, robust public transport connectivity, and well-curated green spaces, culminating in a comprehensive and inclusive urban environment.





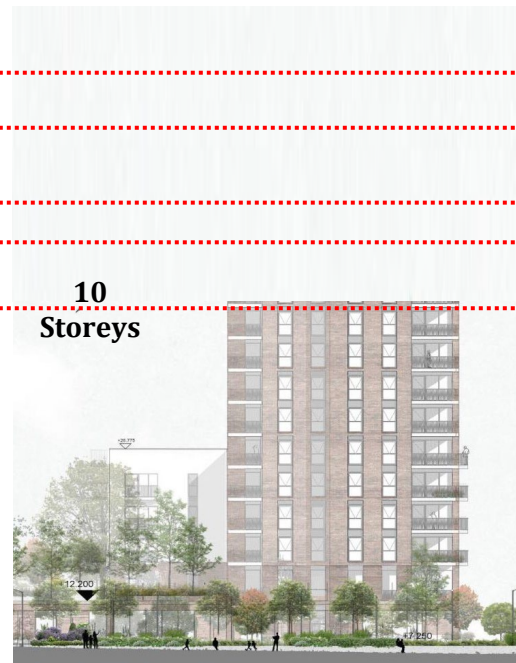
5.6 | Comparison with Relevant Developments

The planning history in the surrounding area consists of several significant planning applications spanning across the administrative jurisdictions of both Fingal County Council and Dublin City Council.

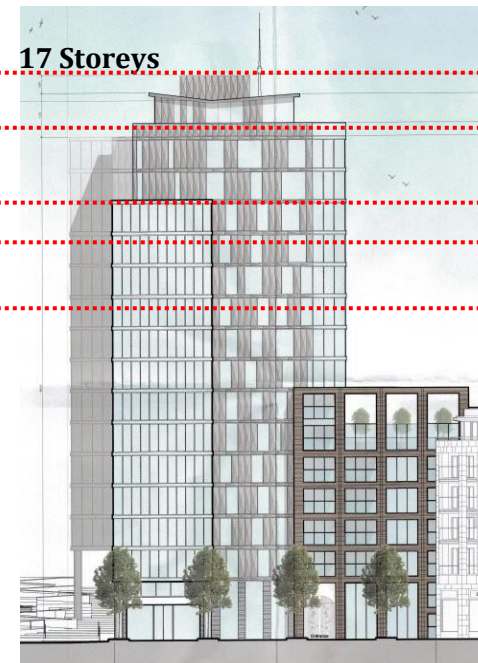
Specifically, 1 no. 17 storey apartment block will be located c. 490 m from the subject site, approved under Reg. Ref. 305316. An additional 15 no. storey apartment block approved under the same application will be located c. 460 m to the north of Clongriffin Dart Station, an equal distance from which the subject site and proposed development is located to the south. Having regard for the recent LRD approvals by Fingal County Council under Reg. Ref. LRD0015/S3 and Reg. Ref. LRD0016/S3, 2 no. 10 storey apartment blocks are set to be constructed c. 516 m and c. 830 m from the subject site respectively. These developments will be surrounded by additional apartment blocks ranging in height from 6 – 7 storeys. However, it is understood that the previous SHD approvals are still at Judicial Review stage and if an outcome is reached in favour of the applicant, these 10 storey apartment blocks may both be constructed at 15 storeys as originally approved under the SHD process.



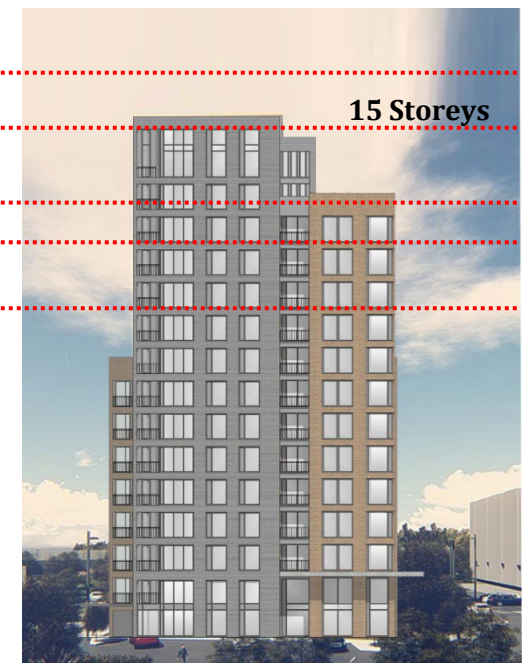
1 Proposed Development



2 Granted Development at Shoreline GA01 Lands, Baldoyle



3 Granted Development at Block 17, Clongriffin SHD



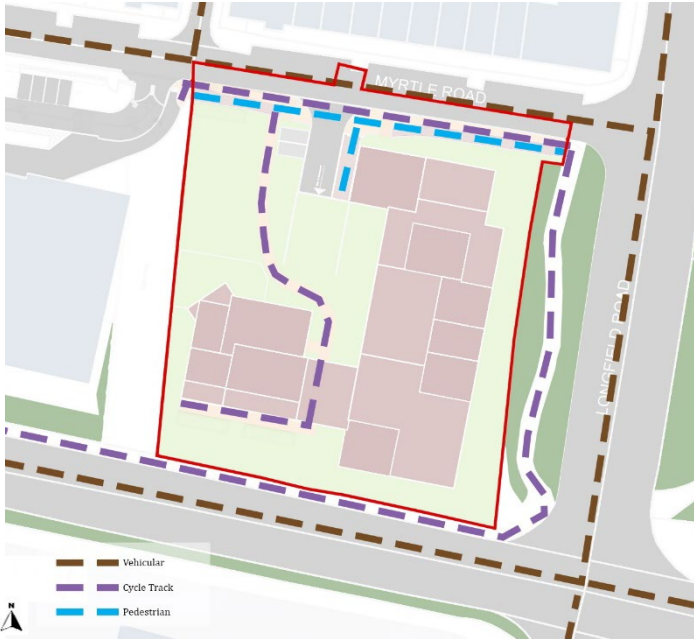
4 Granted Development at Block 26, Clongriffin SHD

06 URBAN DESIGN STRATEGY



CONTEXT

The site is located at Grange Road, Baldoyle, Dublin 13. The site is bounded to the north by existing residential development, by Grange Road to the south separating the subject site with Baldoye Industrial Estate, by Longfield Road and Beshoff Motors Car Dealers to the east and an educational facility currently under construction on lands adjoining the west of the subject site.



CONNECTIONS

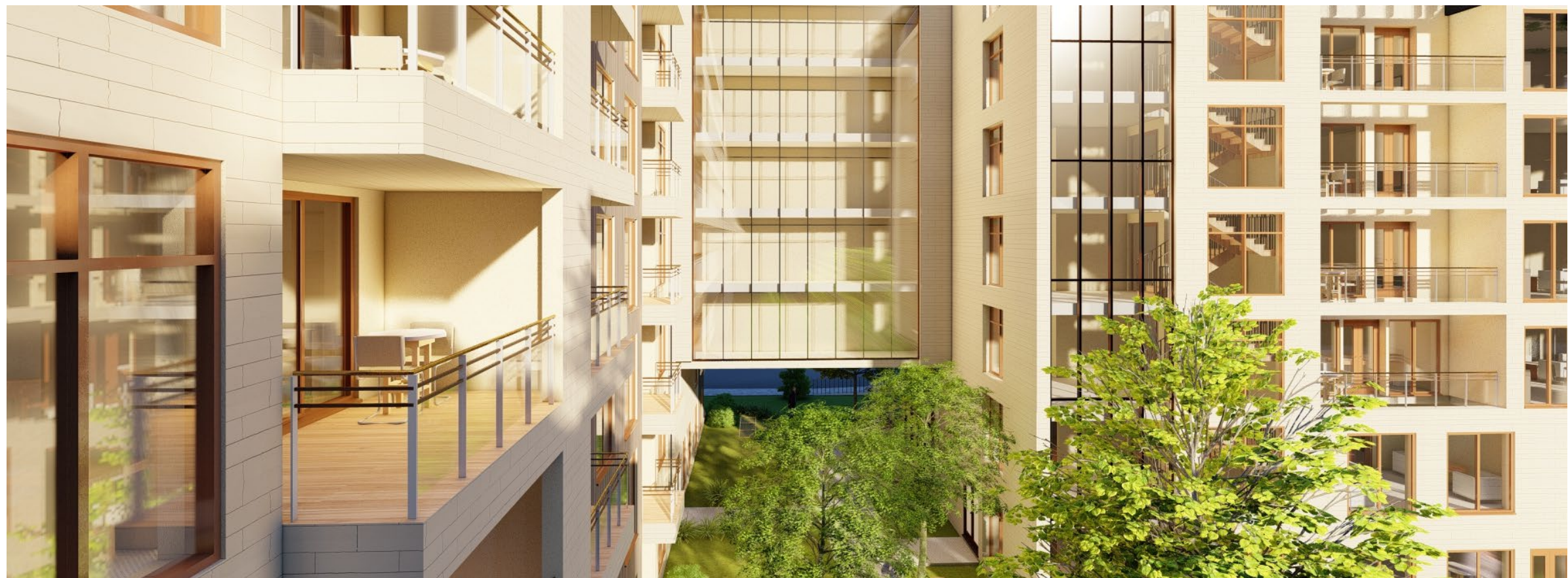
The site benefits from high levels of connectivity and convenient access to a wide range of transportation options. It benefits from excellent public transportation links, with nearby bus routes providing seamless connections to Dublin's city center and surrounding areas. Furthermore, the site is located in close proximity to major rail networks including Clongriffin and Donaghmeade Train Stations, facilitating effortless commuting and an avoidance of use of private transport vehicles. Moreover, the provision of bicycle parking spaces promotes sustainable transportation connectivity. High levels of permeability are proposed throughout the site with high quality accessible open spaces providing for an appealing and highly liveable location.



INCLUSIVITY

The design incorporates inclusive features, such as accessible car parking spaces and electric vehicle charging points. The inclusion of a childcare facility and an associated secure open play area addresses the needs of families with young children. These features contribute to creating a diverse and inclusive community within the development.





VARIETY

The design incorporates a variety of apartment unit types, ranging from studios to four-bedroom penthouses, catering to different housing needs. The facades have been carefully considered, using a combination of materials such as light-yellow sandstone brick, dark brown vertical wooden panels, and copper-zinc cladding on the upper floors. This blend of materials adds visual variety while maintaining an overall sense of cohesiveness.

EFFICIENCY

Efficiency is addressed through the layout and massing of the building. By utilizing stepped courtyards and open terraces, the design maximizes natural light and ventilation. The arrangement of the apartments and the provision of communal open space ensure efficient use of the available land while providing a high quality of living for the residents.

DISTINCTIVENESS

The design incorporates distinct elements, such as the use of copper-zinc cladding on the top four floors, to create a unique identity for the development. This distinctiveness adds to the architectural character of the building and contributes to the overall visual richness while maintaining a sense of simplicity.





LAYOUT

The layout of the development prioritizes the massing and scale of the building to enhance the entrance to the neighborhood and the surrounding urban realm. The stepped height approach creates visual interest and allows for free air circulation and pedestrian access. The layout also ensures privacy and amenity for the residents by providing private terraces/balconies for all apartments.

PRIVACY AND AMENITY

The design addresses privacy and amenity by providing private terraces/balconies for all apartments. The inclusion of a gymnasium, multipurpose room, and residents lounge contributes to on-site amenities, promoting a high quality of life for the residents.

PUBLIC REALM

The design contributes to the public realm by incorporating a café unit with associated outdoor seating, a gymnasium, a multipurpose room, and a residents' lounge. These amenities not only enhance the quality of life for the residents but also provide spaces for community interaction and engagement. The provision of communal open spaces and green roof garden terraces further enhances the public realm and promotes a sense of community.

PARKING

The design includes a provision for approximately 49 car parking and 326 bike parking spaces, including accessible spaces and electric vehicle charging points, to meet the needs of residents and visitors. This allocation considers the requirements of the development and promotes sustainable transportation options.

ADAPTABILITY

The floor plans of the proposed development prioritize adaptability. With a range of apartment sizes and open layouts, residents have the flexibility to customize their living spaces to meet their changing needs. The inclusion of multifunctional areas, like the multipurpose room, offers versatility for various activities. Private terraces/balconies provide outdoor retreats that can be personalized. These design elements ensure that the floor plans can easily adapt to residents' evolving lifestyles and preferences.

DETAIL DESIGN

The design approach emphasizes both richness and simplicity in the architectural details. The facades are kept simple and ordered, while the use of different materials and colors adds variation and interest to the building's appearance. This attention to detail contributes to the overall aesthetic quality of the development.



07 HOUSING QUALITY

The development benefits from the provision of a generous residential and commercial amenities. The residential amenities supports the proposed new residential community by providing a mix of facilities for example;

- Gym;
- Café;
- Creche;
- Lounges and multipurpose room;
- Terrace Gardens at various levels;
- Resident support facilities.

The development will also provide for all associated ancillary site development infrastructure including: ESB sub-station, bike stores, bin stores, plant rooms, public lighting, new watermain connection and foul and surface water drainage; internal roads & footpaths; site landscaping, including boundary treatments; associated scheme signage, and all associated site development and excavation works above and below ground necessary to facilitate the development.





9.1 Residents Café and Creche

- Provision of Café unit (c. 70 m² GFA) at ground floor level with associated outdoor seating area.
- Provision of a childcare facility at ground floor level (c. 156.6 m² GFA) with capacity in the order of 35 no. children and associated, secure, open play area (c. 117.1 m²).



9.2 Residents Gym, Yoga Room and Lounge

- Provision of associated gymnasium at ground and first floor level (c. 273.2 m²).
- Provision of Multipurpose Room (c. 48 m² GFA) and Residents Lounge (c. 20 m²) at first floor level.





9.3 Green Terrace Gardens

- Provision of c. 860.70 m² of communal green roof garden terraces between 4th and 10th floor level.
- Provision of c. 1877 m² communal open green space.





BASEMENT PARKING
47 no. Car park (9 EV, 2 DISABLED)
360 no. Bike Park

9.4 Parking

- Provision of c. 47 no car parking spaces, including accessible spaces, electric vehicle charging points, residential visitor parking and associated commercial parking. Furthermore, 2 additional visitor/creche drop off parking are provided on the surface.
- Provision of 360 no. bicycle parking spaces for residents in the basement with additional 60 on the surface for visitors, and commercial uses in secure locations within the public realm throughout the scheme.



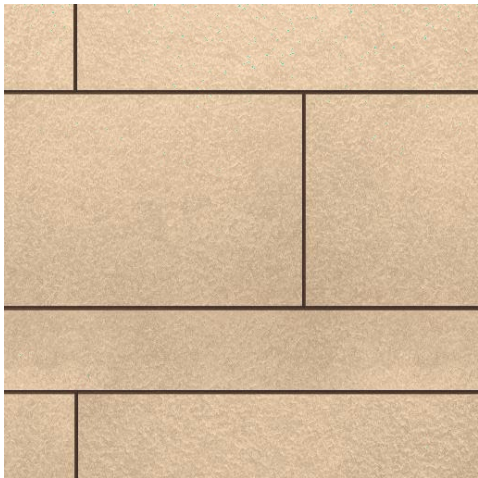
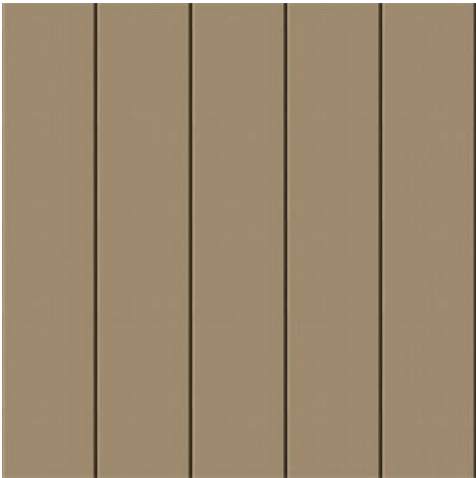
08 MATERIAL STRATEGY

The facades of the building have been considered in detail to have both a sense of variety and cohesiveness throughout. A combination of light-yellow sandstone brick with dark brown vertical wooden panels are used to achieve this and to deliver an overall visual variety while maintaining a sense of consistency in approach. The top two floors are provided with copper-zinc cladding to create a distinctiveness while adding to the sense of variety and maintaining the overall cohesiveness of the material composition. Please refer the Material Strategy document for more details.

The facades on all elevations are kept simple and ordered. It is proposed to add a playful expression to the facades by changing the facade material and colour introducing the mix of sandstone, zinc cladding and wood. This adds variation and interest to the quiet streets while maintaining the fabric of the neighbourhood.



Key precedent examples of material palette





- Selected Membrane Flat Roof Covering
- Copper-coloured Zinc Cladding
- Sandstone facade
- Treated Wooden Panel Cladding
- Copper-coloured Aluminium frame for Windows
- Double/Triple Glazed Windows
- Double/Triple Glazed Facade
- Glazed Railings
- Treated Wooden Panel Railings



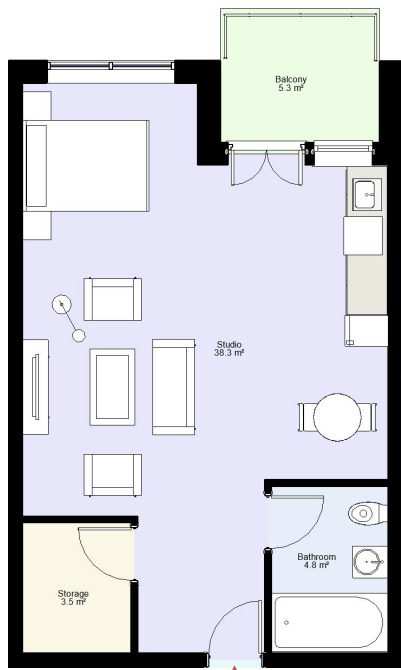
09 Architectural Approach



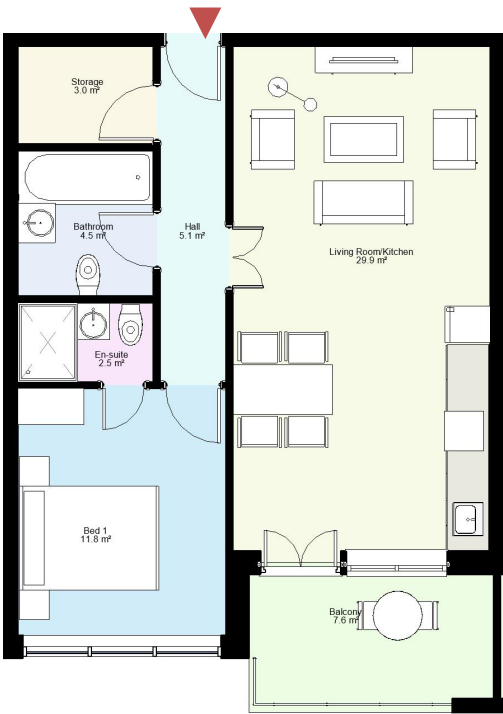
First Floor Plan



Section AA'



Typical Studio layout



Typical 1 bed layout



Second Floor Plan



Typical 2 bed layout



Section BB'



Typical 3 bed layout



Section CC'

10 HOUSING QUALITY ASSESMENT



Floor	Floor Area (m2)	Green Terrace Area (m2)	No. of Rooms	Studio	1 bed	2 Bed	3 Bed	4 Bed Penthouse
Basement	2542.5							
GF	1413.53		11	1	1	8	1	0
1st Floor	1413.53		11	1	1	8	1	0
2nd Floor	1506.1		16	2	2	11	1	0
3rd Floor	1506.1		16	2	2	11	1	0
4th Floor	1397.03	123.7	15	2	2	11	0	0
5th Floor	1250.02	54.7	13	2	2	8	1	0
6th Floor	1206.45	55.9	12	1	2	8	1	0
7th Floor	864.3	233.31	9	1	1	6	1	0
8th Floor	750.09	160.8	8	1	3	4	0	0
9th Floor	463.34	166.7	5	1	2	2	0	0
10th Floor	381.18	65.3	3	1	0	1	0	1
11th Floor	223.36		1	0	0	0	0	1
Total	14917.53	860.41	120	15	18	78	7	2
			100%	12.5%	15.0%	65.0%	5.8%	1.7%
Gym	273.2 sqm		1.83%	SITE AREA = 1.12 Acre		4533.2 sqm		
Creche	156.6 sqm		1.05%					
Café	70 sqm		0.47%	FAR = 3.29				
Lounge	20 sqm		0.13%	Density = 266.67 u/ha				
Multipurpose	48 sqm		0.32%					
Open Green Space	1877 sqm		41.4%					

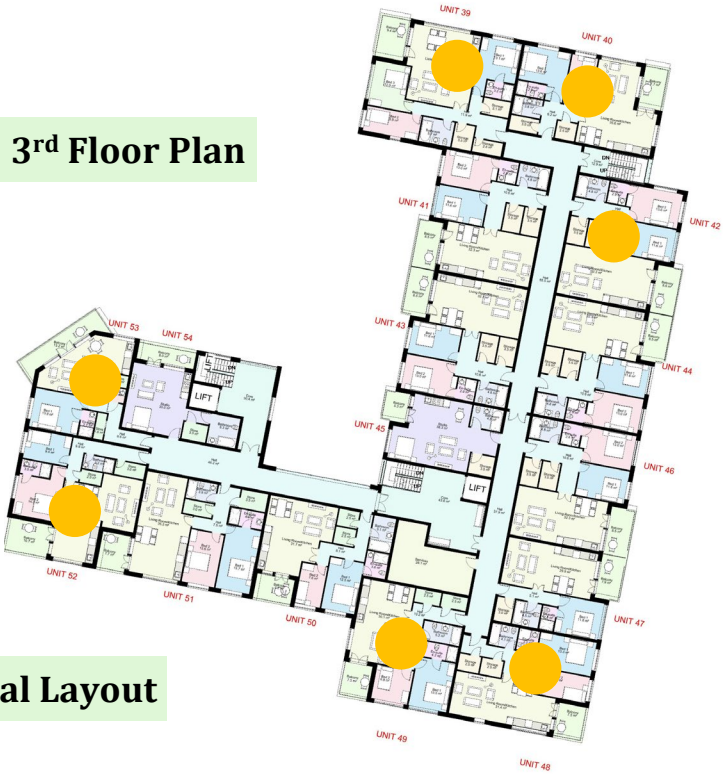
Dwelling & Amenity Mix

Floor	No. of Dual-aspect units	%
GF	5	45%
1st Floor	5	45%
2nd Floor	7	44%
3rd Floor	7	44%
4th Floor	6	40%
5th Floor	6	46%
6th Floor	5	42%
7th Floor	5	56%
8th Floor	5	63%
9th Floor	3	60%
10th Floor	2	67%
11th Floor	1	100%
Total	57	48%

Dual-aspect Units



3rd Floor Plan



Typical Layout

11 CGI ARTIST IMPRESSIONS





