

Re: Development at Ayrfield-Belmayne Malahide Road

Notice of Intent to Lodge Formal Part 8 Planning Application

Social Housing Need:

The site falls within 'Housing Area B' of Dublin City Council's functional area and includes the areas of Artane, Priorswood, Coolock, Donnycarney, Killester, Raheny, Darndale, Kilmore, Beaumont, Donaghmede, Edenmore, Marino, Clontarf and Kilbarrack. There are currently 5,273 households which have a qualified social housing need in this area. The development at Ayrfield-Belmayne is proposed to deliver an additional 151 Social Housing units. An analysis of the ten housing areas in the city indicates that Area B has by far the greatest social housing need at 28 per cent of the overall need in the city. Some 44 per cent of all families with a social housing need in Area B have been on the waiting list for in excess of five years.

Based on the waiting list numbers for Area B, the proposed development will accommodate 2.8 per cent of households that have a social housing need. Given the critical housing situation nationwide and within the Dublin City Council's functional area, the proposed development is urgently required to address what is only a small proportion of the social housing need in the area.

Statutory Context:

There are two statutory planning documents guiding development in the area of the subject site. The Clongriffin – Belmayne Local Area Plan 2012-2018 (LAP) and the new Dublin City Development Plan 2016 - 2022 (CDP) which came into effect in November 2016.

The CDP supercedes the LAP in areas where these plans conflict with one another.

I set out below details of the proposed development and hereby notify you of the City Council's intention to initiate a Part 8 Planning Application for this scheme.

Site Location & Context:

The 1.5 hectare site, located in the northern suburbs of Dublin city, is part of the North Fringe, a growing and developing part of the city. The site is situated between Malahide Road to the west, Churchwell Avenue to the east and Belmayne Road to the north and forms part of a larger area of undeveloped lands owned by DCC. (See Image 1)

The area is mostly residential in nature but is complimented with significant commercial, community and recreational facilities along the R107 Malahide Road to the west, with buildings of up to six storeys in height. To the east is the residential area of Belmayne. The site is situated within a few minutes walk of local shops and services on the western side of Malahide Road whilst the Clarehall Shopping Centre provides for more significant, weekly shopping just south of the junction with the Malahide Road.

The Clongriffin – Belmayne LAP provides a strategy on how this area should be developed and managed to meet the needs of all existing and future residents. There has been considerable progress and delivery of infrastructure in the immediate surrounding area including:

- Construction of Clongriffin Rail Station and the No. 15 Bus Service accessing Malahide Road QBC.
- Park & Ride Public Car Park and town centre plaza at Clongriffin completed.
- Significant Section of the Main Street Network, including the distributor roads, completed. *(It is worth noting that an additional €3 m LIHAF funding was approved by DoHCPLG on 28 March 2017 to further develop public infrastructure in the Belmayne-Clongriffin area)*
- Two Primary Schools successfully established in temporary accommodation.

Father Collins Park with its 20 hectares of recreational parkland provides a significant recreational area within a 15 minute walk of the site. This park is a significant strength for the local area and is a focal point for many community events. In addition to this park, there are other recreational facilities including the River Mayne linear park with its children's playground, running and walking tracks.

The site is well connected from a public transport perspective, with the Malahide Road Quality Bus Corridor (QBC) providing a direct connection to the city centre, and the DART station at Clongriffin located just a 15 minute walk away. The site is also located within easy proximity to the M50 and Port Tunnel.



Image 1: Belmayne Town Centre Site as identified in the LAP with red outline of proposed development site.

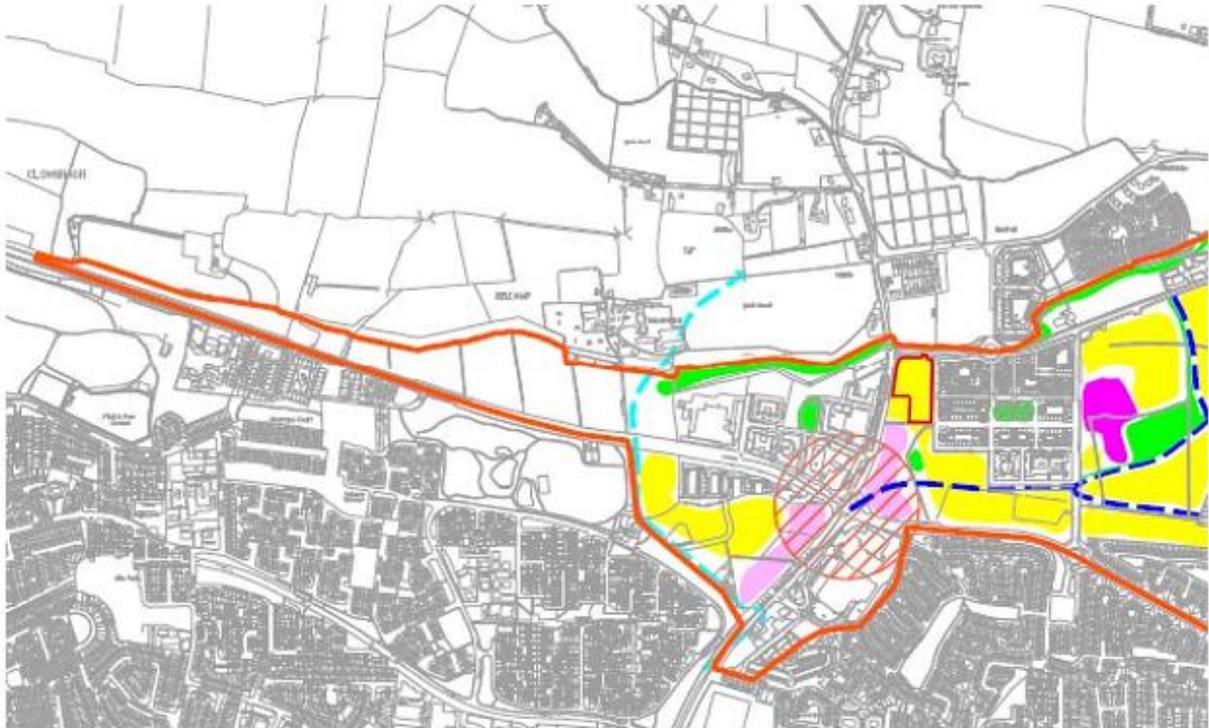


Image 2: Site Identified for Residential Use in CDP with outline of proposed development site



Image 3: site location map

Mixed Use Development:

The proposed development comprises the following:

- Circa 151 Social Housing Units.
- 1150 m² of landscaped communal open space with play facilities,
- A 640 m² unit (over two floors) is proposed for the south east corner which is intended for use as a crèche, with capacity for 100 children, subject to local commercial demand.
- A space measuring 153 m² will be provided at the south west corner of the complex. It is intended that this space can be subdivided into multiple units to provide space for the delivery of facility management services and community use facilities to be managed by the local area office.
- Multi Use Games Area (MUGA) for use by the wider community measuring 2,710 m².

Unit Arrangement:

The layout proposed for the apartment complex comprises 7 blocks utilising a varied approach to building height with a 7 storey elevation to the northwest (Malahide Road); stepping down to 4 storeys adjacent to Belmayne estate; and 3 storeys to the south respectful of existing residential form on neighbouring sites and allowing natural sunlight penetration into the enclosed courtyard.

The complex comprises 50 no. 1 bed apartments, 82 no. 2 bed apartments and 19 no. 3 bed apartments, of which there are 75 single aspect units, circa 76 dual aspect units and some 50 units intended for senior citizen use. All three bed apartments are dual aspect. The ground floor apartments are accessed from street level to the south, east and west, whilst resident access to the upper floor apartments is restricted to the core in which the residence is located.

Diversity in Tenure:

This site was selected having regard to the current housing need and the provision of social housing in the surrounding areas in the context of sustainable communities and compatibility with existing development plans. While the units being developed during Phase 1 are all for social housing purposes, sustainability will be achieved within the wider masterplan for development.

To facilitate diversity in tenure, it is intended that further development within the masterplan site i.e. the development of an additional 200 units (approximately) during Phases 2 & 3, will be advanced as a private development.

Open Space / Space Standards

The development comprises approximately 1,150 m² of communal open space with private open space/balconies overlooking the residential courtyard/landscaped garden areas. Apartment size, storage requirements, private open space and provision of communal open space has been designed in accordance with the standards set out in the Sustainable Urban Housing: Design Standards for New Apartments (2015). A total of 16 no. units have been designed to Universal Design Standards, thereby ensuring adaptable and accessible units for all.

Car/Bicycle Parking Provision:

The scheme makes provision for 67 no. car parking spaces at lower ground level and 68 no. surface spaces and circa 156 no. bicycle stands.

It is noted that the site is well connected from a public transport perspective, with the Malahide Road Quality Bus Corridor (QBC) providing a direct connection to the city centre, and the DART station at Clongriffin located just a 15 minute walk away.

Public realm:

The internal courtyard is naturally overlooked by apartment units and will provide a safe internal space for residents of the apartment units. Outside of this area, balconies are the predominant type of private open space serving each unit. The significant public open space provision along the eastern boundary of the site, including the area proposed for the MUGA, is not only overlooked by apartment units within the proposed development, but is also naturally overlooked by existing properties within the Belmayne residential development, thereby ensuring natural, passive surveillance.



Image 4: Overall Site Masterplan with Detailed Proposed Development



Image 5: 3-D View from Malahide road



Image 6: 3-D Views of site masterplan from south