



## 7. Implementation & Management



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## 7.1 Phasing

It is anticipated that the development of the Masterplan will be carried out over four phases subject to individual planning permissions and in line with market demand (see Section 7.1.5). Future phases of development will be enhanced by associated transport infrastructure (see section 6 ).

Phase 1 of the Masterplan has been confirmed and is set out below. The staging of the other phases have also been set out, however these phases may change over time depending on the economy and market demand.

Phase	Gross Floor Area (GFA) m²	Cumulative GFA Totals m²
Phase 1	23,970	23,970
Phase 2	25,000	48,970
Phase 3	30,000	78,970
Phase 4	20,000	98,970

Figure 82 - Table showing indicative phasing of the Masterplan

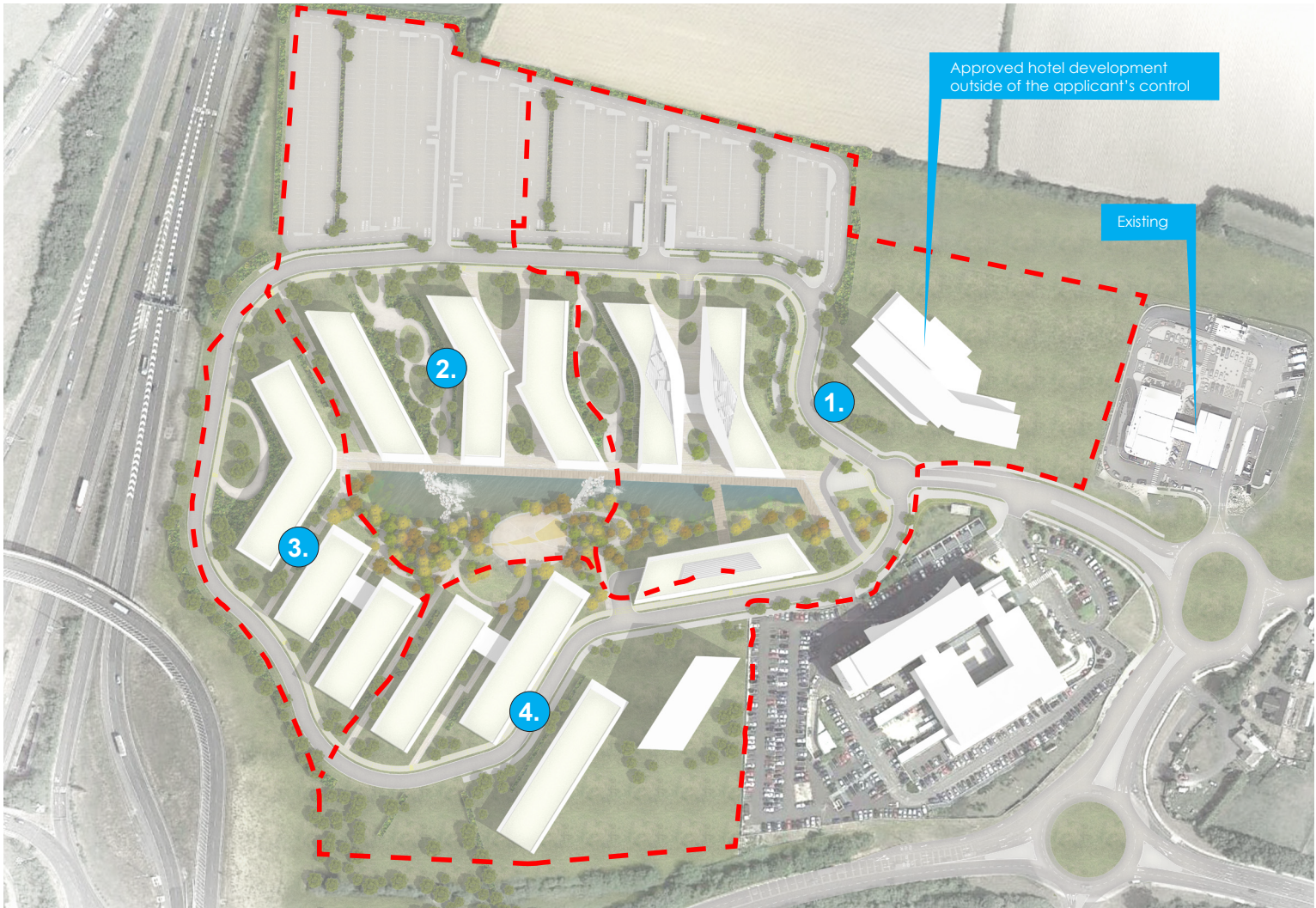


Figure 83 Indicative Phasing Strategy



### 7.1.1 Landscape Scheme

The proposed phasing of the Masterplan moves in an anti-clockwise direction. It is important that Phase 1 of the Masterplan which will consist of the planning application for three blocks, will benefit from the high quality public realm provided in the central open space area.

With this in mind, it is suggested that the water feature is implemented in two parts where the first part forms part of the first planning application open space provision. The two parts of the water feature may be at different levels to accommodate the gentle slope on the site from east to west.

The detailed development of the landscaping strategy for Phase 1 sets the tone of the development of the entire park.

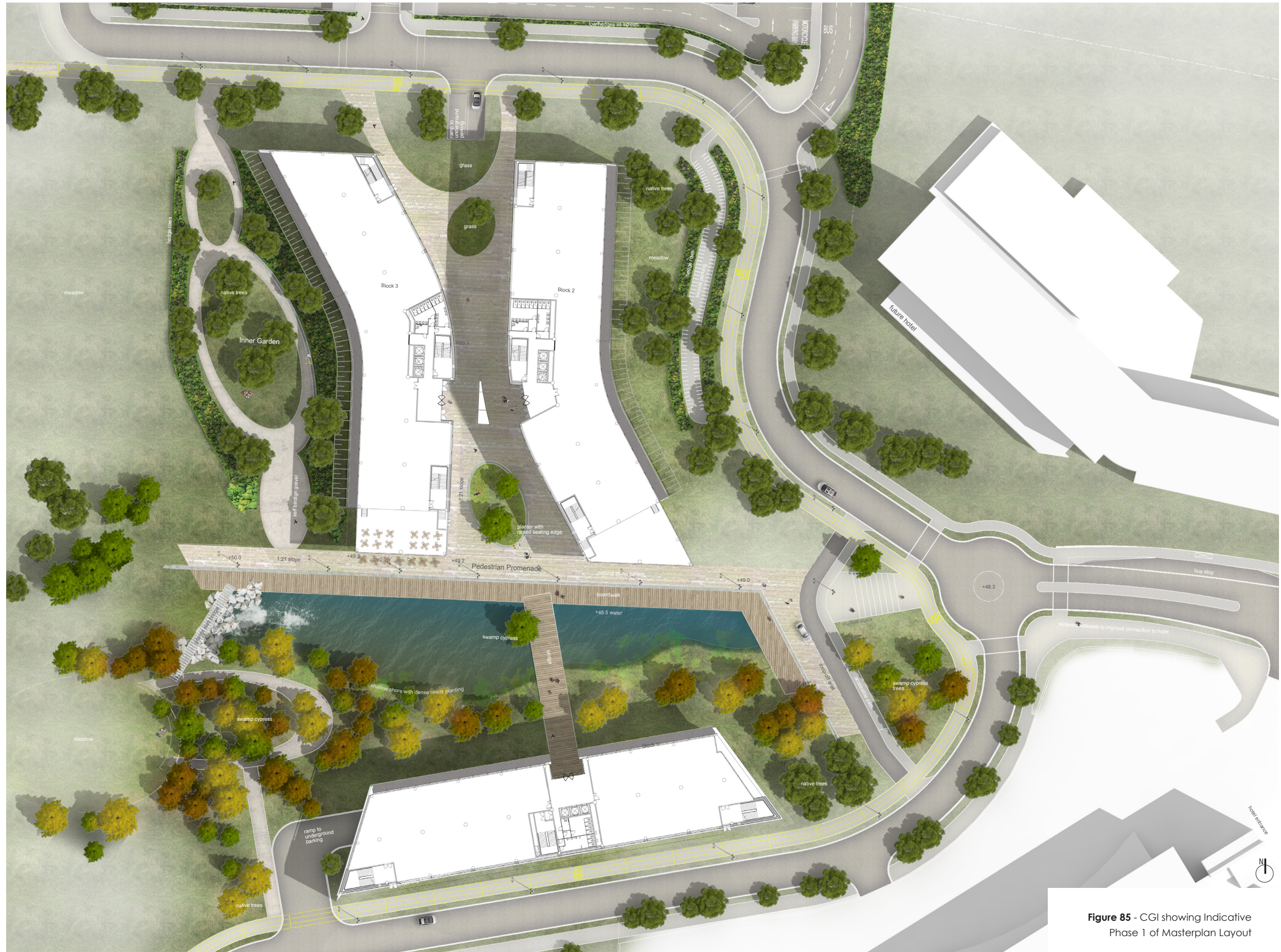
The following landscaping aspects have been included as part of Phase 1:

- Arrival plaza - potential for artwork as part of overall public realm strategy
- High quality green landscaped area to include multipurpose civic space
- Wooden Boardwalk along the northern edge of pond
- Promenade to be natural stone for durability purpose
- Manmade pond incorporating water sensitive urban design (WSUD).
- Hard and soft landscaped access courts to the front and rear of scissor buildings.
- Pedestrian bridge to connect promenade with key civic space for Phase 1.
- Hierarchy of green spaces between buildings.
- Cafe providing ground floor activation onto promenade on arrival.



**Figure 84** - CGI showing Indicative Phase 1 Masterplan





**Figure 85** - CGI showing Indicative Phase 1 of Masterplan Layout



### 7.1.2 Internal Road

The perimeter road will be constructed in stages. The two-way road for Phase 1 will be constructed to the north and south of the site to service each of the first 3 buildings. These roads will then be extended in line with the phased development until the full perimeter road is constructed. The construction of the road in this way ensures that the central landscaped space is not disturbed as the development progresses .

### 7.1.3 Building Form Design Parameters

Individual blocks will be designed and proposed in the form of separate planning applications. Each of the building blocks should follow the design language determined by the Masterplan. That means that the location of the individual buildings is expected to follow the locations shown in the Masterplan and that the dimensions in terms of length, width and height of the individual building blocks will be within the broad parameters set down in the Masterplan.

However, within these parameters, individual architectural expression should be encouraged in order to avoid a monotonous environment and provide scope for identifiable buildings for different tenants. Also, the treatment of the entrance to the buildings can vary between the individual blocks although each entrance will be located in the centre of the block.

### 7.1.4 Carparking

Car parking provision will take place in tandem with the phasing of the building blocks and will be generally provided from east to west in order to reduce walking distances as much as possible.

In an early stage of the Masterplan implementation, carparking may need to be provided at the rear of the second hotel permission site. Any part of the site that is not yet developed will maintained in existing state of grassland.

### 7.1.5 Market Demand

The implementation of the Masterplan will be very dependent on market demand for office based activities. While indications are that such demand is strong and having regard to the strategic location of the site, it is possible that implementation will take shorter or longer depending on the market. It is important to recognise that the Masterplan is sufficiently robust to be kept in place for the full duration of the next development plan period and beyond.

It forms essentially a blueprint for the ultimate development of a unique site of strategic importance and applicants and tenants should be given the confidence that the planning policies for the site will be maintained to ultimately provide for the full delivery of the Masterplan as an integrated design.







## 8. Appendices





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## 8.1 Summary of Previous Planning Applications

- Under pl. ref. F03A/0660 the first planning permission was granted for a hotel that has been constructed (23rd October 2003).
- Under pl. ref. F04A/1684 permission was granted for a second hotel. No development has taken place and this permission has expired. (5th Nov. 2007)
- Under pl. ref. F07A/0766 permission was granted for three office buildings on a site to the west of the existing hotel. No development has taken place and the permission has expired.
- Under pl. ref. F13A/0221 permission was granted for a service station. This has been constructed in the north eastern corner of the site. (2nd Dec 2013)
- Under pl. ref. F08A/1305 permission was granted for a second hotel on a site to the west of the constructed service station. Under pl. ref. F08A/1305/E1 the duration of this permission was extended to September 2019. No development has taken place. (19th Jan 2009)
- Under pl. ref. F14A/0465 permission was granted for new buildings and alterations to the existing Clayton Hotel. Permission was granted on appeal (appeal ref. PL 06F.245362).

Planning granted: 14 August 2007

Planning Extension Refused (Further information was not received within 4 weeks)

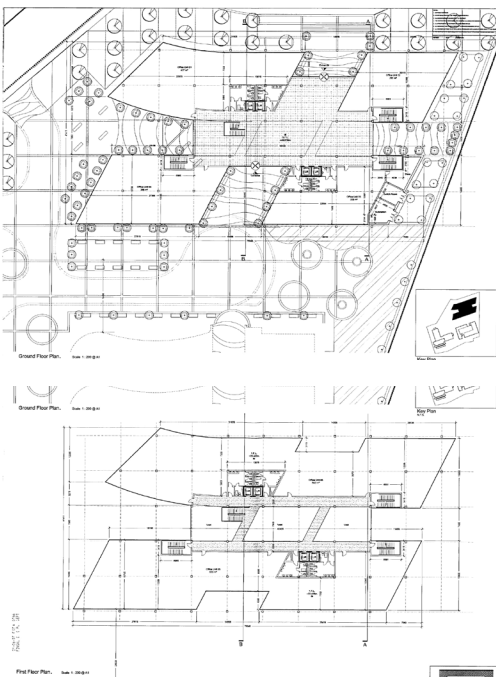
To: Eastground Investments Limited

## 8.2 Office Development (pl. ref. F07A/0766)

The proposed development provides for three office buildings, as follows: Gateway Building - measuring 5 & 6 storeys in height with a gross floor area of 12,521m<sup>2</sup> Atrium Building - measuring 6 & 7 storeys in height with a gross floor area of 9,838m<sup>2</sup> which will include a restaurant of 363m<sup>2</sup> and coffee shop of 98m<sup>2</sup> Tower Building - measuring 10 storeys in height with a gross floor area of 9,241m<sup>2</sup>.

The combined total floor area of the 3 no. office buildings measures 31,600m<sup>2</sup>. All buildings are elevated on a podium, with 632 no. car parking spaces on two levels beneath the podium. The proposed development includes 8 no. ESB substations and switch rooms, 2 no. bicycle parking, refuse and recycling facilities and 2 no. temporary, freestanding advertising structures, each 7m wide x 10m high.

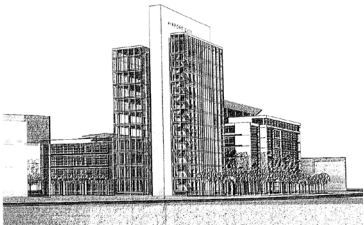
Works will also include new access roads to serve the development and the partial realignment of the principle estate service roads, footpaths and spurs, which was previously granted by An Bord Pleanala Reference PL06F.212020, and boundary treatments, landscaping and all other associated site works. (Extracted from Fingal County Council Website)



South Elevation



South East Elevation



South West Elevation

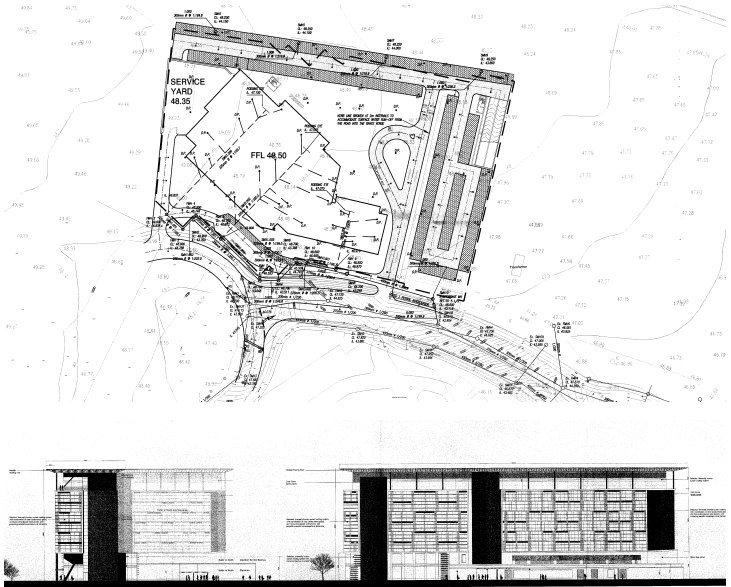


### 8.3 Hotel Development (pl. ref. F08A/1305)

Planning granted: 14 September 2009

Planning Extended: 04 December 2014

To: Eastground Investments Limited



A 325 bedroom hotel with associated spa and leisure facilities, meeting and conference rooms, restaurant, bar and function facilities, plant, lighting and associated facilities, ESB substations, provision of 650 underground and surface car parking spaces with access to the development from the proposed access road and existing adjacent road and roundabout, landscaping and all associated ancillary works.

The hotel building's overall height is ten storeys with basement on a site approximately 1.5 kilometres south-east of Dublin Airport, adjacent to the M1/M50 interchange, the N32 and Bewleys Hotel to the south and Clonsaugh Road to the east. Planning permission was previously granted on substantially the same site (under Council Reg. Ref. F04A/1684 and An Bord Pleanala reference PL06F.212020) for a 239 bedroom and 13 suite hotel comprising 16 floors over basement with plant at roof level. (Extracted from Fingal County Council Website)

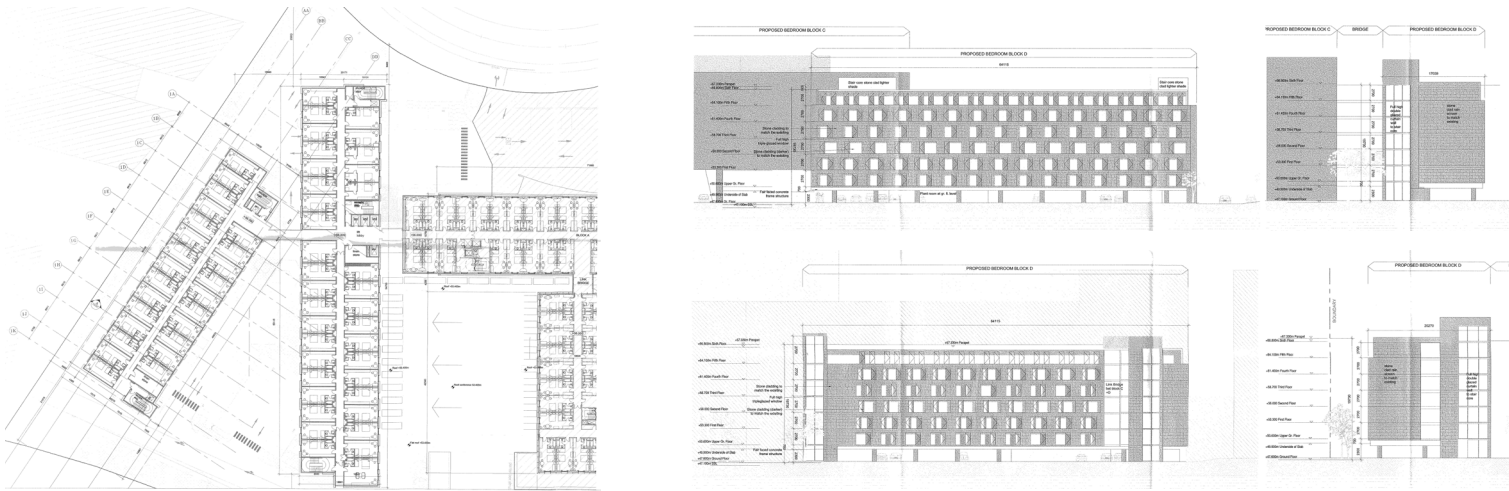
### 8.4 Clayton Hotel (pl. ref. F14A/0465)

New buildings and alterations to

Planning granted: 14 September 2009

Planning Extended: 04 December 2014

To: Eastground Investments Limited



Development including new buildings and alterations to Bewleys Hotel Dublin Airport , which was granted permission under previous Register References F03A/0660, F05A/0972, F05A/1489, F05A/1592 and F06A/0231. The application site measures 1.1 hectares and is part of the larger Bewleys site which measures 2.4 hectares. It is located approx.1.5 km south east of Dublin Airport, immediately adjacent to the M1/M50 Interchange and bounded by the road N32 to the south, Agriculture lands to the north and Clonsaugh Road to the east. The development will consist of total new development area of 26,455 sq.m. and will include 17,505 sq.m consisting of 367 new bedrooms over two blocks on five to seven floors over ground level.

Conference centre and seminar rooms of 3,150 sq.m. at ground floor level. 202 new car spaces at two new basement levels of 5,800 sq.m. The application will also include the change of use of the existing business centre at the first floor level measuring 1,355 sq.m. into a leisure centre. The application also includes new landscaping to the existing site. Car parking will be provided at 230 new surface car park spaces and 202 new car spaces at two underground levels; a total of 432 new car spaces. Previous permission allowed for 917 car spaces and the new total car will be 1349 car spaces. (Extracted from Fingal County Council Website).



## 8.5 Revised Plans for Hotel Extension, May 2016



Mr Michael Howard  
Director Genvest Ltd  
4a Windsor Terrace  
Church Road  
Malahide  
Co. Dublin

10<sup>th</sup> May 2016

Dear Mr Howard,

**Re: Proposed Extension to Clayton Hotel Dublin Airport**

As the current owners of the Clayton Hotel Dublin Airport (previously Bewleys Hotel Dublin Airport), I can confirm to you that upon review of the existing plans associated with an extension to the Hotel comprising of new buildings and alterations to include 367 bedrooms, conference centre and seminar rooms, we do not intend to proceed with construction of this extension as granted to the previous owners by Fingal County Council and An Bord Pleanala (FCC Reg Ref F14/0465, ABP Ref PL 06F.245362). We have completed our business appraisals and the current planning permission is not commercially viable.

We are presently preparing our own plans for an extension to the Hotel, however I can confirm to you that the proposed number of additional bedrooms will be circa 140 and we currently do not have any plans to progress with plans for a large conference centre.

Yours Sincerely

  
Shane Casserly  
Head of Development & Strategy







