

Masterplan for Lands at Clonshaugh, Fingal

September 2016



Figure 1 (Cover Photograph) - *Aerial Oblique of site looking North West*

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Executive Summary

This Masterplan has been prepared for the lands at Clonshaugh, Dublin 17, in accordance with the Fingal Development Plan 2011-2017 and in consultation with Fingal County Council having reference to the previous ST1 Local Area Plan.

The Masterplan Lands are zoned HT to provide for office, research and development and high technology/high technology manufacturing type employment in a high quality built and landscaped environment. This Masterplan helps to articulate how the lands will be used as an Office Park.

In consultation with IDA Ireland, challenges were noted with regard to the availability and ongoing supply of Grade A office accommodation in Dublin. In this context, suburban locations like Fingal County can provide multinational clients with flexible and cost effective office solutions to support their investment needs.

The Masterplan Lands are located at the junction of the M1 and M50 motorways. This Masterplan enhances the strategic position of the site with its proximity to Dublin City, Dublin Airport and Dublin Port. This location makes it a peerless site for both domestic and international companies from which to operate.

The Masterplan Lands are analysed in terms of its local physical environment and also in relation to the relevant policies of the local authority, government agencies and statutory bodies. As part of the Masterplan process, comparisons have been made with similar internationally renowned business parks, with key lessons drawn to inform and influence the development of the Masterplan concept.

The vision for the development of the Masterplan Lands is to provide a working and social environment in which employees from neighbouring companies can gather and interact in a central beautifully landscaped park. Traffic is confined to the perimeter of the site leaving the central park area as a space for people to meet for activities and for easy interaction which naturally promotes innovation and the cross fertilisation of ideas. The scale and configuration of the buildings promote the use of the central area whilst also leaving the periphery free to be used for vehicular access and servicing.

The Masterplan examines the future requirements of the Lands in terms of transport, water, waste, fire safety and power. Green technologies have been analysed for their feasibility, with the development aspiring to achieve a LEED gold energy rating.

In summary, the Masterplan is both an economic vision as well as a spatial vision. The vision is to create a centre of employment and provide economic opportunity for the large population east of the M1/M50 junction (circa 150k).

The development of the Masterplan Lands is of strategic importance to this southern area of Fingal. Consideration has been given to the phasing of the development so that it will grow in tandem with planned improvements in the local, citywide and national infrastructure. This Masterplan sets out both development guidelines and design parameters to help achieve a High Technology Office Park of International excellence.



Figure 2 - The Masterplan



Figure 3 - Masterplan Lands - Strategic Importance



1. Introduction

1. Introduction

1.1 Project Background, Purpose & Scope

This Masterplan has being prepared under the requirements of the Fingal Development Plan 2011-2017. The Masterplan Lands consist of an area of 17.2 hectares (42.5 acres) in South Fingal (Map 11, Fingal Development Plan) of currently undeveloped land. It is envisaged that the Masterplan will provide for a campus style business park consisting of ca. 100,000 sqm of office floor space and related land uses, in accordance with the zoning objective in the Development Plan. Related land uses will include landscaped open spaces, services for occupants, car parking, an internal ring road and all associated site development works.

This Masterplan will complement a planning application for Phase 1 of this development consisting of 23,970 sqm of office space.

The focal point of the development of the Masterplan Lands will be a central park from which the buildings will radiate. Retail and food outlets for the occupants of the site can be placed along the south-facing promenade which runs adjacent to the water feature proposed. The buildings have been configured to provide shelter to the park and also shield against traffic and aircraft noise from beyond the site boundary.

The development of this business park establishes a new benchmark for business communities in Ireland. The project builds upon the Masterplan concepts of companies such as Google, Facebook and Yahoo. These are not simply workplaces, but also places for people to meet, be entertained, share ideas and collaborate. These communities also offer spaces to relax in, to exercise in and reinvigorate the mind.

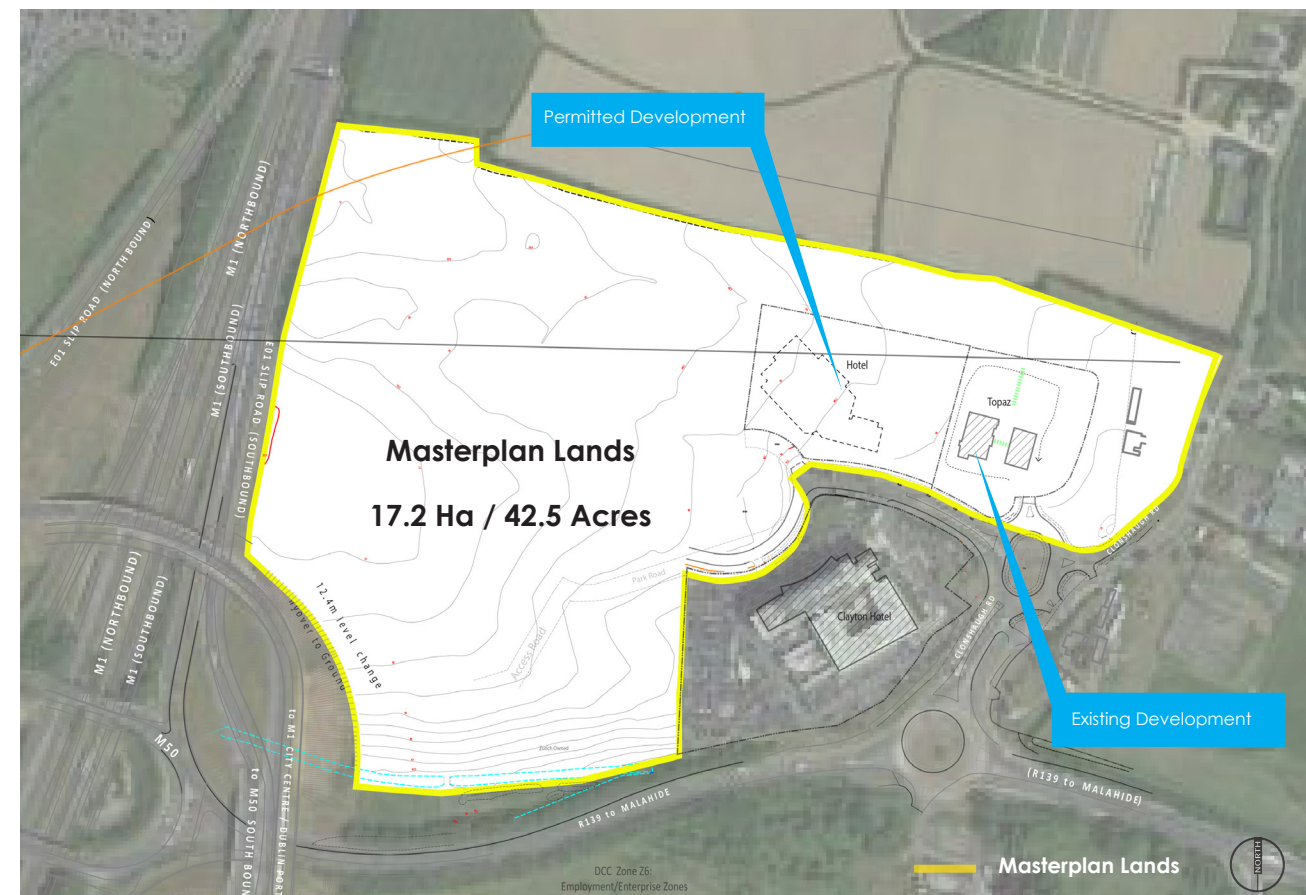


Figure 4 - Aerial showing site boundary

1.2 Site Location

The Masterplan Lands are located immediately to the north east of the M1/M50 junction in Fingal. Vehicular access to the east is from a roundabout on Stockole Lane. This roundabout provides access to a Topaz filling station and the Clayton Dublin Airport Hotel. The access road from this roundabout, constructed at the time of the Clayton Hotel provides entrance to the site. No new access points are required from the public road system.

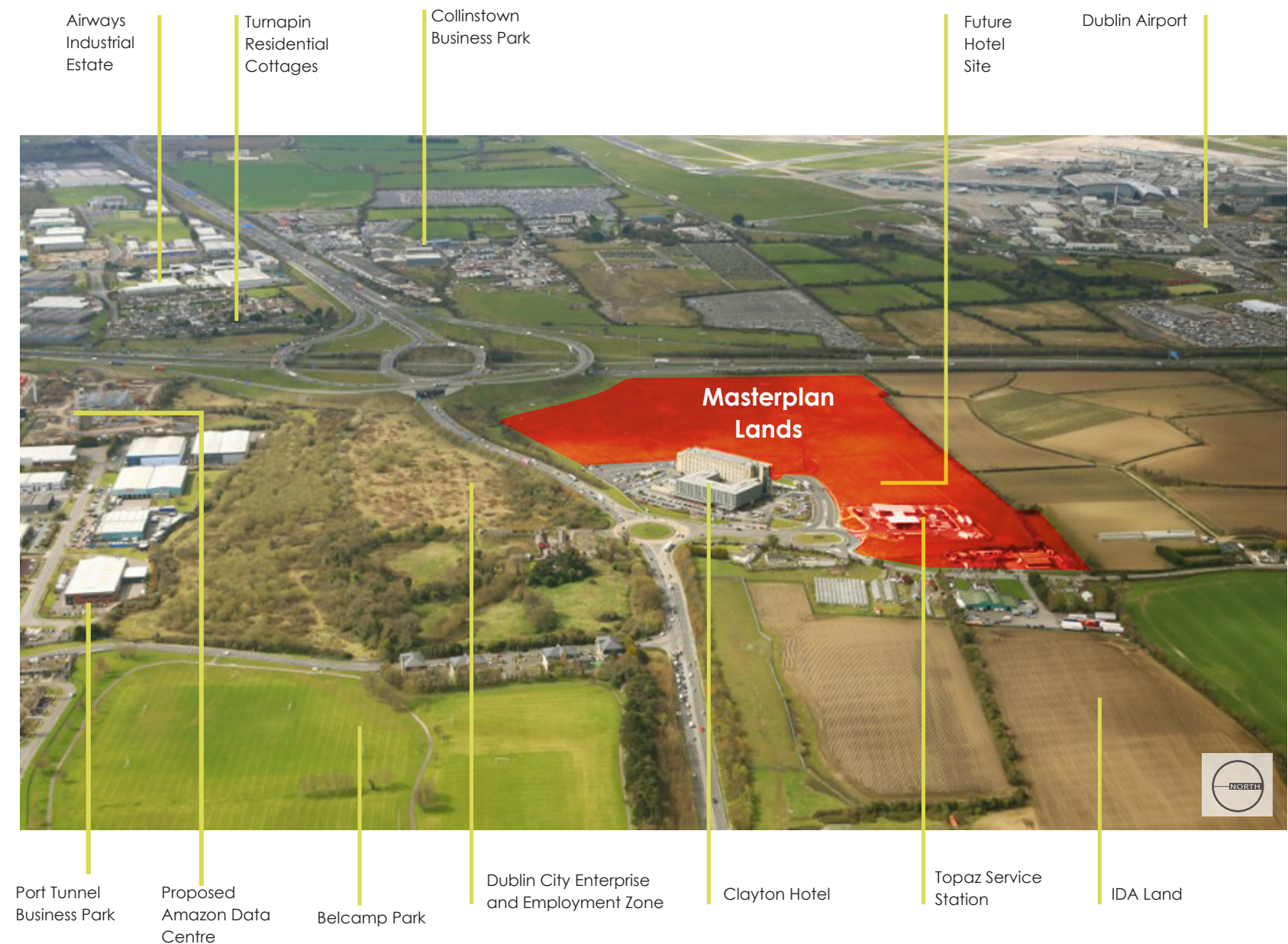


Figure 5 - Site Context & Surrounding Amenities

1.3 Why a Masterplan?

The purpose of a masterplan is to provide a framework within which individual planning applications can be considered. Such a framework is necessary for a number of reasons which include the following:

- To ensure that a spatial vision is agreed with the planning authority for the overall development of the lands;
- To ensure that each individual planning application adheres to an overall urban design vision that is comprehensive and coherent;
- To ensure that the infrastructure necessary for the full development of the zoned lands is identified, although this infrastructure is likely to be provided in stages.

A masterplan is required for this site under the requirements of the Fingal Development Plan 2011-2017 as these lands were previously the subject of a Local Area Plan (Clonshaugh ST1), which was adopted by the Council in 2002.

The northern part of the Masterplan Area lies within the Dublin Airport main runway Outer Public Safety Zone. The significant change in the designation of the airport Outer Public Safety Zone was a contributory factor in the requirement for a masterplan to be prepared for these lands.

The objective of this Masterplan is to provide an overall vision for the lands, setting out the possible phases of development and the providing for flexibility in building design within a designated framework.



Figure 6 - View of the Clayton Hotel and Flyover looking West.

1.4 Placemaking within a Masterplan

Fingal County Council's Development Plan aims to improve the quality of Fingal's urban and rural environments and encourage a high standard of design in all new developments. Adhering to the principles of placemaking is seen as facilitating accessible, safe and sustainable buildings and natural environments, which reflect the special character and heritage of the County.

Placemaking is a multi-faceted approach comprising of planning, design and management. Figure 7 demonstrates how placemaking and sustainable communities can be at the centre of our thinking in respect of planning and design. The Masterplan aims to provide a wide range of activities that contribute to a sense of place and the area's sense of identity.

The park and the designed spaces between the buildings are traffic free allowing the landscape to be one that is used, and not one that is simply over-looked. The office buildings are therefore not simply a place to work. The Masterplan will also offer places to meet and entertain, to share and compare ideas, to discuss concepts and look for and create opportunities to collaborate.

The concept of an enclosed landscape space as part of a campus of buildings has been successfully used by Google, Facebook and Yahoo (refer to Section 4.1). An example of a multi-tenanted park also using this concept is Chiswick Park in London. Our research and analysis of which is described in Section 4.3.

1.5 Placemaking Principles

Well connected – The development has excellent road connections to regional areas of Ireland and excellent air connections to Europe, North America and the Middle East. There are good public transport links in close proximity to the site which will be extended in the future and/or links provided to them.

Well served – The site has a full range of services to its boundary – water, drainage, gas, electrical etc.

Environmentally sensitive – The development will include a large landscaped park at its centre which will replace the existing pasture. The park and landscaped areas between the buildings will encourage biodiversity, throughout the development, where practical.

Fair for everyone – The development will provide greatly enhanced employment opportunities in Fingal. These employment opportunities will be in a park setting, accessible to everyone working in the park and to the general public also.

Thriving – The development will provide a work environment that is attractive to companies to locate in Fingal, these companies will generate demand for supporting services to serve the occupants of the business park and the adjoining hotels and service station.

Well designed and built – The idea of office buildings clustered around a central park is a new concept for use in business parks in Ireland. This idea however, has a historical precedence and can be seen in Dublin City Centre e.g. Merrion Square and Fitzwilliam Square . The design of a high quality landscape and its integration with building design is key to the success of the proposed development. The park provides a series of outdoor social spaces for the occupants. The buildings themselves are designed to offer maximum flexibility for potential tenants.

Active, inclusive and safe – The design of the development creates a central space where entrances and supporting services face onto either the central park or promenade. The promenade will become a circulation spine providing the primary active route through the development. In addition, all buildings will provide passive surveillance onto the landscaped spaces, helping to create a safer environment for all.

Well run — It is proposed that the development be run by a management company which will maintain the park and will promote the ethos of the development.



Figure 7 : Diagram Source: Adapted 'Egan Wheel', Egan 200 (Draft Fingal Development Plan 2017 - 2023)

An aerial photograph of a highway interchange and surrounding landscape, tinted in a teal color. The image shows a multi-lane highway with a complex interchange system, including a roundabout and several overpasses. The surrounding area includes fields, some buildings, and a line of trees. The text "2. Planning Policy Context" is overlaid in white on the right side of the image.

2. Planning Policy Context

2. Planning Policy Context

2.1 Historical Planning Context of Lands

In the 1999 Fingal Development Plan the site was zoned ST1 ‘

‘To facilitate opportunities for science and technology based employment and associated and complimentary uses in a campus style environment in accordance with approved action area plans and subject to the provision of the necessary physical infrastructure’.

In 2000 an Action Area Plan was prepared in consultation with the planning authority. This was subsequently adopted in 2002 as the statutory Clonsaugh ST1 Local Area Plan. Although this plan has since expired, it established a number of principles including the identification for a landmark building and an area of parkland in the centre of the site. Most importantly it established the principle of high quality architectural design reflected in an integrated ‘master plan’ approach to the lands.

In the 2005 Development Plan, the zoning objective ST1 was retained for the lands: *“To facilitate opportunities for science and technology based employment and associated and complementary uses in a high quality environment in accordance with an approved local area plan.”*

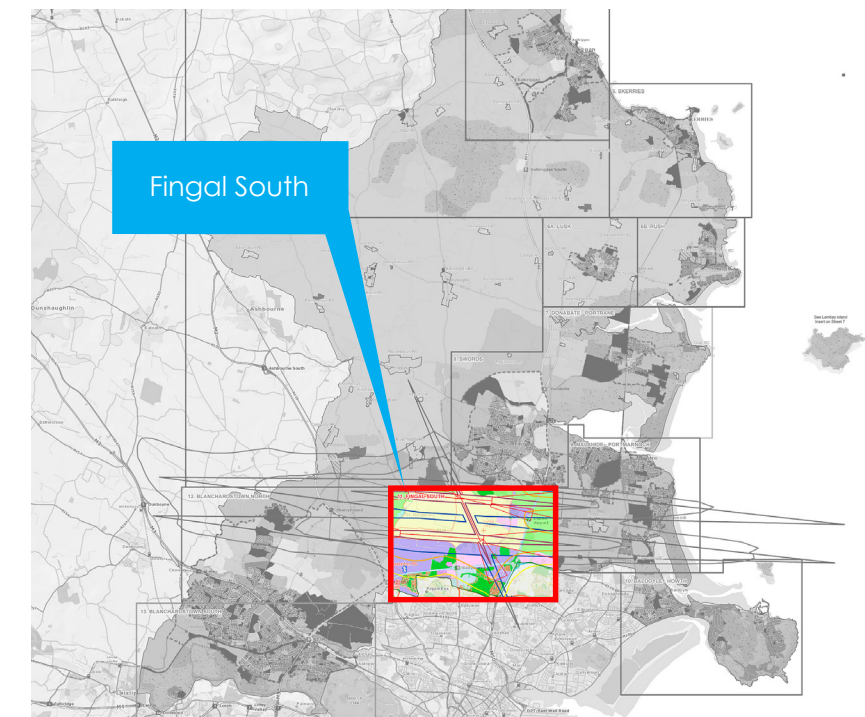


Figure 8 - Fingal Context

2.2 South Fingal Development Strategy

The overall vision for the South Fingal area as articulated by Fingal County Council in the South Fingal Planning Study is for the area to be:

- A gateway to Dublin, Fingal and Ireland: South Fingal is a focus of national transport infrastructure: with the Airport as its key, and the M50 and M1 as two of the nation's most important road links.
- A hub of the sub-regional economy; with the dynamic presence of the Airport, but also astride the Dublin-Belfast corridor, and with vital development land around Blanchardstown and Swords.
- A “Green Lung” for the whole of the north side – the Airport apart, South Fingal has a strong regional spatial and rural / green space role for the populations of the urban areas which bound it to the north and south.
- Support the existing and developing population in the area by the timely delivery of enhanced community and recreational amenities accessible to all.

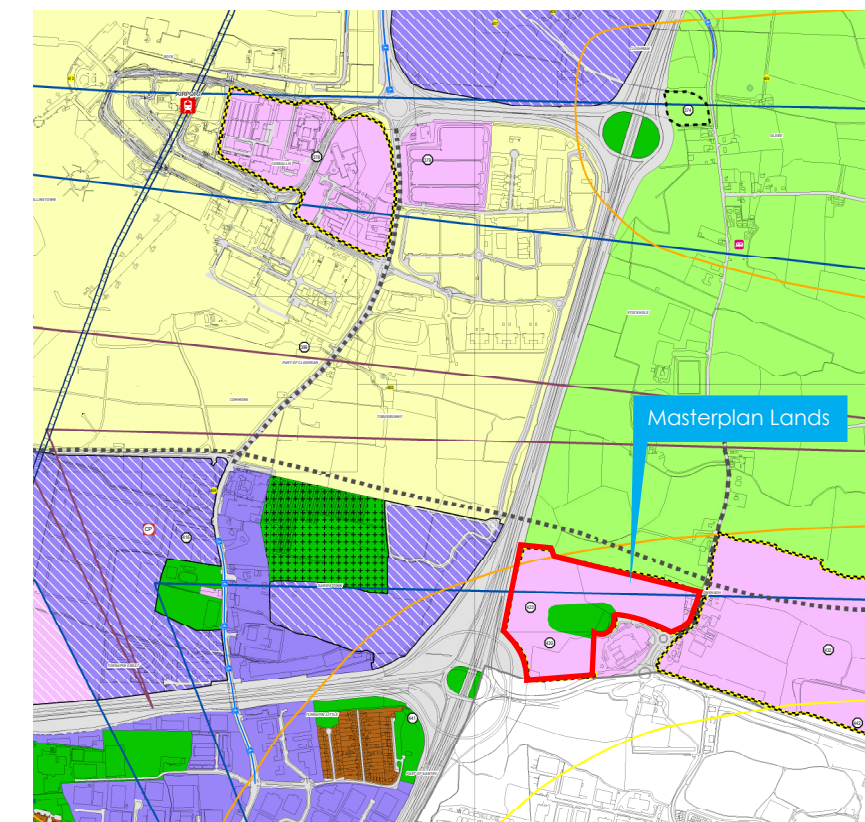


Figure 9 - Sheet No.11 (Development Plan Map 2011-2017)

2.3 Previous Clonsaugh LAP

Previous Clonsaugh ST1 Local Area Plan approved by the Council in 2002 provided for the following development quantum. This Masterplan follows and improves upon the principles outlined in the LAP

Development Type	Office	Hotels	Local Service Centre	Restaurants	Sport & Leisure	Motor Sales Outlet	Total Development
Phase 1	50,000 sqm	40,000 sqm 800 Bedrooms	3,000 sqm	1,000 sqm	6,000 sqm	1,000 sqm	101,000 sqm

Figure 10 - Table showing previous LAP quantum

The existing Clayton Hotel, the proposed hotel and the Topaz Service Station were all approved in line with this LAP.

2.4 Fingal Development Plan 2011-2017

In the current Development Plan (2011-2017) the Masterplan Lands are zoned HT

“Provide for office, research and development and high technology/high technology manufacturing type employment in a high quality built and landscaped environment.”

The centre of the lands are zoned ‘OS – Open Space’, with an objective to “preserve and provide for open space and recreational amenities.

The following vision is stated for this zoning objective:

“Facilitate opportunities for high technology, high technology and advanced manufacturing, major office and research and development based employment within high quality, highly accessible, campus style settings. The HT zoning is aimed at providing a location for high-end, high quality, value added business and corporate headquarters. An emphasis on exemplar sustainable design and aesthetic quality will be promoted to enhance corporate image and identity.”

The Masterplan Lands are located in the South Fingal Sheet 11 Area. Two local development objectives have been specifically attributed to the Masterplan Lands as follows:

Local development objective 423:

“Provide for in the Masterplan, office based, research and development, and high technology type employment, and facilitate hotel with ancillary dance hall and public house uses, education, petrol station, and uses to support the significant local employment bases such as restaurant, cafes and childcare uses.”

Local development objective 430:

“Facilitate the provision of public transport to the lands north of the M50 Extension.”

“The HT zoning is aimed at providing a location for high end, high quality, value added businesses and corporate headquarters. An emphasis on exemplar sustainable design and aesthetic quality will be promoted to enhance corporate image and identity.”

2.5 Draft Development Plan 2017-2023.

The zoning objective for the Masterplan Lands has been amended to remove the open space. A requirement for a masterplan remains on the lands.

Development Plan Objective Z03 states: ...“Prepare and implement Masterplans where required.

There is no change in the road improvement and new road proposals in the vicinity of the site. The area of open space zoning (park) in the centre of the Masterplan lands is no longer included. The two objectives 423 and 430 have been removed, and no specific objectives for the lands are shown.

Objective ED81

The draft plan states:

‘Ensure that settlements and locations within the Metropolitan Area pursue development policies of consolidation, and maximise their economic strengths and competitive advantages such as tourism and marine sectoral activities in Malahide and Howth, while the lands within the southern part of the County maximise their economic potential through the strong functional linkages to the M50’ (Section 6.12, Page 225 of the Draft Development Plan 2017-2023)

The draft plan also outlines specific policies for consolidation in the south Fingal area:

‘The Dublin Gateway Consolidation areas and the lands within the southern part of the County will follow a policy of consolidation, with their economic performance being strengthened to maximise on their competitive advantages due to geographic location, unique features and infrastructural provision’ (Section 6.12, Page 224 of the Draft Development Plan 2017-2023)

2.6 Previous Planning Permissions

Previous planning permissions have been granted for c.31,600 m2 of office space on a portion of Masterplan Lands. This permission has now lapsed and was not renewed.

Details of this planning permission are contained in the appendices - section 8.2.

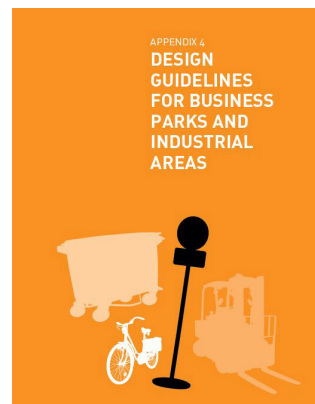
2.7 Fingal Development Plan 2011-2017 Design Guidelines for Business Parks & Industrial Areas

Appendix 4 of the Fingal Development Plan provides a set of design standards and guidelines for business parks and industrial areas. The design guide focuses on site and building design to promote sensitive site planning and low impact development. Characterised by high quality physical environments which are unified and legible.

The guide is intended to be used in conjunction with the principles of good design to facilitate the delivery of quality development within industrial and business park settings. Business parks and industrial areas in Fingal are intended to provide high quality physical environments for businesses and industry reflecting the character of the County.

The principal aim of the guide is to achieve high quality design, visual continuity and pedestrian/cycle friendly environments whilst ensuring the functioning of business and industrial locations. It is also considered that good design will assist in the long term economic viability of these areas. How the Masterplan responds and satisfies the design considerations outlined within the guidelines is set out in Sections 2.7.1 and 2.7.2. The Draft Development Plan 2017-2023 also includes these guidelines.

Figure 11 - Appendix 4 of FCC Development Plan 2011-2017 - Design Guidelines for Business Park & Industrial Areas



2.7.1 Masterplan Lands Response to Building Design Guidelines

Building orientation and road frontage – The layout of the project follows the campus typology in its layout with the main entrance to all buildings facing onto the central park. Buildings are orientated perpendicular to the circulatory road to allow routes and views from the circulatory road through to the central landscaped area.

Massing and form – The Masterplan provides for a series of rectangular buildings in plan that can be linked in a number of different configurations if required. Building heights will vary from 4 up to 6 floors in height.

Building appearance – A series of design parameters are provided as part of the Masterplan to guide the development of the various phases proposed. Guidelines will relate to placemaking urban design principles and avoid outlining prescriptive stylistic requirements. (See Section 5.2 for parameters for development).

Telecommunications and antenna equipment – The Masterplan lands are optimally located in terms of international, national, regional and local fibre optic connectivity. There are a number of telecoms companies which are already connected to the site (please see Section 6.8.6).

Solar, utility, electrical and mechanical equipment – An appropriate strategy will be developed to reduce the visual impact of equipment for each of the proposed building types. This will be further determined during detailed building design.

Building entrances – One of the key principles of the Masterplan is that the buildings have their primary orientation towards the central park for wayfinding. Building entrances are clearly visible and identifiable from the central park.

Parking – Parking will be predominantly concentrated within a car park located to the northern perimeter of the site. (Refer to Section 5.6 - Preferred Masterplan). Some undercroft parking will also be provided for each building.

Landscaping and boundary treatment – Landscaping and boundary treatments are dealt with extensively in the Masterplan as the centre piece for the design is the park area around which all buildings are clustered.

2.7.2 Masterplan Lands Response to Site Design Guidelines

Access and circulation – A comprehensive traffic study has been undertaken for traffic and roads both within the site and access plus egress roads from the site. This has informed the layout of the Masterplan.

Pedestrian and cycle connections – Cycle connections to wide cycle routes in Dublin are covered within the traffic report, cycle and pedestrian routes have been provided within the Masterplan which is designed to have a campus layout which is predominately vehicular free (Refer to Section 5.8).

Permeability – Within the Masterplan the campus layout allows for maximum pedestrian permeability through the central park around which all buildings are focused.

Lighting – The campus nature of the design has required careful consideration of lighting in the central park area and carparking (Refer to promenade images Section 5.9).

Loading/services area – As the buildings are designated as 'high technology and advanced manufacturing, major office and research and development based employment' there are no dedicated loading and service areas for each building.

Waste/recycling – Waste and recycling is handled on a building by building basis and will be considered at a more detailed design stage.

Storage (Plant, materials, machinery) – Due to the designation of the site as 'high technology and advanced manufacturing, major office and research and development based employment' it is not anticipated that there will be a requirement for storage outside of the footprints of the proposed buildings.

Setbacks – North of the promenade, buildings have been arranged to provide a strongly defined edge to the promenade and the landscaped park. To the south of the promenade, the buildings are stepped to create more expansive civic spaces.

Signage – A comprehensive wayfinding strategy will be developed as part of the Phase 1 implementation.

Public art – Potential locations for public art are identified as part of the landscape design. Public art will most likely be found on approach, arrival, along the promenade, building access courts and in key civic spaces

Sustainability – A focus on sustainability in terms of building and landscaped design has been maintained throughout the development of this Masterplan. It is the intention to register this project for LEED accreditation and to pursue the LEED Gold Standard, (see Section 6.9 for further details).

2.8 Dublin Airport Central Masterplan 2015

Dublin Airport is the principle gateway to Ireland and the most significant economic entity and the largest provider of employment in the County and the region. It is of major national, regional and local importance because of its employment base, passenger throughput and airfreight services. In 2015 it accommodated some 25 million passengers, which was an increase of 15% on 2014.

The Dublin Airport Central Masterplan is a framework for the future development of lands strategically located within Dublin Airport. The Masterplan lands comprise of two parcels of land, referred to as Zone 1 and Zone 2. This Masterplan specifically focuses on the development of Phases 1 and 2 of Zone 1 for high quality, high value office accommodation supplemented with ancillary uses. The combined area of Phases 1 & 2 is 75,464 sqm of office floor space.

2.9 Second Runway at Dublin Airport

The DAA is progressing its plans to deliver a new runway for Dublin Airport. Planning permission for this runway was granted in August 2007 but the development of the runway was put on hold due to the economic downturn and the subsequent fall in passenger numbers. The 3,110 metre runway will be built 1.6 km north of the existing main runway and it is expected to be delivered in 2020.

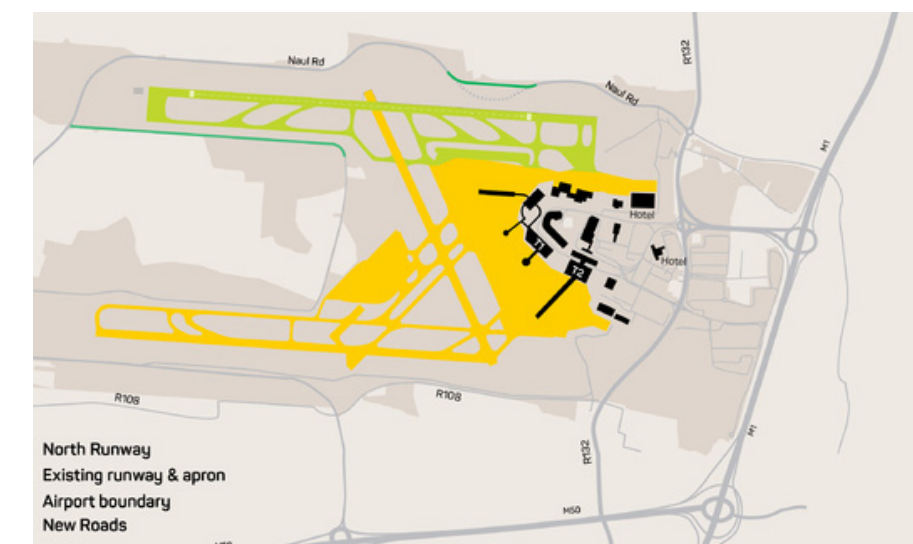


Figure 12 - Proposed location of second runway Dublin Airport.

2.10 Screening for Appropriate Assessment

Objective AA1 of the County Development Plan states: ...*"Ensure that all plans and projects in the County which could, either individually or in combination with other plans and projects, have a significant effect on a Natura 2000 site (or sites) will be subject to Appropriate Assessment Screening."*

Screening for Appropriate Assessment was carried out to ascertain if the Masterplan is likely to have significant effects on the seventeen Natura 2000 sites within the threshold distance of the project site. If this were the case then it would be necessary to carry out an Appropriate Assessment. Following the review of the Masterplan in accordance with the Guidance for Planning Authorities entitled "Appropriate Assessment of Plans and Projects in Ireland", this screening has established that the project poses no potential for significant effects and as such requires no further appropriate assessment.

(refer to Appropriate Assessment Screening Report prepared for this Masterplan).

3. Strategic Analysis & Site Context



3. Strategic Analysis & Site Context

3.1 Strategic Analysis

3.1.1 Strategic Location

The Masterplan Lands are located 7.5 km from Dublin City Centre and are strategically placed at the junction of the M1/M50 providing access to the Dublin-Belfast Economic Corridor and the rest of Ireland.

The proximity of the site to Dublin Airport (2km), the Port Tunnel and Dublin Port make the Masterplan Lands an attractive business park location for Foreign Direct Investment (FDI).



Figure 13 - The Masterplan Lands in relation to Dublin's key transport infrastructure.

3.2 Economic & Demographic Considerations

3.2.1 Employment Zone

To the immediate east of the site is 120 acres held by the Industrial Development Authority (IDA) which like the subject area, are also zoned HT. Together with the potential future development of these lands and the Dublin Airport Central Masterplan and its associated office development (see section 2.8), the Masterplan Lands will be a key link in the creation of a wider employment zone for Fingal and the wider North Dublin population.

3.2.2 Employment Opportunities

The creation of high value, marketable and sustainable employment is a key policy and objective of Fingal County Council (FCC). Since the adoption of the Clonsaugh ST1 Local Area Plan (see section 2.3) the population of Fingal has grown by more than 50%. A total population of 146,692 live to the east of M1 motorway (Fingal 99,336; Dublin City – 47,356 - Census 2011) (see Figure 14).

Current employment trends indicate that a high proportion of the related population is engaged in employment at the higher professional, employer and managerial levels (Fingal 42%; Dublin City 65.8% - Census 2011). However, there is currently a disproportion between the skill levels of the Fingal population and the employment opportunities within the County. This has resulted in high levels of outward commuting (55,000 – Census 2011) (Figure 14).

Given the initial results from the 2016 census and the population growth in Fingal it is anticipated that the population in these specific areas has increased

Figure 14 indicates the key population and employment statistics for the catchment area in close proximity to the Masterplan Lands. The development of Phase 1 will deliver significant employment opportunities with the creation of over 2,000 high value jobs in Fingal that will create a professional employment base for the population of south east Fingal and the northern town lands of Dublin City. Once fully developed the Business Park will be a key employment centre, providing upwards of 8,500 jobs.

The employment created will also prove attractive to that portion of the Fingal / North Dublin population left unemployed as a result of the recent recession and who have up-skilled and are seeking their way back to full-time employment. This consequently, aids in the promotion of social inclusion, a fundamental value of the current Fingal Development Plan.P

Please note that at the time of writing, detailed statistics from the 2016 census were not available.

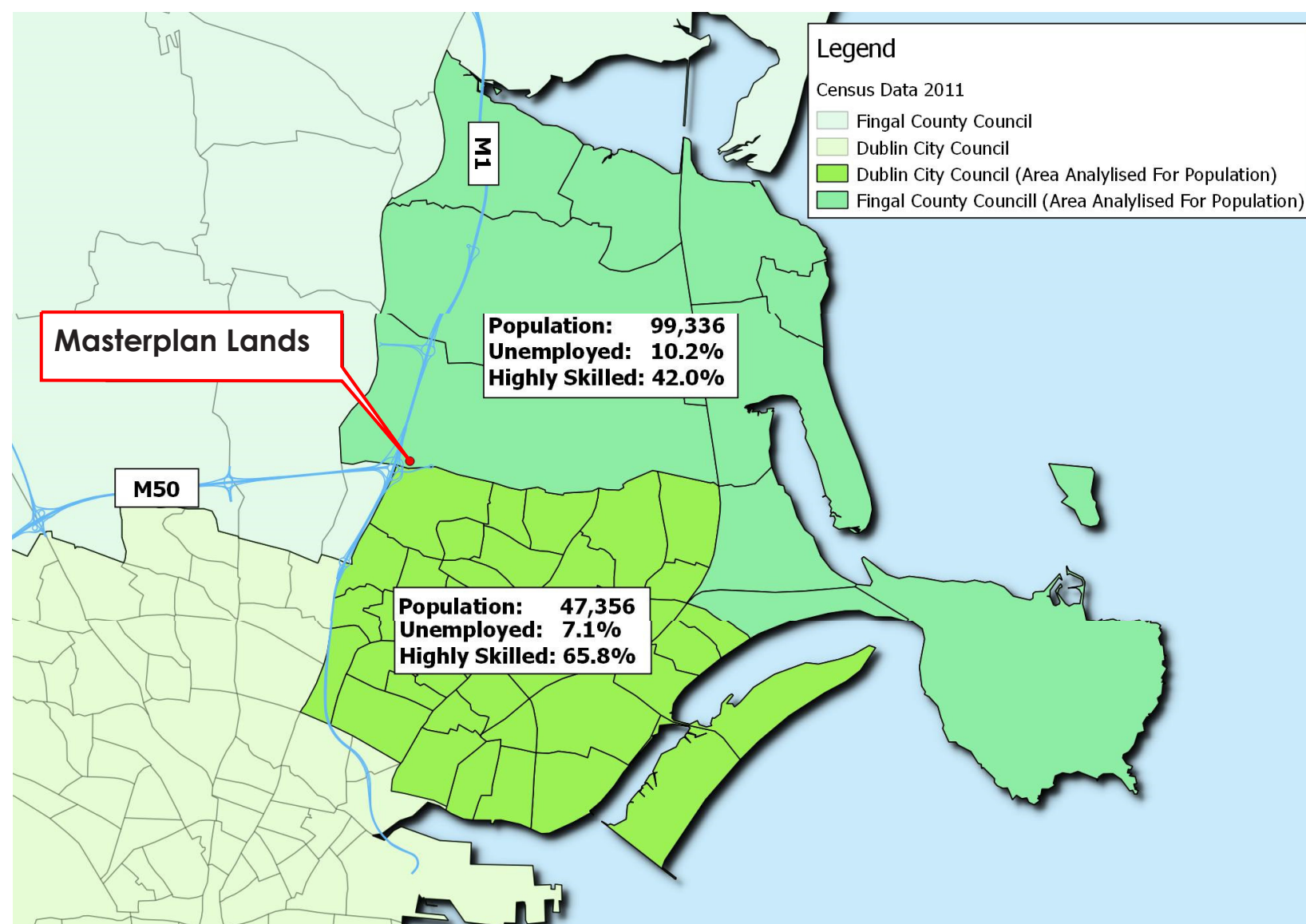


Figure 14 - Map Illustrating skilled employment base east of the M1/M50 corridor. Image produced by Atkins.

3.2.3 Office Supply

QRE real estate advisors have carried a study into the quantum of suburban office available on both the eastern and western sides of the M1 and along the M50 corridor. *Figure 15* shows that there is a quantum of almost 12 million sq.ft. of Grade A office space to the west of the M1 and along the M50 corridor. To the east of the M1 and the M50 there is only a quantum of 1.8 million Grade A office space, resulting in an imbalance of more than 10 million sq.ft between south and north Dublin.

Figure 15 identifies the approximate location of ‘Grade A’ office space in suburban locations around Dublin, highlighting a concentration of this type of office space south of the city, in particular in Dun Laoghaire Rathdown.

In terms of a comparison between Fingal and Dun Laoghaire Rathdown, there is a large disparity in the distribution of Grade A office space between the counties, especially when compared to the populations of each county. Fingal has a significantly larger population but has a significantly lower provision of office floorspace. This disparity in the distribution of office floorspace contributes to current commuting patterns, which sees large numbers of commuters travelling from Fingal along the M50 corridor to access their place of work.

The proposed Masterplan development assists in providing a better spatial distribution of employment provision in relation to population distribution, significantly increasing the amount of Grade A office floorspace in Fingal. This will assist in addressing unsustainable commuting patterns and will also assist in reducing the volume of commuter traffic along the M50 corridor



Figure 15 - QRE study comparing the quantum of suburban office space available.

Major Suburban Office Parks
(Approximate Areas)

west of the M1 & along the M50 corridor	Existing		Planning	
	Sq. M.	Sq. Ft.	Sq. M.	Sq. Ft.
Dublin Airport	9,300	100,000	37,160	400,000
Northwood	30,195	325,000	-	-
Blanchardstown	60,386	650,000	-	-
Parkwest	83,612	900,000	-	-
Liffey Valley	12,077	130,000	-	-
Citywest	162,579	1,750,000	10,219	110,000
Dundrum	32,516	350,000	-	-
Leopardstown	72,000	775,000	26,477	285,000
Sandyford	185,805	2,000,000	111,483	1,200,000
Central Park	65,302	700,000	21,368	230,000
Carrickmines	15,793	170,000	-	-
Cherrywood	64,103	690,000	120,773	1,300,000
	793,688	8,540,000	327,480	3,525,000
TOTALS	1,121,168	12,065,000		

East of the M1 and M50	Existing		Planning	
	Sq. M.	Sq. Ft.	Sq. M.	Sq. Ft.
Airside	32,500	350,000	-	-
Eastpoint	139,000	1,500,000	-	-
Proposed Site	-	-	-	-
	171,500	1,850,000	-	-
TOTALS	171,500	1,850,000	-	-

County Council	Population 2016 Census	% of overall Dublin population 2016 Census	Existing		Proposed	
			Grade A Office Space in Sq. M.	Grade A Office Space in Sq. Ft.	Grade A Office Space in Sq. M.	Grade A Office Space in Sq. Ft.
Fingal	296,214	22%	132,381	1,425,000	37,160	400,000
Dún Laoghaire-Rathdown	217,274	16%	435,519	4,685,000	280,101	3,015,000

Figure 16 - Table highlighting disparity of Grade A office space within Dublin County

3.2.4 Gateway to Fingal

At a county and local level, the Masterplan lands are important as they act as a gateway to Fingal. For the majority of citizens and visitors, this area provides the first impression of the County, and also acts as a transition area between Fingal and Dublin City.

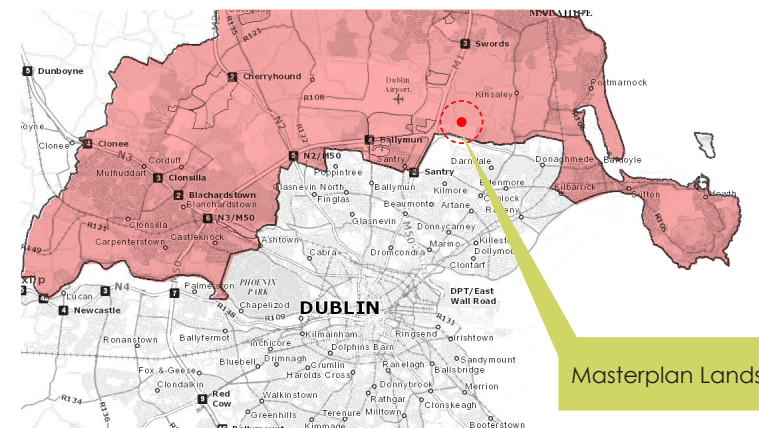


Figure 17 - Map showing the site's location within Fingal's South development plan area.

3.3 Strategic Analysis - Summary

- Key site within the Dublin-Belfast Economic Corridor
- Attractive location for FDI given its proximity to the International Airport and Seaport
- Accessibility to the National Motorway Network
- Part of a wider area of zoned employment lands
- Facilitates the provision of employment opportunities for the large North County Dublin population
- Development would alleviate the pressure on the M50 as it would reduce outward commuting from Fingal and North County Dublin
- Gateway function for both Fingal County and Dublin City

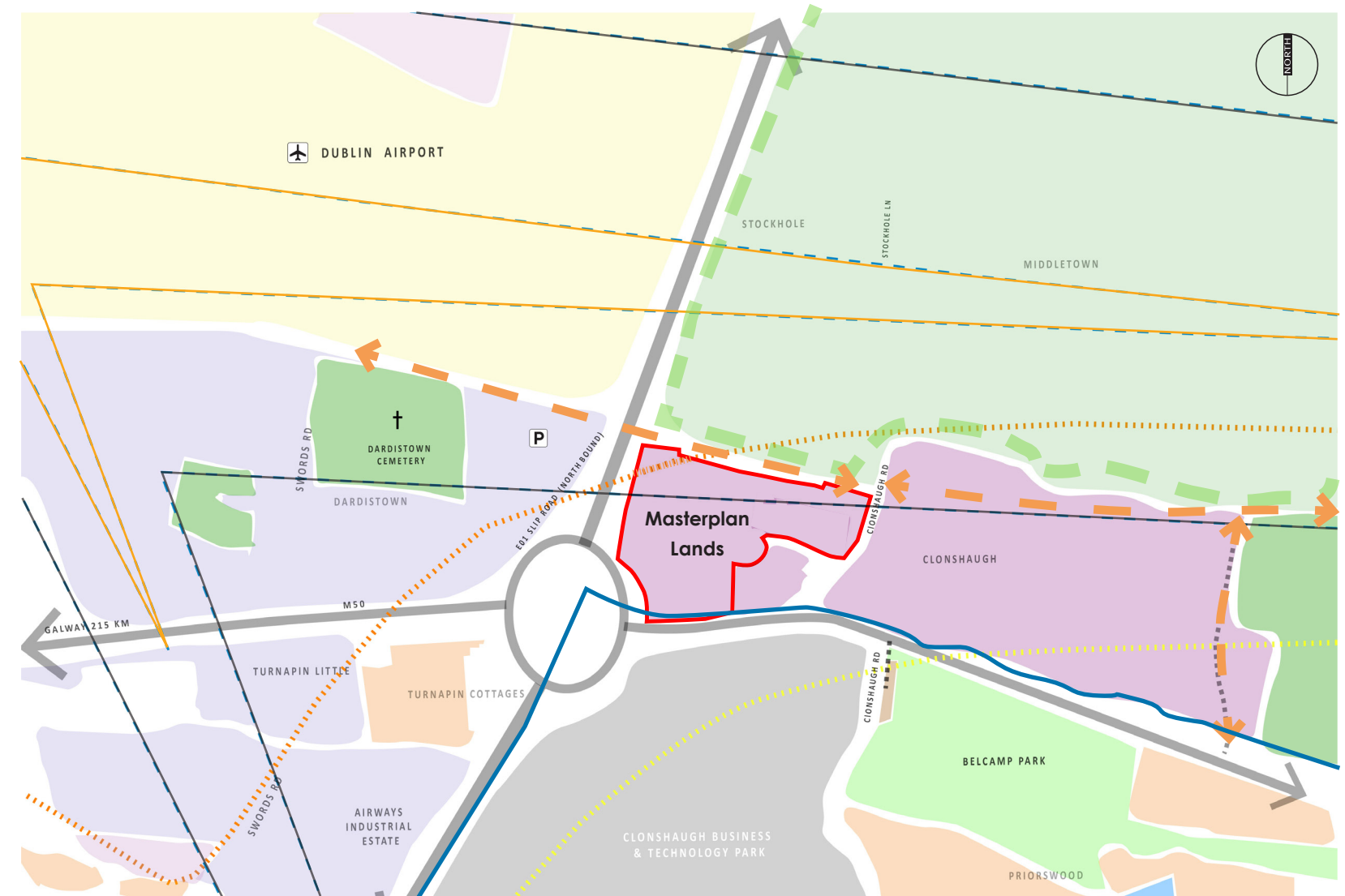


Figure 18 - Strategic Context Analysis

Legend

Masterplan Area	Outer Airport Noise Zone	Residential Area	Dublin Airport
DCC Boundary	Inner Airport Noise Zone	General Employment Zone (FCC)	Parking
Outer Public Safety Zone	Open Space Zone	High Technology Zone (FCC)	Cemetery
Inner Public Safety Zone	Belcamp Park	Future East West Link Road	
	Green Belt (FCC)		

3.4 Site Context

The Fingal Development Plan 2011-2017 identifies a number of Key Views and Prospects. However, there are no Views or Prospects within the subject lands area generally. There are no identified Views or Prospects in the area within the Draft Fingal Plan 2017-2023.

3.4.1 Visibility into the Site

The varied levels, existing buildings, motorway interchange with associated slip roads of the M1/M50 and existing vegetation contribute to screen the subject site, which is located at lower elevations to the surrounding roads, when travelling in both an easterly direction (M50) and northerly or southerly direction (M1).

The primary views towards the subject site are from the elevated M1/M50 motorway interchange immediately

south-west of the subject site. This flyover overlooks the site and rises c.12 metres above the surrounding lands.

Existing vegetation along the eastern boundary of the M1 motorway immediately west of the subject site restricts views from the M1 into the subject site. Existing vegetation along the north side of the R139 south of the subject site also restricts views into the subject site. Views are also significantly restricted into the site by the hotel and petrol filling station when viewed from Stockhole Lane.

3.4.2 Visibility from the Air

The site is very visible from the air as aircraft take off and land from the east/west runway at Dublin Airport. The site benefits from excellent visibility for aircraft taking off and landing on the main runway at Dublin Airport. The layout of the Masterplan and the footprints of the buildings will

have strong signature for visibility from the air. The design of the roof-scape requires careful consideration for what will effectively become a fifth elevation for the buildings.

3.4.3 Noise Levels

The site is close to several major existing roads, the M1 and M50, as well as the R139 which links into the major junction between the two motorways. In addition, there is proposed future East/West link just to the north of the site. This means that the site is currently heavily trafficked on two sides with a possibility of heavy traffic on a third side in the future. The associated noise levels from these potential sources has been considered in the design of this Masterplan.

3.4.4 Outer Public Safety Zone (PSZ)

The Outer Public Safety Zone for Dublin Airport passes across the northern part of the site providing restrictions on development in this area. The primary concern is with the number of people permitted to occupy / work there which in this instance is 110 people per 0.5 ha. This restriction has been taken into account in the preparation of this Masterplan.

The zone would be potentially suited to related Light Industrial or Sustainable Energy uses in accordance with the Masterplan Land's HT zoning. (Refer to Figure 9).

Masterplan Lands - M50 - East West



Figure 19 - Aerial looking West towards M50

Masterplan Lands - M1 Northbound/Southbound



Figure 20 - Aerial looking North West



Figure 21 - View of site from M50 travelling East

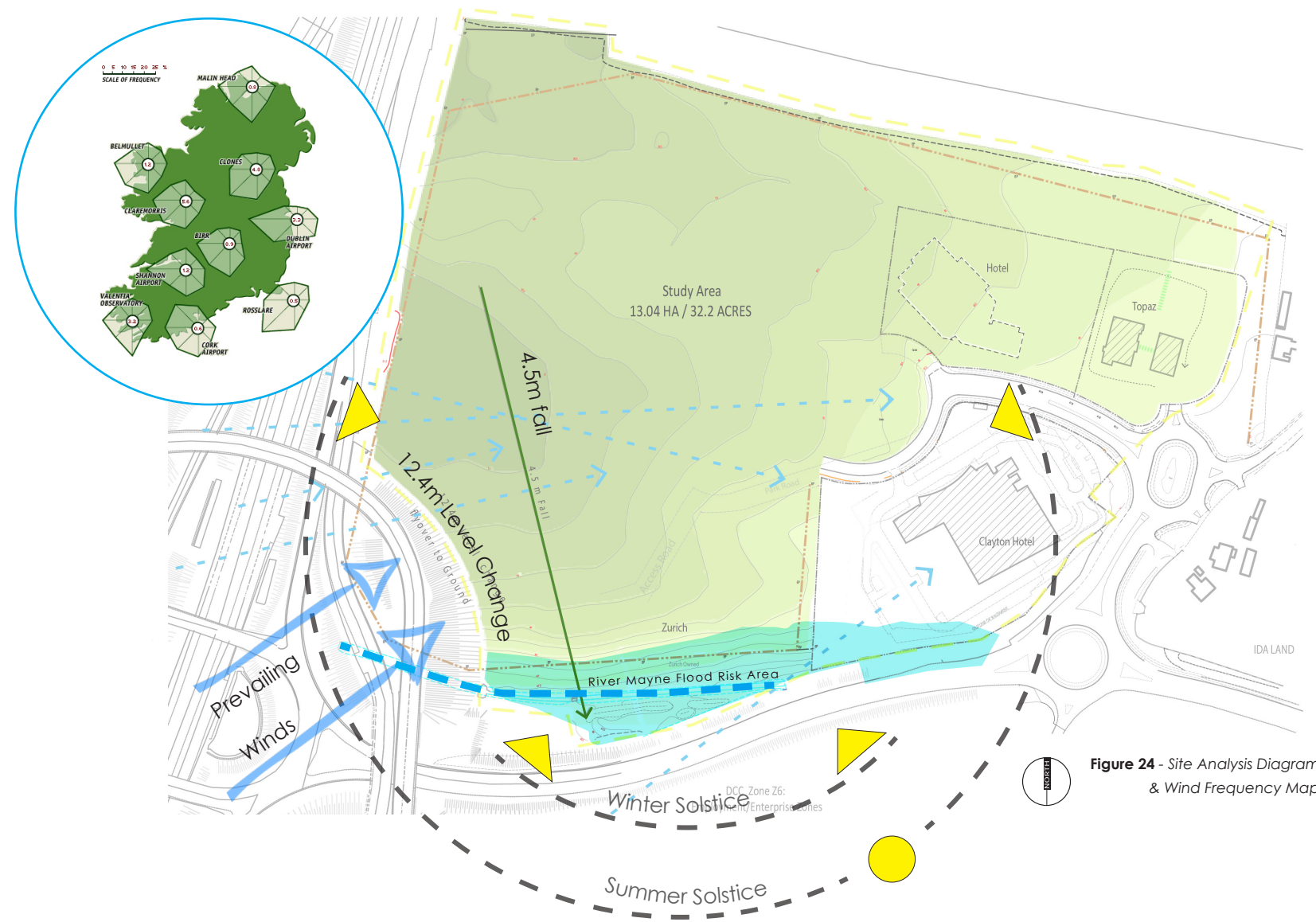


Figure 22 - View of site from below M50 flyover, travelling North on M1

Masterplan Lands - From The Air



Figure 23 - Viewing looking west at Dublin Airport & existing runway.



3.4.5 Topography

The site is relatively flat with a gentle fall from west to east. There is a more significant fall in the southwest corner towards the Mayne River. The Mayne River runs through a small section of the southern area of the Masterplan Lands (Refer to Figure 24).

3.4.6 Climate

The site is relatively exposed to the prevailing winds from the south-west as well as regular westerly winds. There is some shelter afforded to the site by the embankment to the M1 / M50 off-ramp in the south western corner.

3.4.7 Access

Access to the site is from the site's eastern boundary using an existing roundabout and access road constructed at the same time as the adjacent Clayton Hotel.



Figure 25 - View of Clayton Hotel & site looking north west from R139 roundabout.



Figure 26 - Western site boundary along M1 (Southbound)



Figure 27 - Access to site east of Clayton Hotel



Figure 28 - View North West from access road north of Clayton Hotel.



Figure 29 - Panoramic photograph looking west across site at Clayton Hotel & M50 flyover.

3.4.8 Views from the Site

Views from the site are limited as the subject site is located at lower elevations to the surrounding area. The Clayton Hotel (9 storeys) dominates the skyline restricting views south-eastwards. The M1/M50 motorway interchange is also visible from the site as it rises c.12m above the subject lands and restricts views south-westwards. Views southwards are framed by the hotel and motorway interchange and restricted by the existing vegetation along the R139. Views northwards towards the Green Belt zoned lands are restricted by the existing field hedgerow located along the northern boundary.

Views of the Clonshaugh Business Park are minimal due to the existing landscaping buffer.



Figure 30 - Aerial showing existing development surrounding the site.



3.4.9 Existing Adjoining Land Uses

The Masterplan Lands are currently undeveloped pasture land.

The west of the site is adjoined by the M1 motorway and a flyover road that forms part of the M1/M50 interchange. To the north it is adjoined by greenbelt land that is situated under the landing approach route to Dublin Airport.

To the east the site is adjoined by lands that are in the ownership of the Industrial Development Authority and zoned for office and technology manufacturing. To the south the site is adjoined by the R139 northern cross route extension and lands in Dublin City Council administrative area which include the existing Clonshaugh Business Centre and the proposed Amazon Data Centre (Refer to Figure 30).



Figure 31 - Topaz Petrol Station



Figure 32 - The Clayton Hotel



Figure 33 - Existing Pastoral Land use

3.4.10 Relationship with Clayton Hotel

A two way internal road within the Masterplan Lands will provide all vehicular access to the site, connecting with the existing road just north of the Clayton Hotel. Surface carparking will be predominantly concentrated to the north of the perimeter road, in response to the outer safety zone constraints and to optimise site layout efficiency.

The existing four star hotel is located at the south eastern corner of the overall lands, where it will be visually and functionally integrated within the overall Masterplan development. During Phase 1 of the development, the hotel building will continue to be the highest building. The hotel is linked to the Masterplan development through the shared accessed road and pedestrian connections.

Functionally, there will be integration between the office park and the complementary functions that the hotel offers. To achieve this it is important to provide a shortest possible pedestrian connection route linking the central public open space to the hotel entrance. This will need to be provided through the existing hotel car park.

The Masterplan also provides the possibility of a running track which can be used by hotel residents. This track should be easily accessible from the hotel if implemented.

3.4.11 Proposed Future Developments

Planning Permission was granted in 2015 for an extension to the Clayton Hotel consisting of 367 new bedrooms, conference centre, seminar rooms and a change of use of the existing business centre into leisure centre.

However, the management of the hotel have confirmed that they have conducted a business appraisal of the existing planning permission and have determined that it is not commercially viable. They are currently preparing their new extension plans and have confirmed that they are pursuing a proposed extension consisting of circa 140 bedrooms only. (Refer to letter in the Appendices, Section 8.5)

To the eastern side of the site there is an area of 3.36 acres on which full planning permission exists for a 325 - bed hotel with associated leisure and conference facilities and provision of 650 underground and surface parking (see red massing block on figure Figure 34).

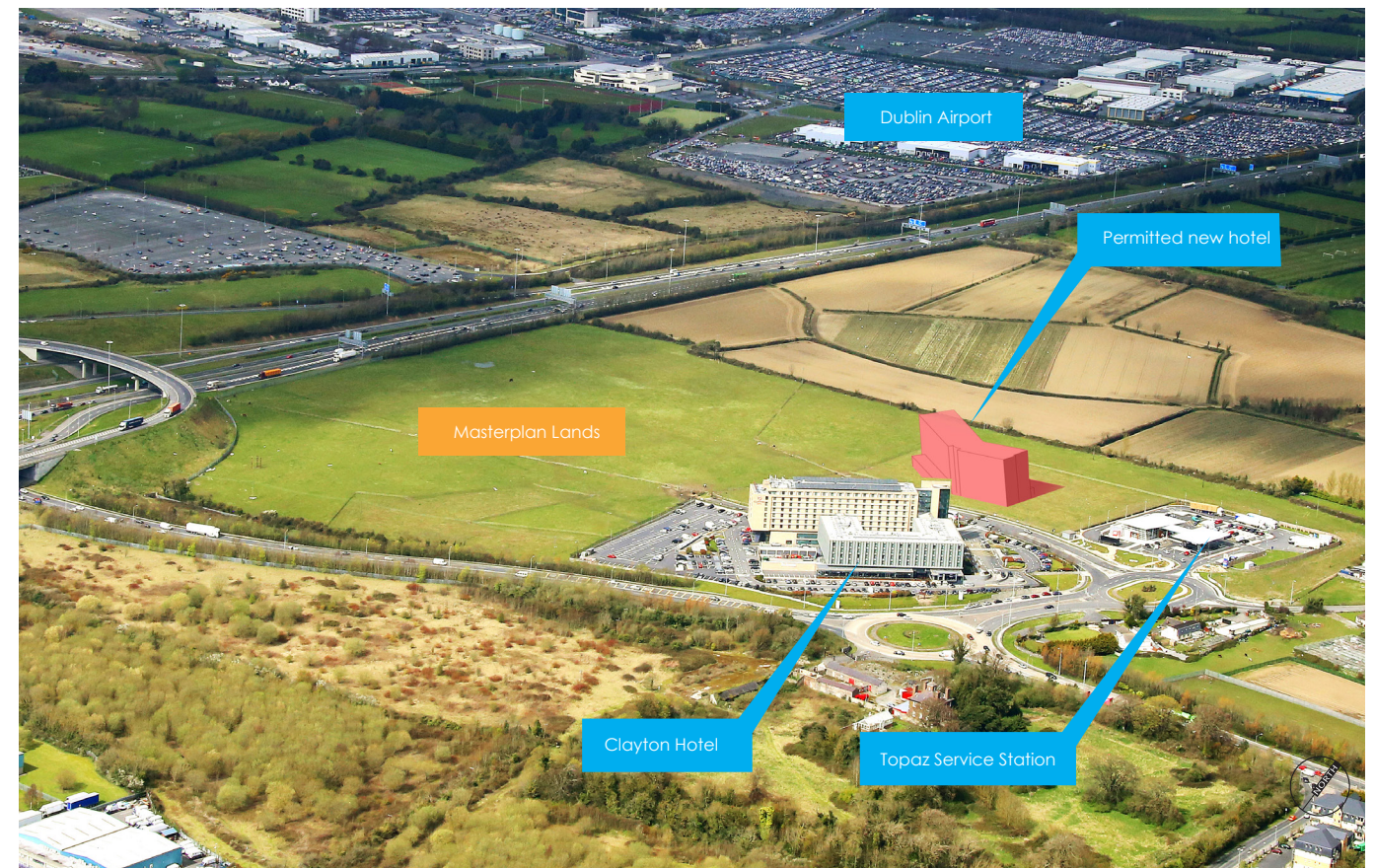


Figure 34 - Aerial view showing the site in relation to the Clayton Hotel, Topaz service station, associated carparking areas and potential new hotel (red)



Figure 35 - Clayton Hotel - South East Corner



Figure 36 - Access Road (Northern Interface) looking west.



Figure 37 - Clayton Hotel - Northern Facade



Figure 38 - Access Road (Northern Interface) looking east.

3.5 Summary of Site Context

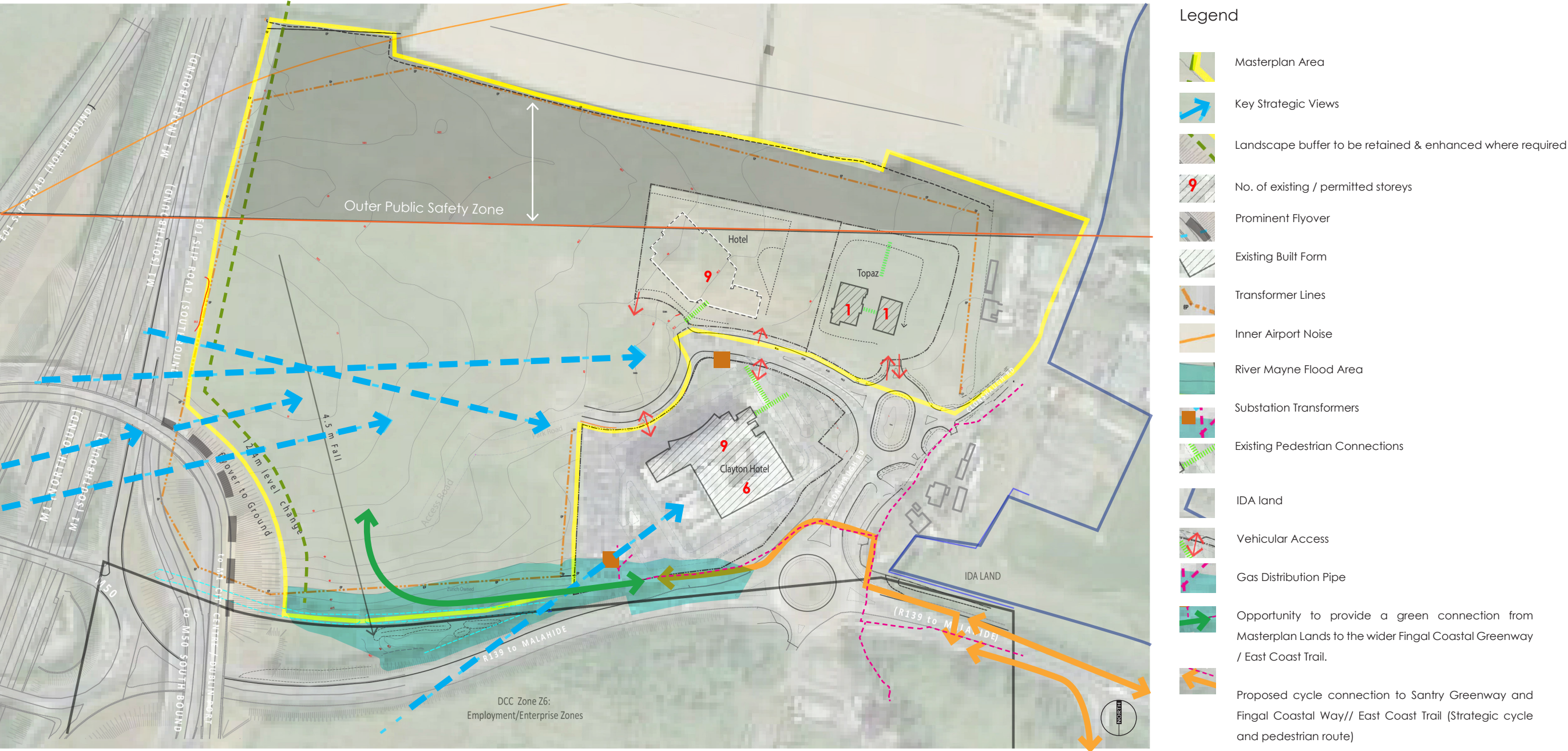


Figure 39 - Opportunities & Constraints Analysis

Design Opportunities

- Land zoned for office, research & development and high technology manufacturing
- *"This is a landmark location at a high profile motorway interchange and at a gateway location into the County of Fingal and Dublin City.." (as per the Clonshaugh ST1 Local Area Plan)*
- Visibility of the site from the road network
- Consideration to be given to the '5th elevation' and how the development is experienced from the air
- Significant scale of existing and future developments surrounding the site
- Create an internationally renowned campus environment with a high quality green space surrounded by high quality architecture
- Create an effective arrival point with enhanced pedestrian connection between the site, the Clayton hotel and other surrounding services
- Provide cycling/walking connections from the Masterplan Lands to the proposed wider Fingal Coastal Way and East Coast Trail

Design Issues

- Single access point requires loop road
- Outer Public Safety Zone (PSZ) crosses the northern section of site
- Physical and visual dominance of flyover to the south west
- Aircraft noise - close proximity to the flight path
- Motorway and flyover noise from the west
- River Mayne to the south of the site (1 % AEP Flood Extent)
- Masterplan layout to be designed to provide shelter and maximise sunlight for the landscape park, providing with an outlook and amenity for each of the building occupiers
- Requirement to provide high quality open space as part of development

