

# Block 11 Clongriffin

## Architect's Design Statement

Clongriffin Strategic Housing Development 1 - Stage 3

An Bórd Pleanála

August 2019



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Architects & Urban Designers

### Site Summary: Social Housing

Total Social Units	96 nr. (336 bed spaces)
Site Area	0.79 ha (1.95 acres)
Plot Ratio	1.16
Site Coverage (to back of pavement)	32%
Net Density	121.5 units/ha (49 units/acre)
Building Height (Res)	6 storeys
External Amenity Space	1,042 sqm
Parking	36 spaces off-street, in courtyard 25 spaces on-street 61 Total
Cycle Parking	144 spaces

### Schedule of Accommodation

1 Bed Units	44	(avg. 54sqm each)
2 Bed Units	12	(avg. 78sqm each)
3 Bed Units	40	(avg. 98sqm each)
Total	96	







Block 28 Site  
SHD 1

Block 11 Site  
SHD 1

Block 8 Site  
SHD 1

Block 15 Site  
(Planning Application)

Block 13 Site  
(Planning Application)

Block 14 Site  
(SHD 2)

Block 6 Site  
SHD 1

Block 5 Site  
(SHD 2)

Block 4 Site  
(SHD 2)

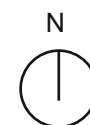
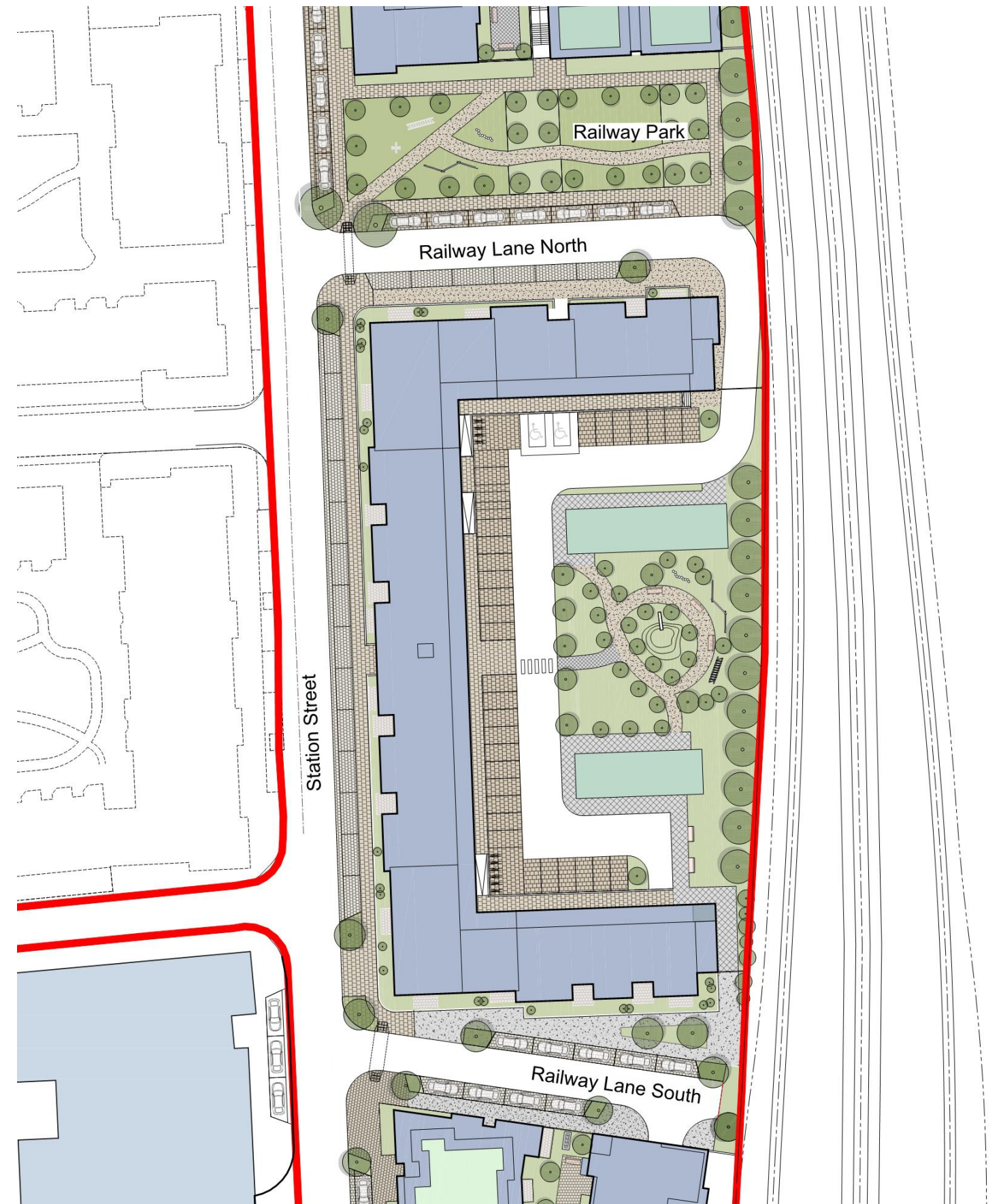
Block 3 Site  
(Planning App)

Please Note; All drawings within the report are for reference only. Please refer to full scale drawings for detail.



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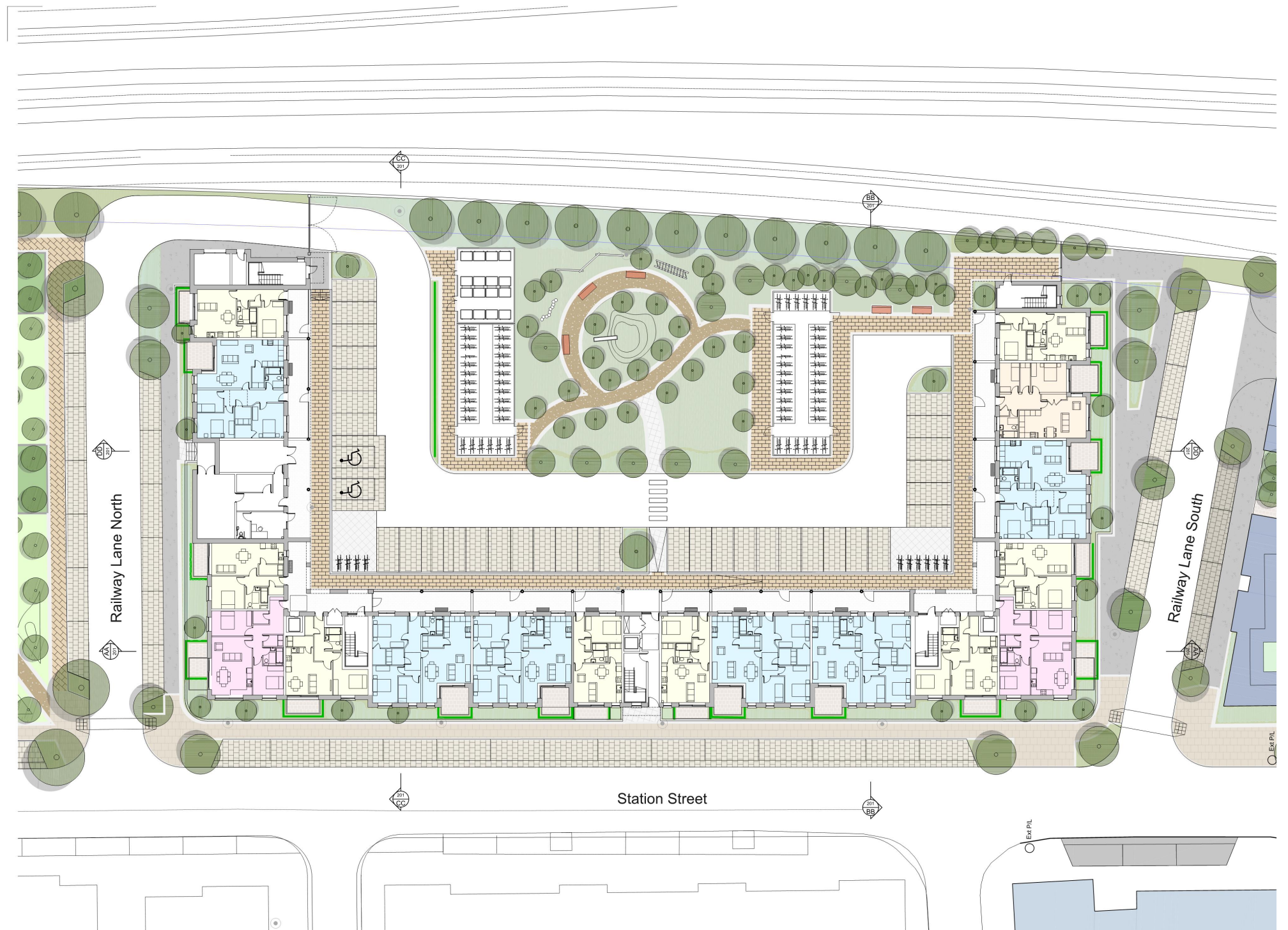




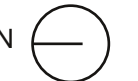
# 1.0 INTRODUCTION & GENERAL DESCRIPTION

## 1.1 Introduction & General Description

This is an application for 96 residential units to the north east of Station Square, Clongriffin, Dublin 13. The site is bounded by Station Street, Railway Lane South, Railway Lane North and to the east backs onto the railway line. The net area of the site is c.0.79 hectares (1.95 acres). Block 11 was originally granted planning permission under the parent permission for Clongriffin (Reg. Ref. 0132/02) which has expired.



Ground Floor Site Layout Plan







Marrisfield

Mayne River  
Linear Park

Marrisfield  
Attenuation  
Pond

Station Square with  
Park&Ride below

Clongriffin Dart  
Station

Bird's Eye View of Block 11 within local context

Beltree Park  
(under construction)

Block 2  
Reg Ref. 3776/15



## 1.2 Site Context & Site Description

Clongriffin is a new town under construction with about 1,500 dwellings completed and occupied. At its centre is a Dart station, town square with park and ride, and retail space all constructed. The journey time from Clongriffin to the city centre is 17 minutes. The site is also served by bus which travels the Malahide QBC into Dublin city and beyond to the UCD campus at Belfield. Clongriffin town centre amenities and stations are within a 10 minute walk of the site. Father Collins Park and the Mayne River Linear Park leading to Baldoyle Nature Park are both on the doorstep.

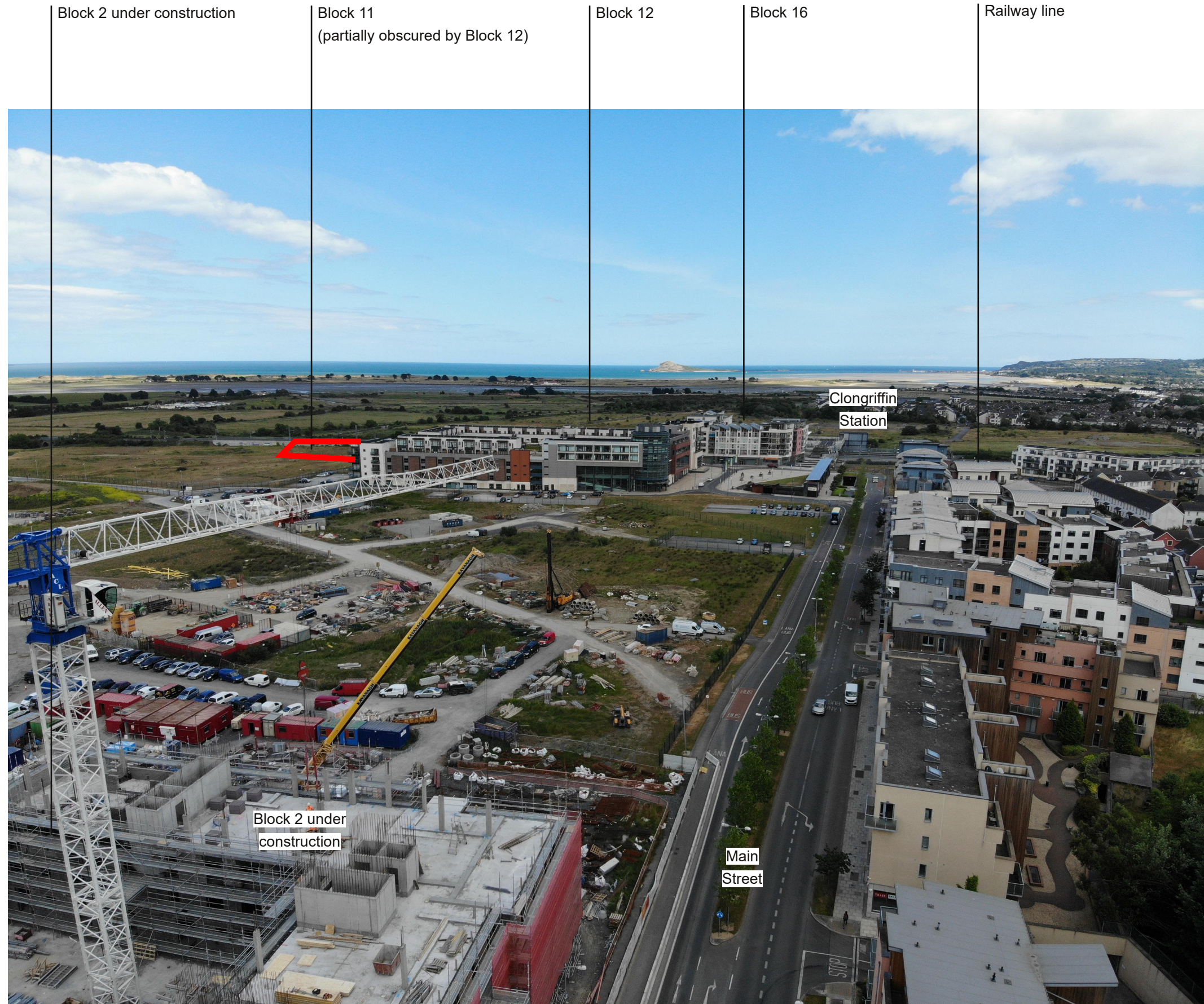
The site is easily accessible by the existing road and rail network and is located directly behind the station square and Main Street at the centre of Clongriffin Town Centre. From this transport hub the 15 bus can be caught into the City or train via Clongriffin Dart Station.

The site is bounded to the north by Railway Lane North, to the south by Railway Lane South, to the west by Station Street and to the east it backs onto the railway line.

Further to the south, the site is adjacent two large existing blocks 12 & 16 built in 2007-08 these front the town square and are situated above a two level car parking and Park and Ride. These two buildings are 5 storey with commercial use at ground floor and residential units above.

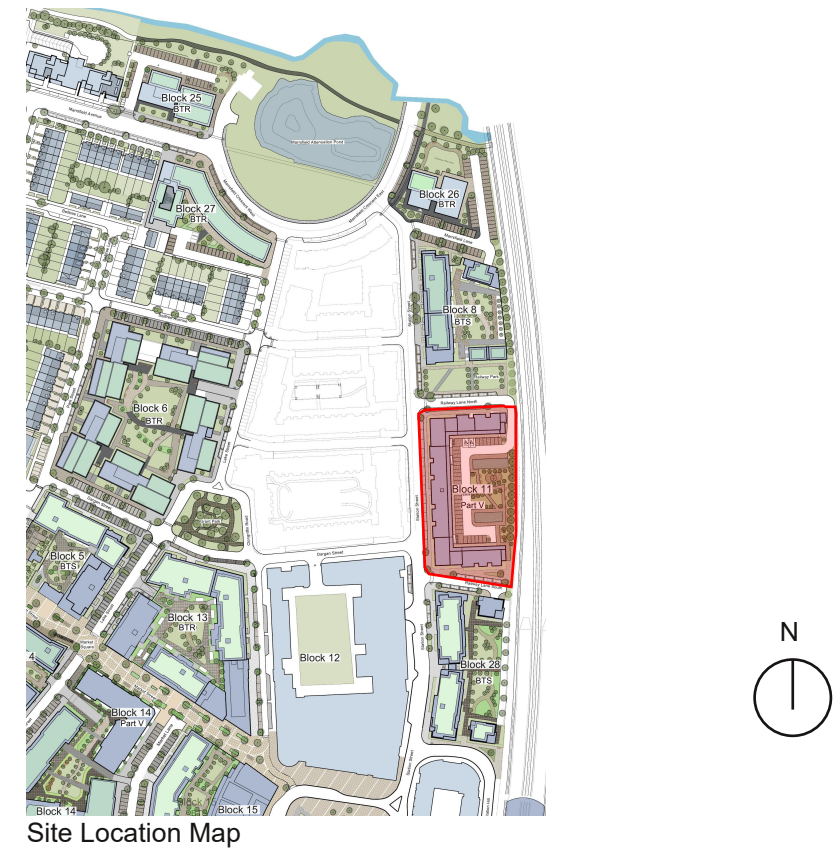
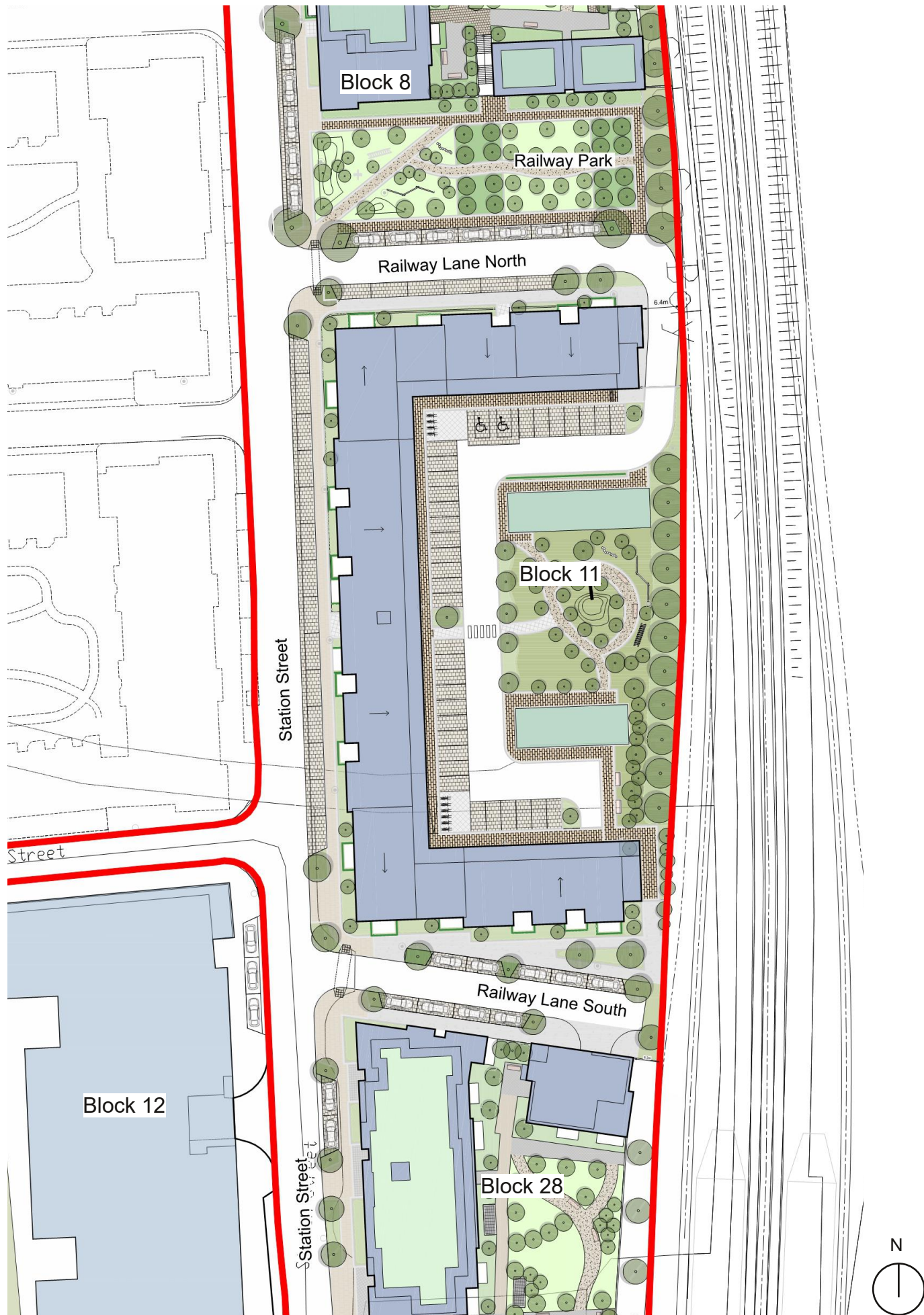
The lands to the east and the north of the site have been cleared and vacant for a number of years. These were granted permission as large blocks but with the downturn these permissions have since withered. The recent planning permissions granted have all been for new residential and community developments. Thirty houses in a block fronting Fr. Collins Park has been completed and 114 units at the junction of Park Avenue and Marrisfield Avenue. The first of the blocks, Block 2 with 84 residential units with 2 commercial at ground fronting onto Main Street was granted in 2015 and is currently under construction and due for completion in 2019. This block is being occupied and managed by the Iveagh Trust.

The gross site area is c.0.79 hectares (1.95 acres).



Aerial View of Block 11 site within local context, August 2018







# 1.3 Planning History

**Reg. Ref. 0132/02**

**Planning application with 10 year duration for a residential mixed use town development on lands North of grange road, Donaghmede, Dublin 13**

Block 11 was granted planning permission for 68 no. of apartment, (4 no. 1-bedroom units and 64 no. 2-bedroom units) 1,919m2 ground floor commercial space and 118 car spaces on a basement car park.

Permission Granted in 30th January 2003  
*Permission expired in 2013.*



**Residential Accommodation:**

	1 Bed	2 Bed	3 Bed	TOTAL
No. of Units	4	64	~	68

**Non-Residential Accommodation:**

Unit Type	No. of Units	Total gross floor area (m <sup>2</sup> )
Enterprise Units	5	660
Caretaker Office	1	50
Motor Serv. Units	3	985
Creche	1	224
<b>TOTAL</b>	<b>10</b>	<b>1919</b>

**Off-Street Parking:**

No. of spaces	No. of Res Units	Rate per Unit
4	4 (1 bed apartments)	1.00
90	64 (2 bed apartments)	1.40
6	Enterprise Units	1 per 125 sq. m.
1	Caretaker Office	1 per 125 sq. m.
8	Motor Serv. Units	1 per 125 sq. m.
9	Creche(50children)	1 per 6 children
<b>118</b>	<b>TOTAL</b>	

**On-Street Parking:**

No. of spaces (refer to site layout)	43
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**Private/Communal Open Space:**

Res. Units	Private/Communal Open Space (m <sup>2</sup> )	Rate per Unit (m <sup>2</sup> )
68	1,750	25.7

**Bicycle Parking:**

68	68 apartments	1.0
20	Enterprise & employment	1 per 100 sq. m.
<b>88</b>	<b>No. of spaces</b>	

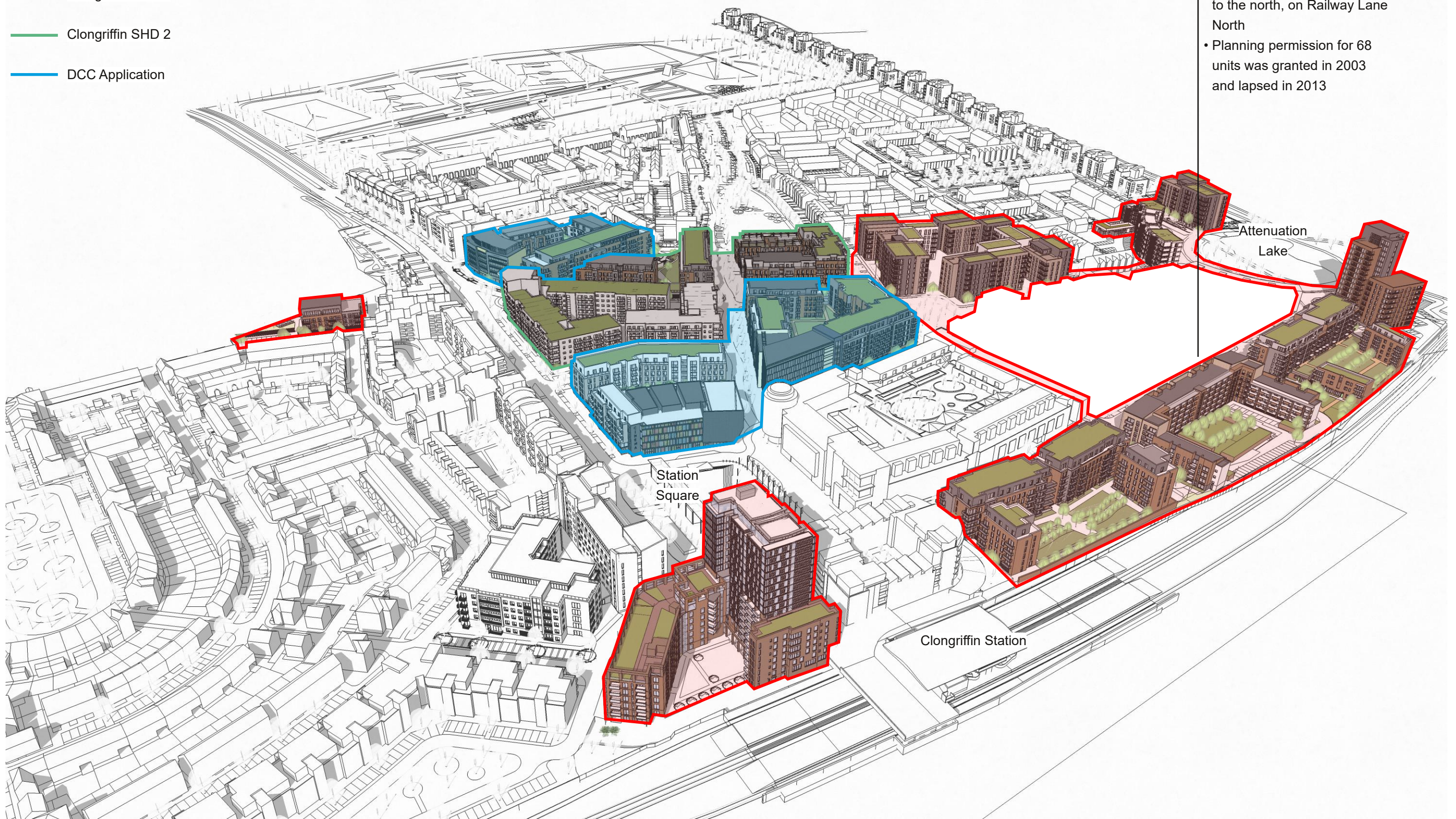


Previous Application drawings and stats



- Clongriffin SHD 1
- Clongriffin SHD 2
- DCC Application

- Block 11 is prominently located on Station Street
- The site is bounded by the railway to the east
- Railway Park public open space is located immediately to the north, on Railway Lane North
- Planning permission for 68 units was granted in 2003 and lapsed in 2013



Current Planning: Showing SHD 1, SHD 2 and DCC Application



## 2.1 PROPOSED DESIGN

### 2.1 Design Overview

It is a design objective of the Clongriffin-Belmayne LAP to provide high quality family housing within an urban context. The development must respond to the strengths of this particular site, namely the proximity of significant open space and the Railway Station.

A higher density solution is in order in here, given the assets of the railway station, town centre and high quality public realm.

The proposed development for the part of the site facing onto the main thoroughfare Station Street (West Block) is for a 6-storey block comprising 6 floors of of apartments. Parking will be provided to the inside of the block, adjacent to the railway line, without the use of a basement car park.

The building will be set back sufficiently to give both privacy and security to the ground floors via a landscaped boundary screen. The landscaped internal courtyard garden area can be accessed from Railway Lane North and Station Street via secure points.

The predominant unit types will be a 1-bedroom apartment averaging 54sqm and 3-bed averaging 98 sqm.

A total of 61 nr car parking spaces will be provided, 36 within the internal courtyard and 25 on-street parking and visitor spaces within the site boundary.

The application makes no proposal for any retail space at ground level. The block is to be rented and managed by the Iveagh Trust who do not want any commercial space.

Each apartment is designed with generous living spaces and are generally dual aspect, generally they have a balcony, and a further window on an adjacent side or opposite end of the room. This ensures that balcony windows are not the only source of light in living areas.

Separate utility rooms are provided for washing and drying of clothes, storage is provided at the required standards.

The building finishes are designed to be robust, durable and maintenance free. The building form is uncomplicated. Recent issues with weathering of complicated building forms and high maintenance materials has resulted in shoddy appearance in new neighbourhoods where schemes are not well maintained. These building are designed to weather elegantly over time and are finished predominately with brick and glass.

Block 11 consists of 1-bed, 2-bed and 3 bed apartments.



View of Block 11 from east with landscaped communal open space in foreground





View of Block 11 on Station Street with Railway Park in foreground



## 2.2 Massing & Height

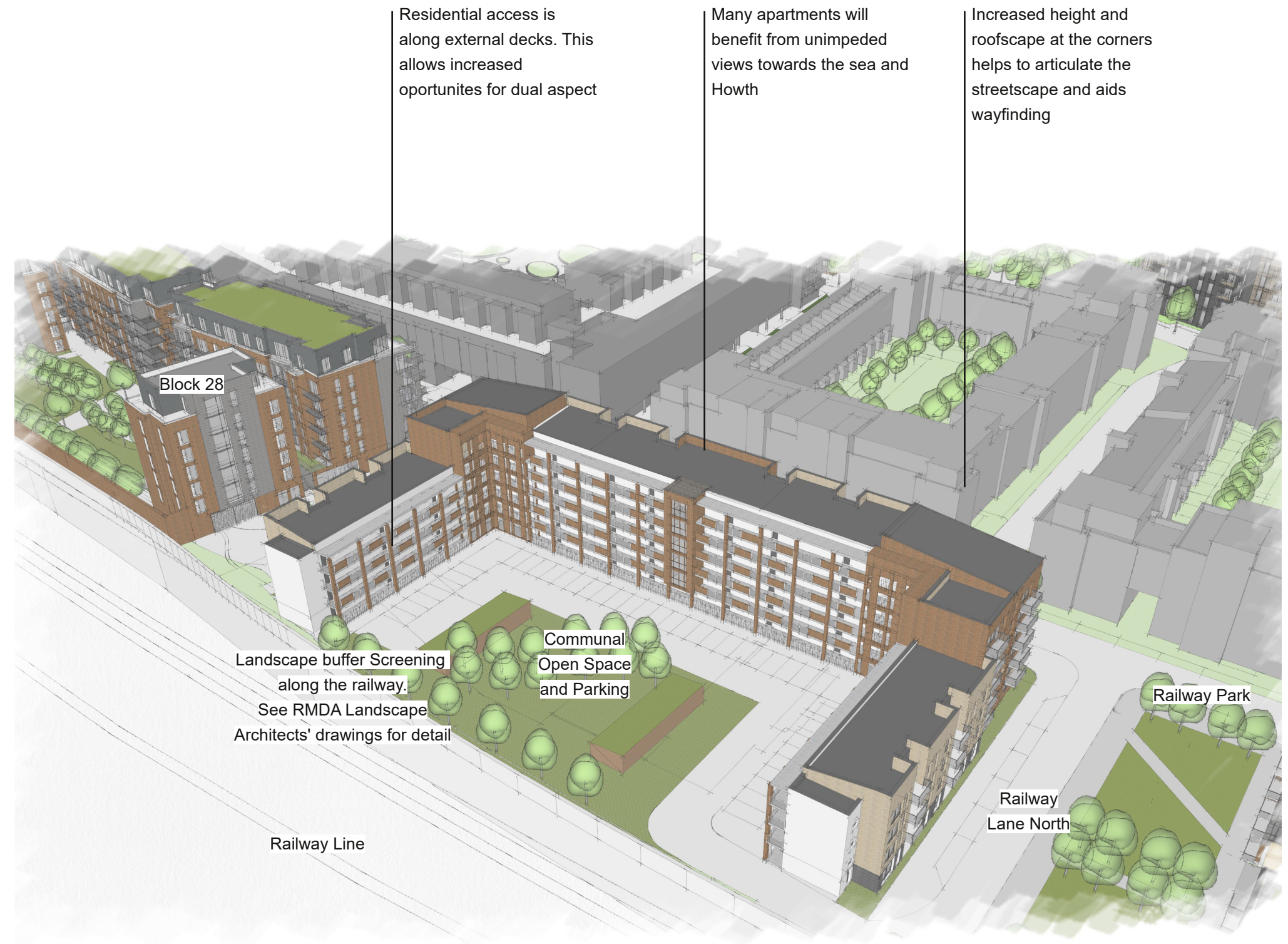
The proposed building is a perimeter block with three sides of apartments surrounding an internal courtyard and parking area. The block is open to the east side, overlooking the Dart line and Baldoyle Nature Park. This allows unimpeded light and sea views to many of the apartments.

The building will be set back sufficiently to give both privacy and security to the ground floors via a landscaped boundary screen. The landscaped internal courtyard garden area can be accessed from Railway Lane North and Station Street via secure points.

Along Station Street, the building pops up an additional two floors to six stories. This helps to define the street edges, aids wayfinding and allows an opportunity to create an interesting roofscape. This height is suitable in this urban location and provides enclosure. Residential units at all floors will overlook the street providing passive surveillance with "eyes on the street".

Two 4 storey, 15m, wings enclose the courtyard to the north and south. All apartments are accessed via decks. This allows an opportunity for increased levels of dual aspect units, with 87.5% of units having dual aspect.

The two corners on Station Street are each topped by a roof with a mono pitch. The use of pitched roofs was chosen as a design device in this location as it creates a residential and homely feel. This helps to distinguish this block subtly from its neighbours, whilst the use of a consistent material palette brings all the buildings on Station Street together.

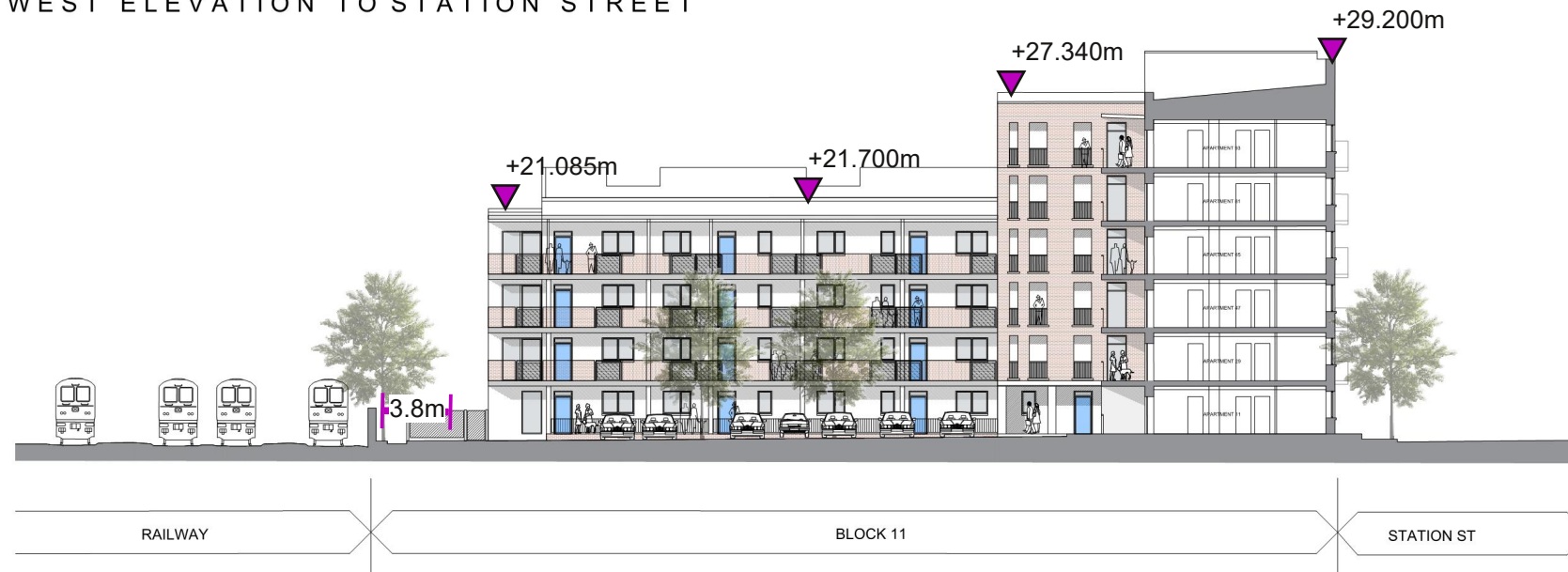


Bird's eye view of Block 11

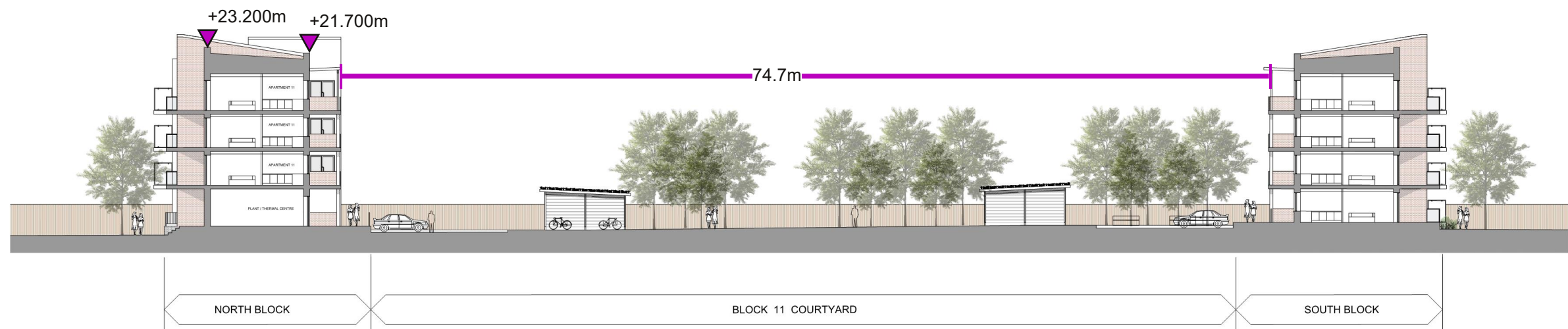




BLOCK 11 - WEST ELEVATION TO STATION STREET



BLOCK 11 - INTERNAL ELEVATION B-B LOOKING SOUTH



BLOCK 11 - INTERNAL ELEVATION D-D LOOKING EAST



## 2.3 Material Palette & Precedents

The building form is uncomplicated. Recent issues with weathering of complicated building forms and high maintenance materials has resulted in shoddy appearance in new schemes which are not well maintained. These buildings are designed to weather elegantly over time.

The building finishes are designed to be robust, durable and maintenance free. Brick is chosen as the primary material for the main external cladding. A mixture of bricks is employed to add interest and break down the scale and grain of the block. Render is used at the inner facades to the courtyard which are largely protected from the elements by the deck access to the apartments.

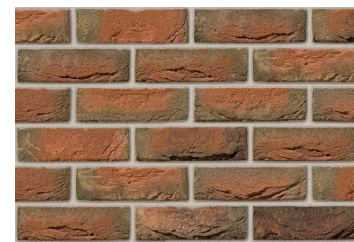
Mono pitched roofs are proposed with concrete capping to parapets. This will create a crisp and clean modern aesthetic at roof level. Flat roofs will be single ply membrane with concrete capping to parapets.

Walls will be select brick. The brick volumes will be broken by opaque glass balcony guardings. Glazing will have alu-wood frames.

Entrances will be clearly defined and privacy maintained for ground level apartments with recessed terraces with painted metal railings and planting in front.



Key precedent images of material palette for Block 11



BLOCK 11 - WEST ELEVATION TO STATION STREET





### **Brickwork facade**

The primary facade cladding palette is a mixture of Natural red, ivory bricks and Dark grey bricks which create a variation in the facade of the block and break down the scale and grain of the blocks.

### **Semi-Recessed Balcony**

Balconies are semi-recessed into the brickwork facade to enhance residents' privacy

### **Rustic Permeable Paving for parking spaces**

Surface changes between the street, parking spaces and the public footpath, provides distinction and safe navigation for the public as well as being an important sustainable attenuation feature.

### **Steel and Glass Balconies**

Steel and glass is the primary materials used for balconies and balustrades. Opaque glass screens are used at adjacent balconies to ensure privacy for residents. 1.8m high wind screens in transparent glass are provided to the ends of balconies adjacent to corners of the building which were highlighted by the wind report.



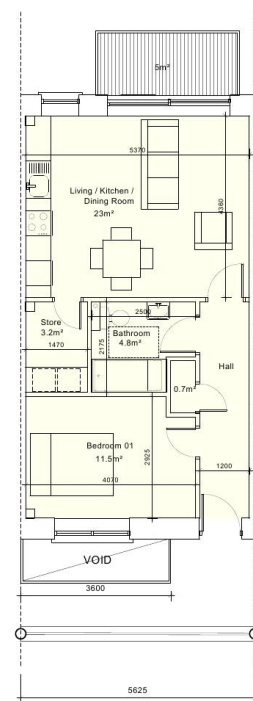
## 2.4 Social Housing

Gerard Gannon Properties have an ongoing commitment to provide the agreed percentage of social and affordable housing on this development. The Housing Department expressed a preference for groups of social housing in blocks no greater than 40 units. It is also an aspiration to have the units distributed as widely as possible across the site. This posed a difficulty in the area along Main Street where the higher density blocks are located and generally had in excess of 100 residential units. None of these blocks could be easily subdivided and the agreed solution was to redesign a building and submit it for planning permission.

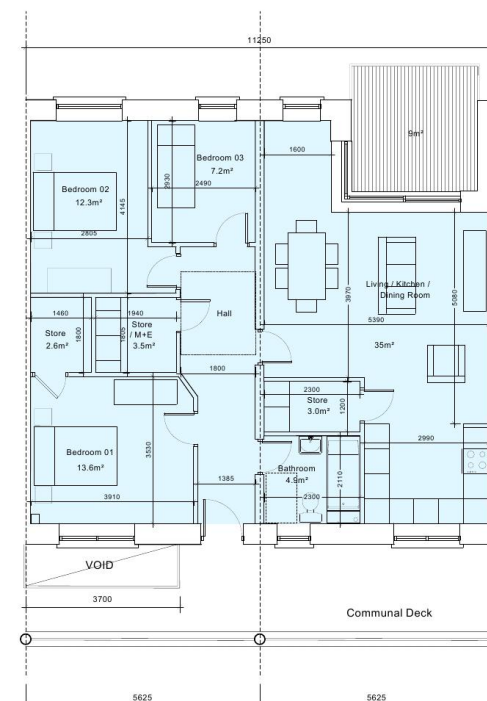
Gerard Gannon Properties, has since 2013 been in discussions with Housing Development DCC and The Iveagh Trust. Both parties have indicated their interest in developing Block 11 for social housing, and the Iveagh Trust are especially keen to take on a sizeable block. They already successfully manage a block of 36 apartments on Marrisfield Avenue and a block of 36 duplex and apartments in Beaupark.

The Iveagh Trust look for a minimum number of units on a single site to make the scheme manageable and efficient usually between 50-75 units which they will maintain an office and a live-in caretaker.

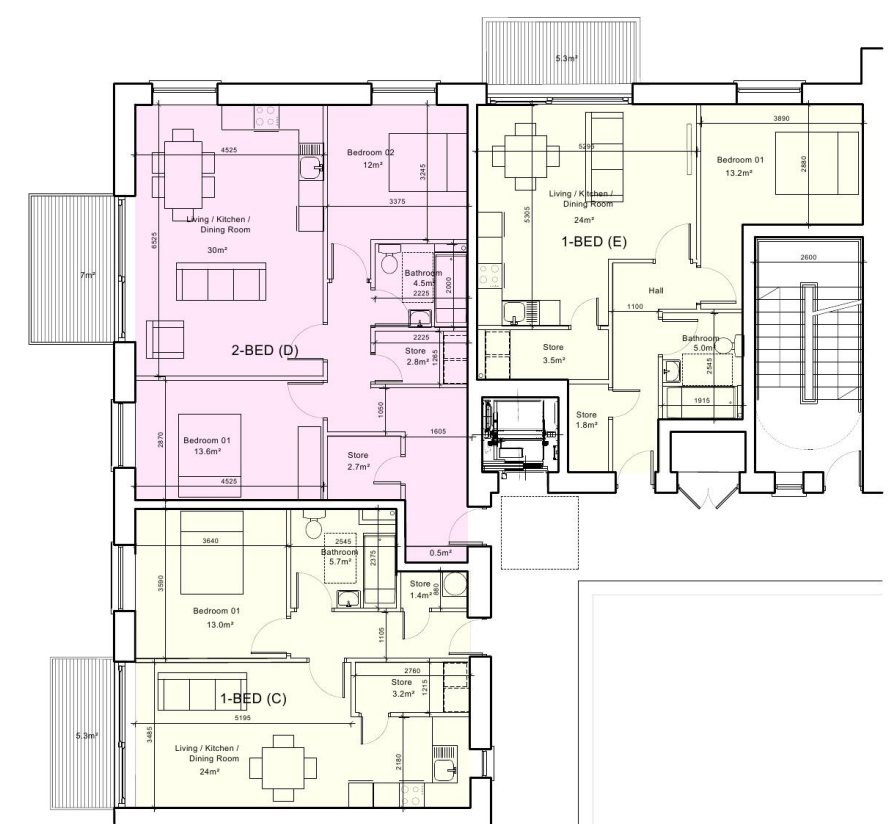
Part V provision has been provisionally agreed by provision of units on site to be acquired by Dublin City Council.



Type A - 1 Bed  
(deck access)



Type B - 3 Bed  
(rear deck access)



Sample floor plans of individual units





**THIRD FLOOR PLAN**

Third floor plan unit mix



## 3.0 URBAN DESIGN STRATEGY

### 3.1 Streetscape & Urban Design

The perimeter form of Block 11 simultaneously presents a solid and active frontage to its urban setting, whilst creating a quiet and private internal courtyard internally.

Through retaining a strong built edge, the building aids wayfinding and urban structure on Station Street. A rendered plinth helps to further define this street frontage.

The massing of the building creates strong street edges along Station Street and is in keeping with the grain of the wider urban fabric, while the amenity space with its high quality finishes will create a secure, yet overlooked, green environment for residents to enjoy.

The main entrance is located half way along the primary frontage, providing activity.

On-street parking is an important tool for slowing traffic and activating streets, including Railway Lane North and Railway Lane South. The provision of parking on this side street will increase security and activity along these otherwise potentially quiet lanes.







BLOCK 11 - WEST ELEVATION TO STATION STREET



BLOCK 11 - NORTH ELEVATION TO STATION STREET



BLOCK 11 - SOUTH ELEVATION TO STATION STREET





# 3.2 Street Sections & Boundaries

The sections show the horizontal arrangement of space on Station Street and Railway Lane North and Railway Lane South.

The first section shows the interface with the railway, which will include a 2.4m block built wall, to Irish Rail specification. Behind this wall is the landscaped garden and surface car parking.

The second section is taken through Station Street and shows the division of space horizontally. The street will be well enclosed by buildings on each side, with a generous width of 18m. Tree planting, on-street parking, wide footpaths and high quality finishes will combine to create a pedestrian friendly zone. At 7.8m the carriageway accounts for 43% of the width of the street. This width allows for comfortable flow of traffic, including bicycles, whilst the enclosure and high quality finishes will prioritise pedestrians.

The final section is taken through Railway Lane South. This will be a local access street and is narrower as a result. At 5.5m the carriageway accounts for 41% of the width of the street.





# 3.3 Entrances & Boundary Treatments

The approach to the design of building entrances and ground floor apartments has been carefully thought through during the design process. At apartment main entrances a combination of recessed doorways and canopy overhangs are used to provide weather protection and security for residents.

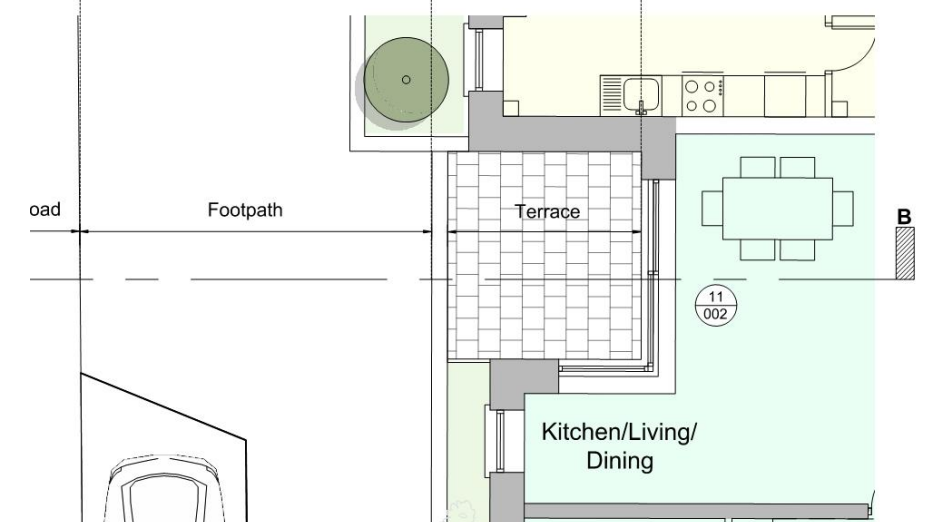
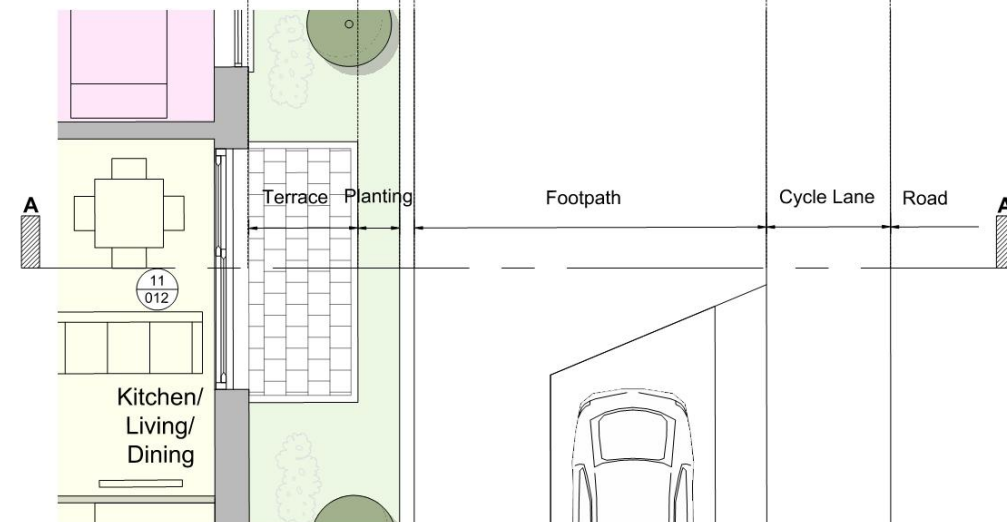
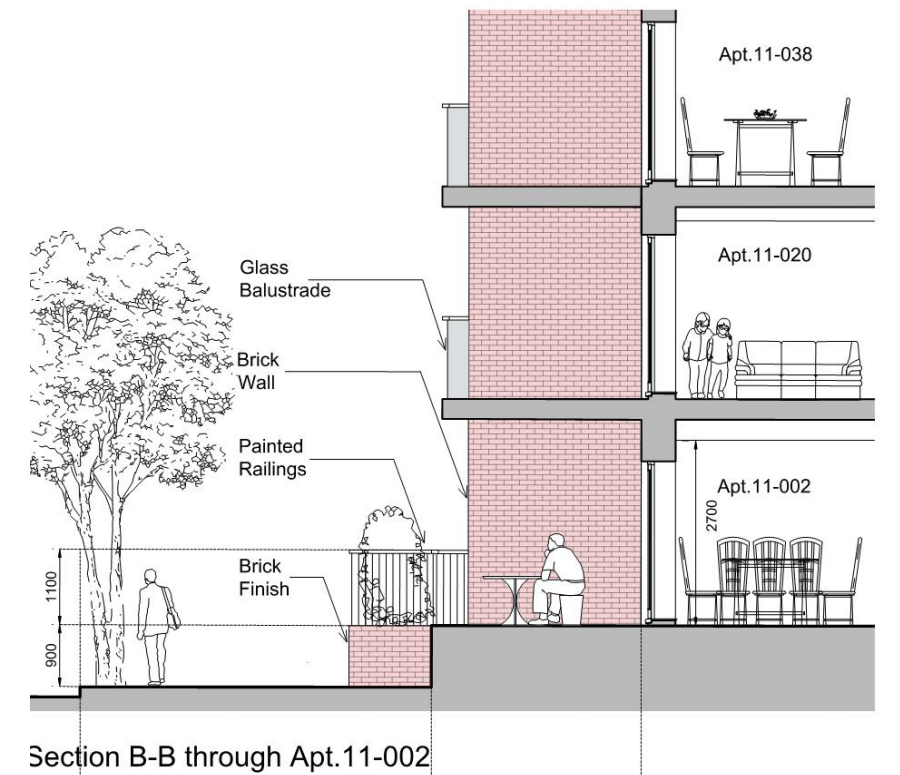
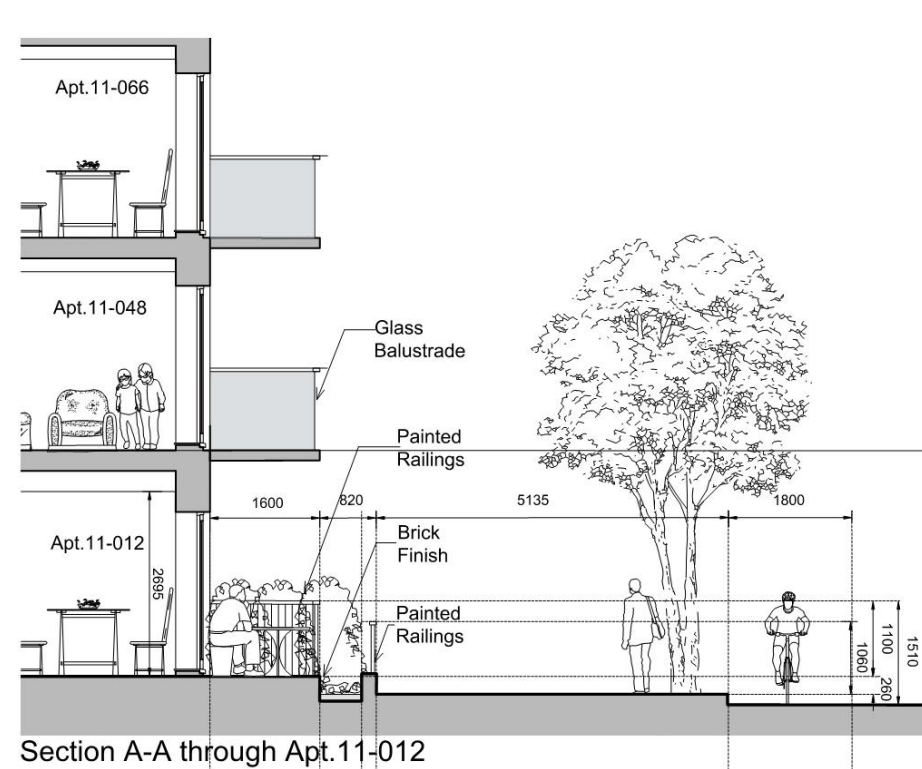
Facades at street level have been designed with privacy as one of the primary aims. Building setbacks in conjunction with landscape planting are used to maximise privacy to residents in ground floor units. A number of different approaches have been taken to maximise privacy depending on the building setback from the public footpath

### Threshold Condition 1

Where the planting strip between the outer edge of the residents private amenity space and the adjacent footpath is greater than 1.2m, own door apartments with the finished floor level with the footpath are considered appropriate, since there is sufficient landscape buffer and own door units provide an active street presence.

### Threshold Condition 2

Where the overall distance between the building setback and public footpath is less than 2.5m, the ground floor units are accessed internally from the rear and are raised up so far as is possible with Part M compliance, to provide a level difference with the adjacent street and improved privacy for the resident's private amenity space.



Threshold Condition 1 example on, Block 11



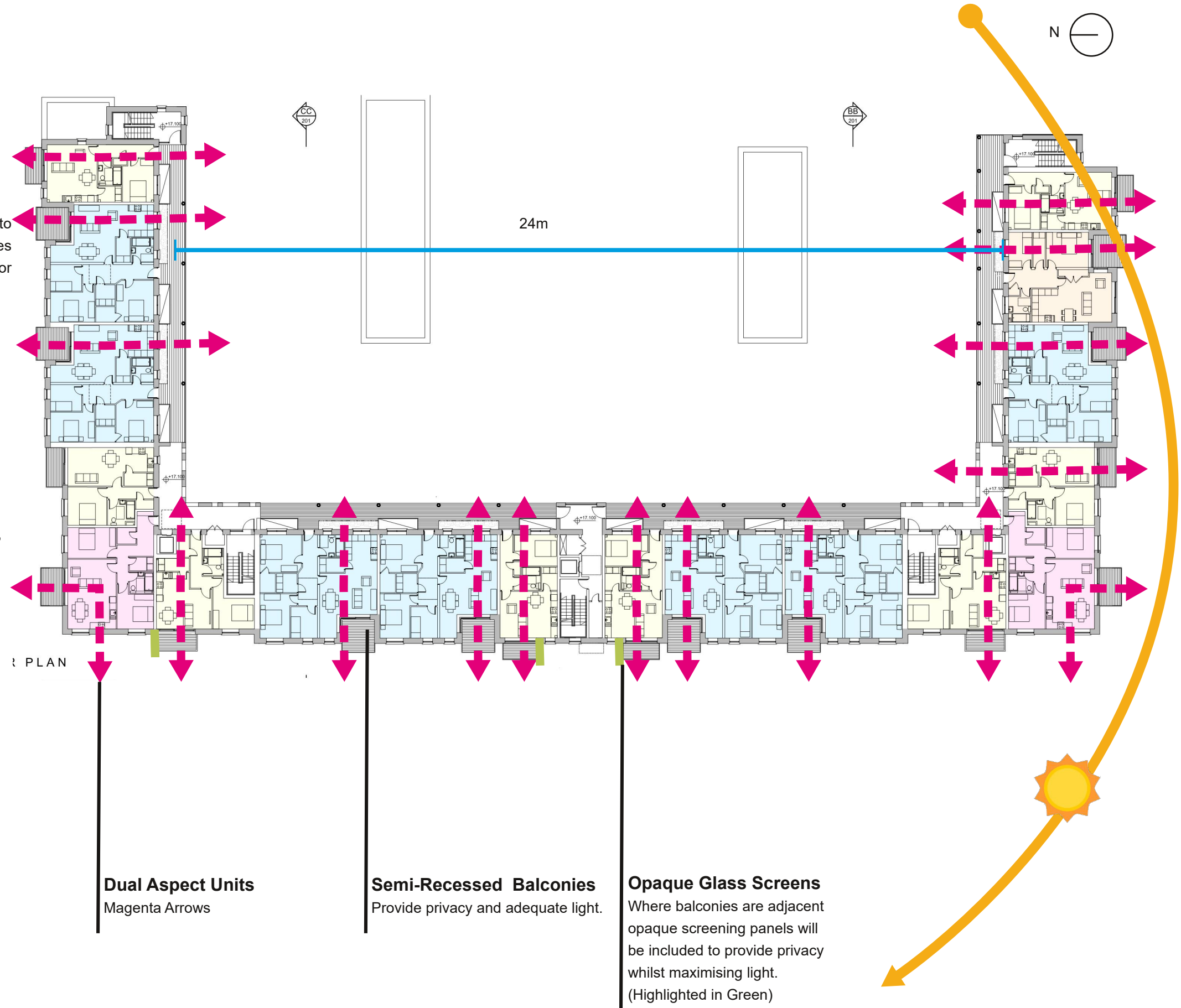
### 3.4 Residential Amenity, Overlooking, Privacy

All apartments are provided with private amenity space in addition to shared communal amenity space at podium level. Personal balconies and roof terraces are designed to access directly from living areas for optimum usability.

Buildings are laid out to minimise overlooking between apartments and maximise usability and aspect of private spaces. Where balconies are adjacent opaque screening panels will be included to provide privacy whilst maximising light.

A mix of design approaches are taken to ensure privacy is maintained for residents in the design of the balconies as this creates a varied feel for the different neighbourhoods within Clongriffin.

Minimum separation distances of 22m have been maintained internally, between directly opposite windows

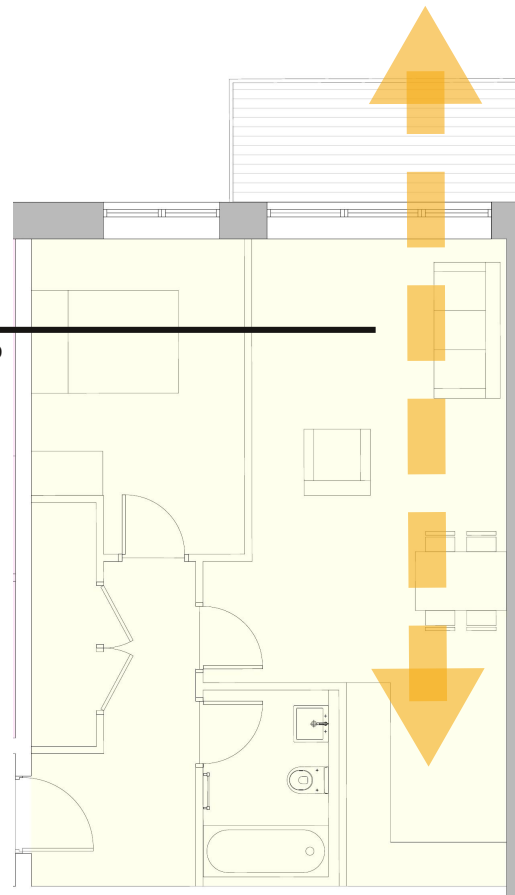




Apartments are laid out with open plan Living/ Kitchen/ Dining spaces. Private outdoor space flows comfortably from the internal living space. Full height sliding doors allow unimpeded access to balconies and roof terraces, maximising usability and flow.

**Living Space**

In open plan flows out to private balcony. Sliding doors allows flow.



Block 11 unit plan showing private balconies opening from living areas



Opaque glazed screen



Semi-recessed Balconies - Block 11



Block 11 West Elevation to Friars' Street



## 3.5 Compliance With The 12 Urban Design Criterion

### Context

Block 11 fits into its context in terms of scale and form. It is a perimeter block of similar height to its neighbours. The material palette is similar, whilst not the exact same, as surrounding blocks. The building presents an appropriate frontage to the streets with residential units protected by private amenity space.

### Connections

Block 11 sits into a context of permeable streets. The form of the block is a result of desire lines and linkages in the wider area. The railway to the east creates a barrier to movement in this particular location and Block 11 responds by setting up a smaller, more local and residential scale on these streets. The primary frontage on Station Street subtly aids wayfinding by presenting a strong frontage onto the street.

### Inclusivity

All apartments have been designed to the latest standards and are extremely accessible for every user. Deck access allows level access and visibility to residents, whilst providing opportunities for interaction and security. Residents will be provided with a central access point from Station Street, located centrally to provide a prominent street presence. This access will be clearly visible in the streetscape. All cores are fully accessible with level access, wide doors, lifts to each floor and level access to all communal spaces including the landscaped courtyard. Alternative access routes are also provided, which allows residents options, including entering through the landscaped courtyard and parking area at ground level.

### Variety

Block 11 offers a mix of residential accommodation, including all associated amenity. These social housing units should be suitable for a diverse mix of residents at all life stages. The building varies in height and materiality, responding to its immediate context, this will add variety to the streetscape.



### Efficiency

Block 11 makes very efficient use of resources through high density residential development, at 121.5dph in addition to residential parking, bicycle stores and amenity space including a 1,042sqm landscaped courtyard at podium level. This provides the best possible use for this brownfield site in an urban location, well connected to public transport.

### Distinctiveness

Block 11 is distinct from surrounding blocks through its roofscape and form, which comprises mono-pitched roofs over a perimeter block, surrounding a surface level courtyard and parking area. This distinctiveness will aid wayfinding and legibility in Clongriffin Town Centre.

### Layout

The proposals are laid out to make the most of this site adjacent to the railway line, maximising light into the surface level courtyard, views towards Howth and the sea and the immediate context of surrounding blocks. Active frontages will focus activity on the street and provide passive surveillance.

### Public Realm

The proposals locate on-street parking to each side of the block. Tree planting and public lighting are also proposed. These will all be finished with the highest quality materials, creating a high quality public realm. Street parking will incorporate SUDS measures through permeable paving. Parking, in addition to active frontages will aid amenity and activity on the street. A single car park entrance to the podium parking will cross the footpath in the north east corner.

### Adaptability

Ground floor units can prove highly suitable for residents with additional mobility or accessibility concerns. Ground floor units have been designed with adaptability and own-door access in mind. As Block 11 will be centrally managed by a social housing body it may be possible for residents to stay within the block, and move to a different unit, if their circumstances change and they need more/ less space or have other new requirements.

### Privacy and Amenity

All apartments are designed with privacy and amenity in mind. Overlooking has been kept to a minimum between apartments. Balconies will be screened. Deck access to apartments allows increased opportunities for dual aspect. Rooms with windows onto the decks are typically kitchens.

### Parking

Car parking has been provided at a reduced rate of 0.6 spaces per unit. This is in line with relevant guidelines and experience to date in Clongriffin, with earlier phases. Parking is provided communally in a surface level car park with a single access point. Bicycle parking has been provided at a rate of 1.5 spaces per apartment and meets all relevant guidelines.

### Detailed Design

Block 11 will be constructed with a complimentary palette of materials to its neighbours. This will aid cohesion in Clongriffin without resulting in sameness and repetition. The materials have been chosen for their durability and weather proofing. Public realm will be constructed with one palette of materials and planting to draw the whole Town Centre together.







# 4.0 OPEN SPACE STRATEGY

## 4.1 Public Open Space

The LAP makes provision in Section 7.7 for open space provision less than the development plan range of 12-15sqm per bedspace. This is in order to achieve the sustainable net residential density targets in the LAP. Precedent in Clongriffin has been 10sqm per bedspace and the required quantum is identified this way. There is an overall over provision of open space and this has been biased towards public use in recognition of the reality that Fr Collins Park and the River Mayne linear Park will be the first open space destinations of choice for the occupiers of these dwellings with a 2 minute walk to the latter. In addition, Railway Park is immediately north of Block 11.

Public open space in the parent permission was at a minimum rate of 10% of the site area and has been provided in Beupark, Station Square, the 'Panhandle Park' (now Belltree Park), the Mayne River linear park and a number of other pocket parks throughout the site. Fr. Collins Park is a high-quality amenity for Clongriffin, especially the new homes beside it. The masterplan, as noted, over provides public open space.

A pocket park, called Railway Park, is located to the immediate south of Block 8 and is 1,200sqm. This will provide important local amenity use.

## 4.2 Private and Communal Open Space

The following required balcony sizes are achieved:

- 1 bedroom unit – 6 sqm and 2m deep,
- 2 bedroom units – 8 sqm and 2.5m deep,
- 3 bedroom unit – 10 sqm and 2.5m deep.

Balconies to be fitted with additional storage/drying cupboards in addition to in-unit storage provision. First floor balconies will be provided with screening to ensure privacy and prevent residents retrofitting solutions to the elevation.

The private / communal open space provision is outlined in the schedule. It is calculated on a per bedspace maximum occupancy – i.e. Each 2 bedroom unit is deemed to have four persons etc. Actual occupancy as an average will be considerably lower.

Great care has been taken with the landscape design to add to the amenity value for the residents and wider community. The massing and site design aims to maximise the amount of open space provided. The streetscape design aims to integrate tree planting amidst the on-street parking bays. The parking bays also utilise permeable paving for SUDS. Feature paving is provided to mark entrances. Tree grilles are proposed at the tree planting to communicate an urban feel with contrasting textures of metal and paving.

Each apartment has a private balcony or terrace which meets or exceeds the minimum area from Sustainable Urban Housing: Design Standards for New Apartments (March 2018). Balconies are located to maximise usability and amenity for residents.

In addition a communal, highly landscaped, garden of 1,042m<sup>2</sup> is provided for all residents to enjoy. The design of this space is such as to encourage active use. The garden is surrounded by surface car parking and secure bicycle sheds. As the building wraps around there will be significant passive surveillance and activity. A children's play area will be provided in the garden. Private terraces line the garden on each side, providing a soft edge and activity.

The garden exceeds the minimum area required by Sustainable Urban Housing: Design Standards for New Apartments (March 2018). It will be landscaped to the highest standard and passive overlooked by the apartments above.

Landscape Architects Ronan McDiarmada and Associates have prepared detailed drawings and landscape report for the site.



Communal Open Space Requirement

	1 Bed	2 Bed (4P)	3 Bed	TOTAL
<b>Number</b>	44	12	40	96
<b>Area Requirement</b>	5	7	9	
<b>TOTAL</b>	220	84	360	664







# 5.0 ACCOMMODATION & DWELLING MIX

## 5.1 Density & Mix

Clongriffin is a new town in north Dublin with all the infrastructure and public transport sufficient to sustain a high density, mixed community. The Clongriffin-Belmayne LAP is explicit in its aspirations for a sustainable residential density, increasing in proximity to Clongriffin Station.

The original parent permission allowed for a range of densities across the whole of Clongriffin, resulting in a net density of 88dph, when seen as a whole. This is higher than average in a location such as this, especially when the quantum of individual houses is taken into account.

In order to facilitate this level of density in Clongriffin Block 11 has a net density of 121.5dph. This is achieved through a sustainable mix of 46% 1 bed units, 12% 2 bed units and 42% 3 bed units. All units provided are apartments.

The site coverage, to back of pavement, of Block 8 is 32% and the plot ratio is 1.17. This brings the total plot ratio for Clongriffin SHD 1 to 1.68 and the plot ratio for the three concurrent applications to 1.99. This is in line with the Town Centre range of 1-2.5 outlined in Residential Density, Guidelines for Planning Authorities (DoELG, 1999).

Block 11 is located within 500m of Clongriffin Station. It is also located close to bus stops and a connected, off-road, cycle network linking to Dublin City Centre and beyond.

This density is in keeping with the context of an emerging, mixed-use, new town. Sufficiently high density is required to ensure adequate footfall and a critical mass of consumers to support the commercial and infrastructural interventions planned.

### Dwelling Mix

	No. of dwellings	%
1 Bedroom Apartment	44	45.8%
2 Bedroom Apartment	12	12.5%
3 Bedroom Apartment	40	41.7%
Total	96	100%

It is the objective of the Council:

- UDO1** To achieve high quality and sustainable densities to consolidate the area, maximise access for residents and employees to public transport and successfully define important locations and routes including the Main Street access and town centres (KDC designated zones).
- UDO2** To promote the development of family orientated, high quality, adaptable, life long homes within the LAP area through creative design that still delivers a sustainable density to support the provision of services.
- UDO3** To promote public spaces that provide both passive and active recreation and a connection to those forms of activities in the surrounding area.
- UDO4** To ensure high quality streetscapes are achieved through distinctive high quality street furniture, lighting, paving and public artwork that creates a distinctive character associated with the North Fringe.
- UDO5** To design park spaces and all open spaces linkages to be part of the larger green network in particular from Father Collins Park to the surrounding area and along the River Mayne incorporating a dedicated network of cycle paths and pedestrian routes.
- UDO6** To achieve creative and unique character through public realm enhancements in all key development sites through development contribution levies and partnership with the divisions of Dublin City Council.
- UDO7** The height strategy for the LAP will seek positive integration of new building height with established character. Locations identified for special height character are the designated Key District Centres (in general 5 storeys minimum) and the Main Street Boulevard axis (in general four to five storeys). Heights of 2-6 storeys (including a set back at the top floor of a 5/6 storey building) may be facilitated subject to quality design criteria and set back requirements along the river corridor to complete the urban form of pavilion buildings to complete

Marrsfield, One location for a landmark profiled building (10-14 storey office height equivalent) is designated adjacent to Clongriffin Rail Station. In other locations, where 4 storeys residential height is proposed, some flexibility will be allowed on the height equivalent (13m) to achieve design improvements to the façade.

- UDO8** To seek full compliance within all permitted developments on planning conditions, completion of infrastructure, adherence to phasing policy, taking in charge standards building control and fire regulations and seek more effective mechanisms for Dublin City Council to seek confirmation of full compliance on all planning, design and build stages for future developments in the LAP area.

- UDO9** To seek and assess the satisfactory arrangements for the future management of multiple unit developments as an integral part of a scheme planning proposal to ensure that residential amenities are protected in the management of completed developments in accordance with city policy of encouraging lifetime homes.

- UDO10** To minimise the adverse impacts of noise and promote good health and a good quality of life through the effective management of noise within the Clongriffin-Belmayne Local Plan Area.

- UDO11** To preserve and maintain good air quality in the plan area in accordance with national and EU policy directives on air quality and where appropriate promote compliance with established targets

Extract from  
Clongriffin-Belmayne  
LAP










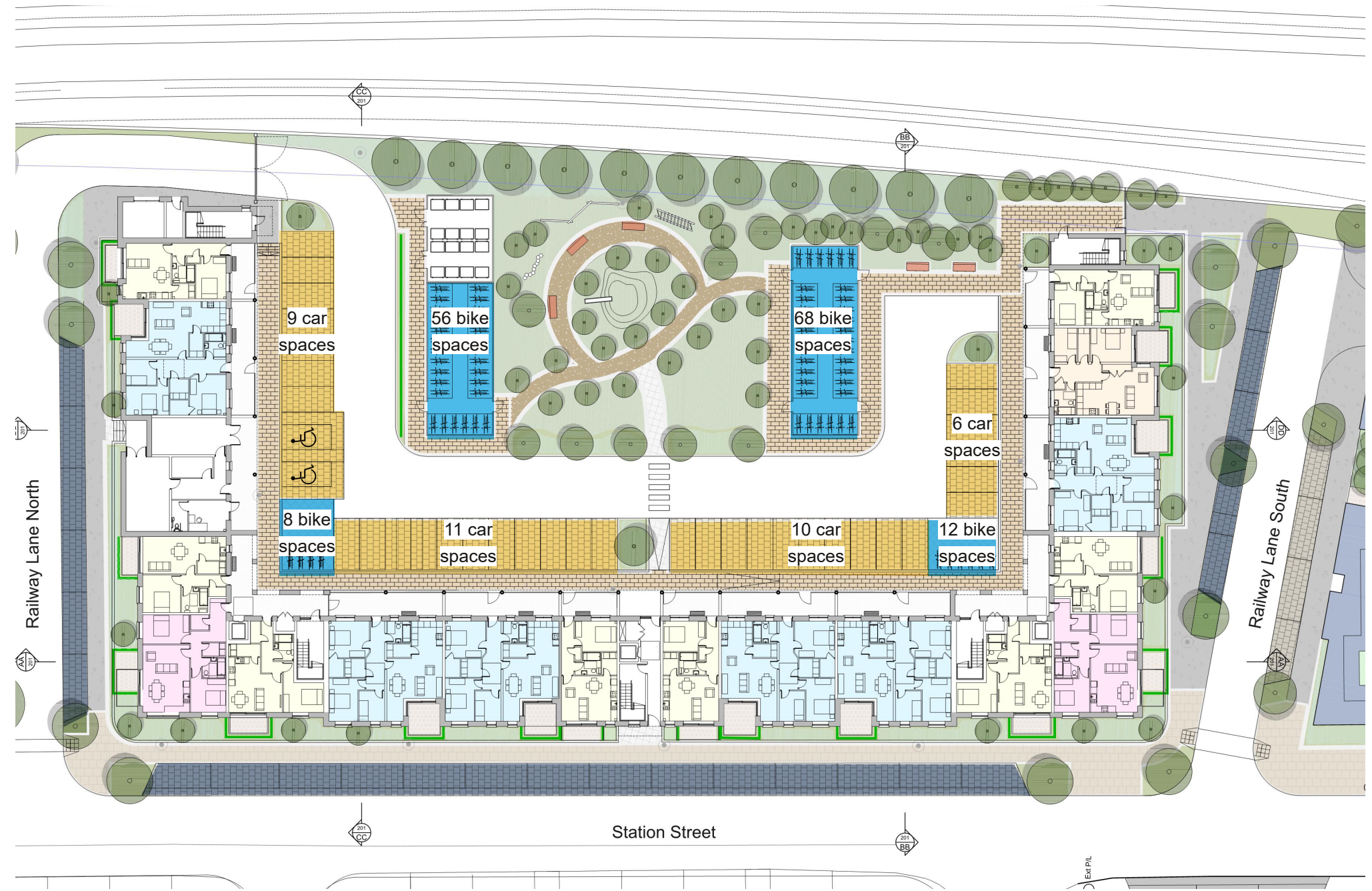
# 6.0 DESIGN STANDARDS

## 6.1 Car Parking

A total of 61 car parking spaces are provided in Block 11, divided between 36 surface spaces in the courtyard and 25 spaces on-street. This equates to a ratio of 0.6 spaces per apartment. The parking management strategy for the development as a whole has been agreed on after discussion with the local authority, and taking into account the proximity to Clongriffin Dart Station, local bus services and bicycle parking provision.

Additional car parking space, included car share vehicles, are available for residents of Block 11 if necessary. The large commuter car park in Block 12 has capacity to accommodate visitors and overflow resident use. Car share vehicles already located in this car park have proven very popular with the existing population and the scheme was recently extended. Further details of the overall proposed car parking strategy for Clongriffin can be found in the Engineers reports.

-  Surface parking
-  Street Parking
-  Bicycle Parking



Parking plan

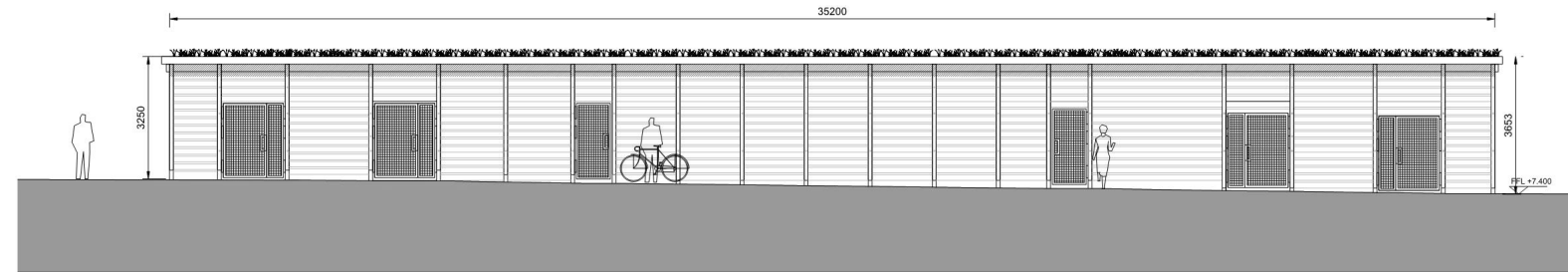




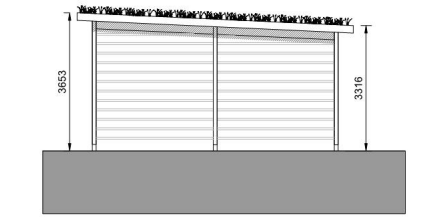
## 6.2 Bicycle Parking

A total of 144 resident bicycle parking spaces are provided in Block 11. This allows 1.5 bicycle spaces per apartment. Whilst the guidelines set out in Sustainable Urban Housing: Guidelines for Planning Authorities (March 2018) suggest a higher provision this number is considered sufficient when taken in the context of local walking links, bus stops and Clongriffin Station.

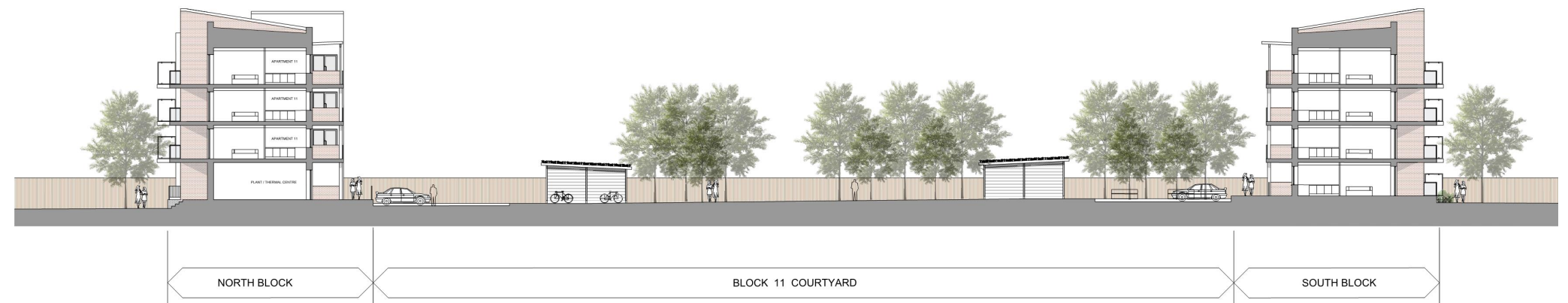
Resident bicycle parking has been located within the surface car park where it will be secure and covered. Access to the car park will be restricted to residents only and the location of bicycles adjacent to car should provide for passive surveillance and security for parked bicycles.



FRONT ELEVATION BIKE & BIN STORAGE



SIDE ELEVATION BIKE & BIN STORAGE



BLOCK 11 - INTERNAL ELEVATION D-D LOOKING EAST



## 6.3 Refuse Storage & Collection

One communal bin store is located in the garden of Block 11. This location will be easily accessible for all residents as each core has direct access to the car park. Bins will be marshalled within the plot and turning space has been provided for bin trucks within the garden. Bin storage and management will be under the control of the building management.



## 6.4 Minimum Floor Areas

The application complies with the space standards set out in Section 16.10.1 Residential Quality Standards – Apartments. The standards for apartment developments are set out in the Department of Environment, Community and Local Government guidelines entitled Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities (December 2015), ([www. environ.ie](http://www.environ.ie)), hereafter referred to as the 2015 Department Guidelines. These have now been superceded by the March 2018 Department Guidelines.

The following minimum room standards are achieved:

- Minimum aggregate living dining kitchen floor area of 23sqm for 1 bedroom unit, 30sqm for a 2 bedroom unit, and 34sqm for a three bedroom unit.
- Living room width of 3.6m for a 1 or 2 bedroom unit, 3.8m for a 3 bedroom unit.
- Double bedrooms comply with minimum width of 2.8m and minimum area of 11.4sqm, single bedrooms comply with minimum width of 2.12m and minimum area of 7.1sqm.
- Entrance halls comply with 1.2m x 1.8m for 1 bedroom units, 1.5 x 1.8 for 2 bedroom units and 1.8m x 2m for 3 bedroom units.
- Minimum storage provision is 3sqm for a 1 bedroom unit, 6sqm for a 2 bedroom unit and 9 sqm for a 3 bedroom unit. Where not available in the apartment additional storage is provided in dedicated areas under the podium level.

## 6.5 Aspect

The requirement is for 50% of apartments to be dual aspect where two external walls have different aspects. In the proposed scheme this is comfortably met with 88% of all units having dual aspect. Those units that have single aspect do not have a northern aspect.

## 6.6 Childcare

275 childcare places have been approved for Clongriffin to date. Only one creche is in operation (Beaupark Place with 45 places). Another has been completed to shell and core standard in Marrfield Avenue and HSE approval for it has been obtained. SHD 1, of which this block is part, proposes three creches, located in Blocks 4, 6 and 27.

## 6.7 Separation Distances

Within the block, minimum separation distances of 22m between directly opposing, upper floor, windows has been maintained. On street frontages separation distances fall below this distance in some instances, as this generally considered acceptable in urban environments.