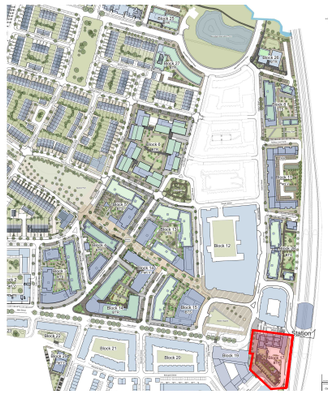

Block 17 Clongriffin

Architect's Design Statement

Clongriffin Strategic Housing Development 1 - Stage 3

An Bórd Pleanála

August 2019

Gerard Gannon PROPERTIES

CONROY CROWE KELLY
Architects & Urban Designers

Site Summary: Build to Rent

Total Residential Units (BTR)	210 nr. (631 bedspaces)
Total Commercial Area	430.5sqm (gross)
Site Area	0.47 ha (1.16 acres)
Plot Ratio	4.84
Site Coverage (to back of pavement)	89%
Net Density	447 units/ha (181 units/acre)
Building Height (Res)	up to 17 storeys
Building Height (Commercial)	3 storeys
External Amenity Space	1,238 sqm (roof terraces)
Internal Amenity Space	589.8 sqm
Parking	71 spaces off-street, in basement
	3 spaces on-street
	1 Go Car space
	75 Total
Cycle Parking	225 spaces off-street

Schedule of Accommodation

1 Bed Units	90	(avg. 51.4sqm each)
2 Bed Units	111	(avg. 80.3sqm each)
3 Bed Units	9	(avg. 106.4sqm each)
Total	210	
Retail	430.5 sqm (gross)	
Total	460.5 sqm (gross)	

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

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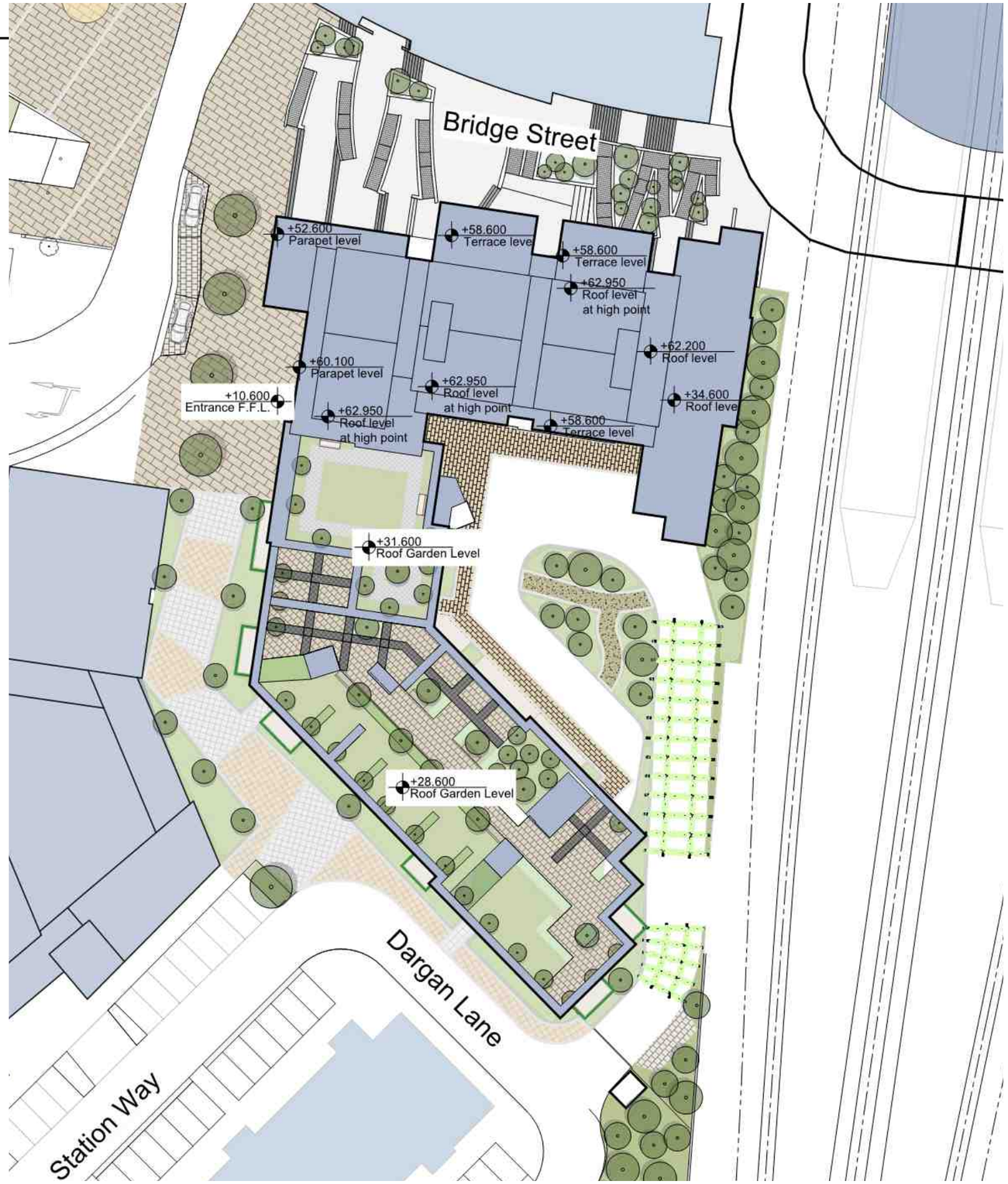

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1.0 INTRODUCTION & GENERAL DESCRIPTION

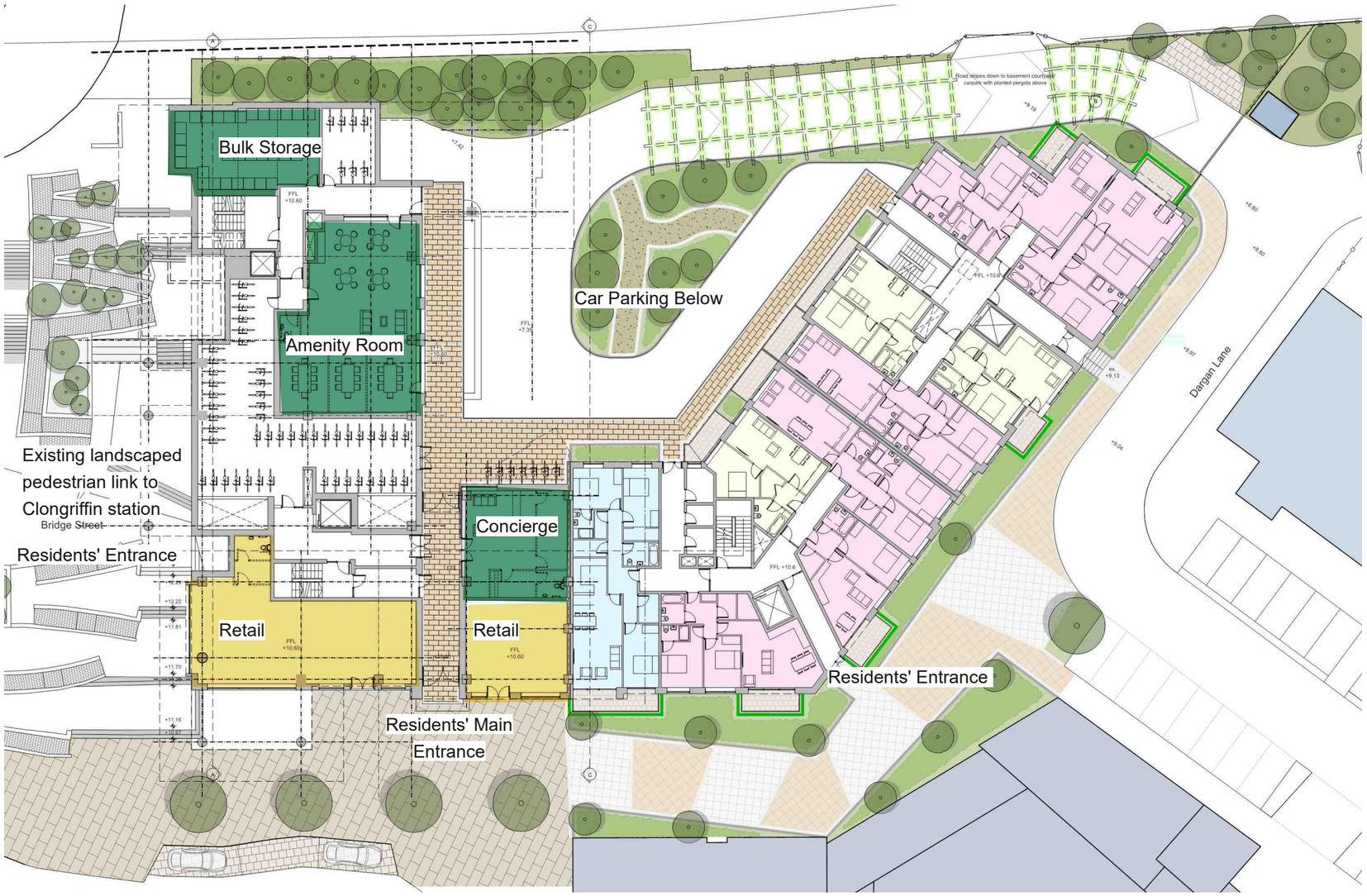
1.1 Introduction & General Description

Block 17 is a 0.47 hectare site located at the heart of Clongriffin enclosed by Bridge Street (pedestrian access to Clongriffin Station), Station Square and Dargan Lane (with pedestrian link from Station Square). The block is made up of a mix of commercial and residential uses with 210 Build To Rent (BTR) apartments, residential amenity space and several retail units.

At ground floor, residential amenity includes a concierge, flexible amenity room and bulk store, in addition to two retail units. As a result of the level changes in the pedestrian access to Clongriffin Station to the north, first and second floors also contain retail units, opening onto this access street, Bridge Street. These will be highly suitable for convenience retail uses. This provides significant active frontage along the western and northern facades of the building. The proposed commercial offer includes 430.5m2, broken up into five individual units.

The proposed residential mix is 90no. 1 bed units, 111no. 2 bed units and 9no. 3 bed units. This generates a mix of 43% 1 beds, 53% 2 beds and 4% 3 beds.

Residential external amenity space is provided at roof terrace on the sixth and seventh floor levels. A mix of internal and external amenity spaces combine to make up the amenity requirements for the block, including two roof terraces (sixth and seventh floors), residents' meeting rooms, concierge and several office spaces. In total 1,827.8m2 of BTR amenity space is provided, including both internal and external.



Ground Floor Site Layout Plan

Bird's Eye View of Block 15 within local context

Beltree Park
(under construction)

Block 2
Reg Ref. 3776/15

CONROY CROWE KELLY
Architects & Urban Designers

Clongriffin Strategic
Housing Application 1

B17-5

1.2 Site Context & Site Description

The subject site was named ‘Block 17’ in the original masterplan layout for Clongriffin. Block 17 is a triangular shaped site of 0.47 hectares located prominantly adjacent to Clongriffin Station and Station Square. The site is bounded to the north by Bridge Street, pedestrian access to Clongriffin Staiotn, to the West by Station Square and to the south west by Dargan Lane, half of which is pedestrianised. To the east is the railway line. As a result of it's prominent location adjacent to the station, Block 17 is a tower of up to 17 storeys over basement. This creates a landmark building in accordance with objectives from the Clongriffin-Belmayne LAP.

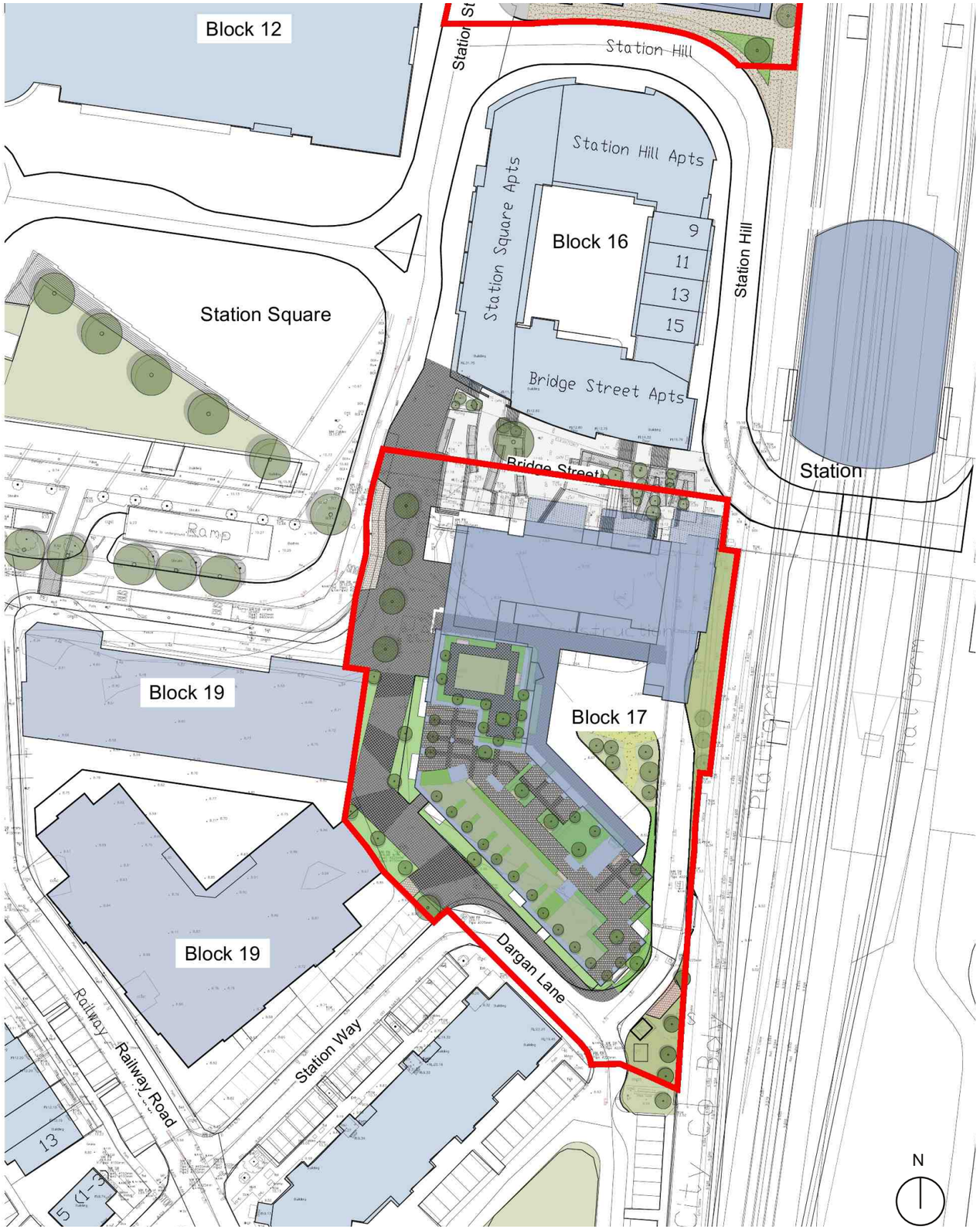
To the north, on Station Square, are two large existing blocks 12 & 16 built in 2007-08. These front the square and are situated above a two level car park and Park and Ride. These two buildings are 5 storey with commercial use at ground floor and residential units above. It is anticipated that the increased population as a result of this suite of applications will make these spaces commercially viable and tenants will be found.

The site was cleared in 2002 and has remained a brownfield site since then. The topography of Clongriffin is quite flat. There are no natural features or constraints on the site. However, the station, which is immediately to the east, is raised above the railway line, and this creates a dynamic of different levels along the northern edge of the plot.

All of the primary infrastructure for the site has been constructed and is fully operational. The primary foul and surface water drainage network was granted permission and constructed under the Clongriffin masterplan grant Reg. Ref. 0132/02. The surface water sewers installed along Lake street discharge to the Clongriffin regional attenuation pond to the north east of the Clongriffin development prior to discharging to the River Mayne to the north. A detailed report on site services can be found in the engineer’s report by Waterman Moylan and associated drawings submitted as part of this application.

The current ESB network is sufficient for the proposed development and the site itself is free from overhead cables and power lines. All other utilities such as natural gas, telephone and broadband have been provided on-site.

Aerial View of Block 17 site within local context,
August 2018



Site Layout

Site Location Map

1.3 Planning History

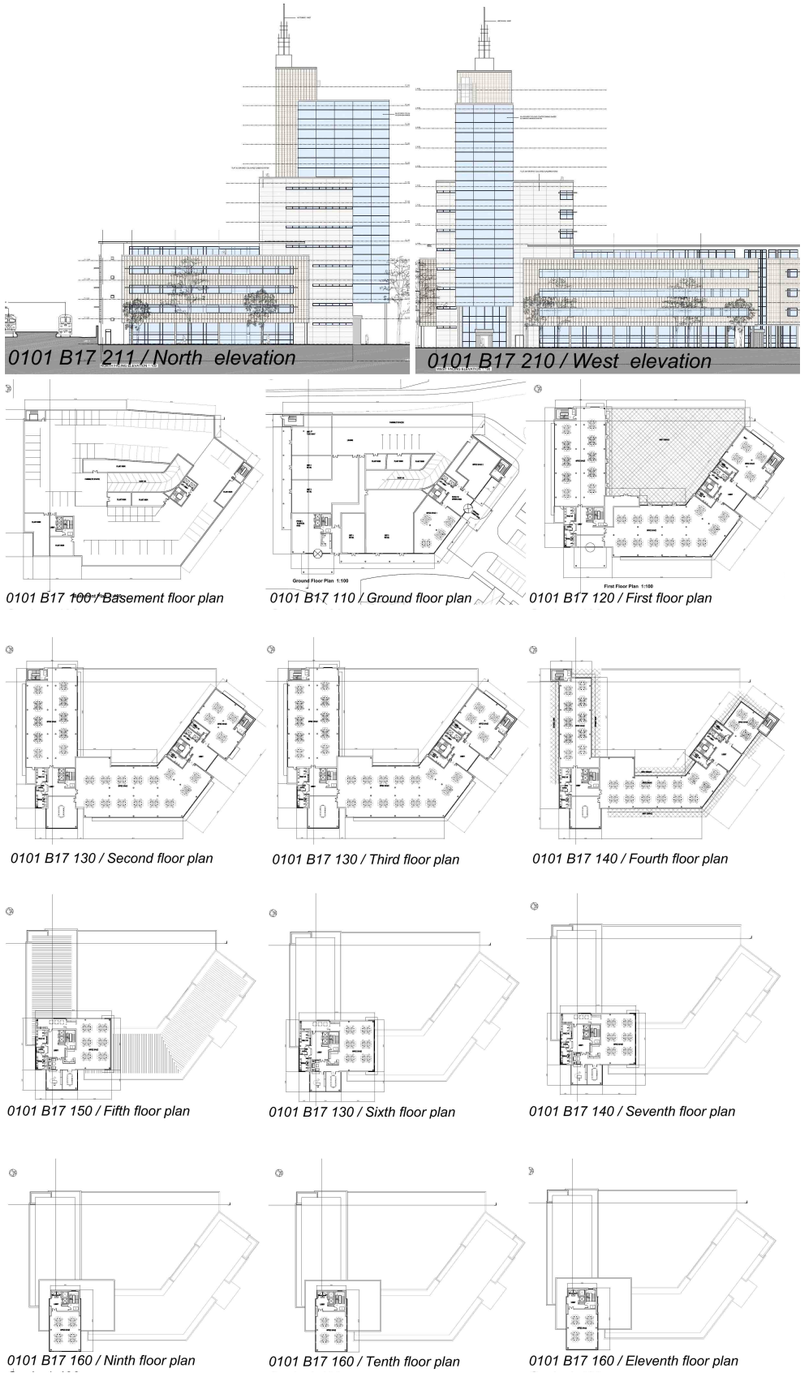
Reg. Ref. 0132/02
Planning application with 10 year duration for a residential mixed use town development on lands North of grange road, Donaghmede, Dublin 13
Block 17 was granted planning permission for 14 storey office building with an over all total gross floor area of 7,843sqm.

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

Reg. Ref. 3634/16
Block 17 was granted planning for a development consisting of 139 dwellings (28no. one bedroom, 97no two bedroom and 14no three bedroom apartments) with ancillary common facilities, 5 retail units (c. 427sqm total) and 139 car spaces and ancillary engineering facilities at basement level.

All comprised in a building ranging in height from 6 to 17 floors, accessed from Station Square, Station Hill and Dargan Lane, with parking access off existing Block 16 down ramp from Dargan lane.

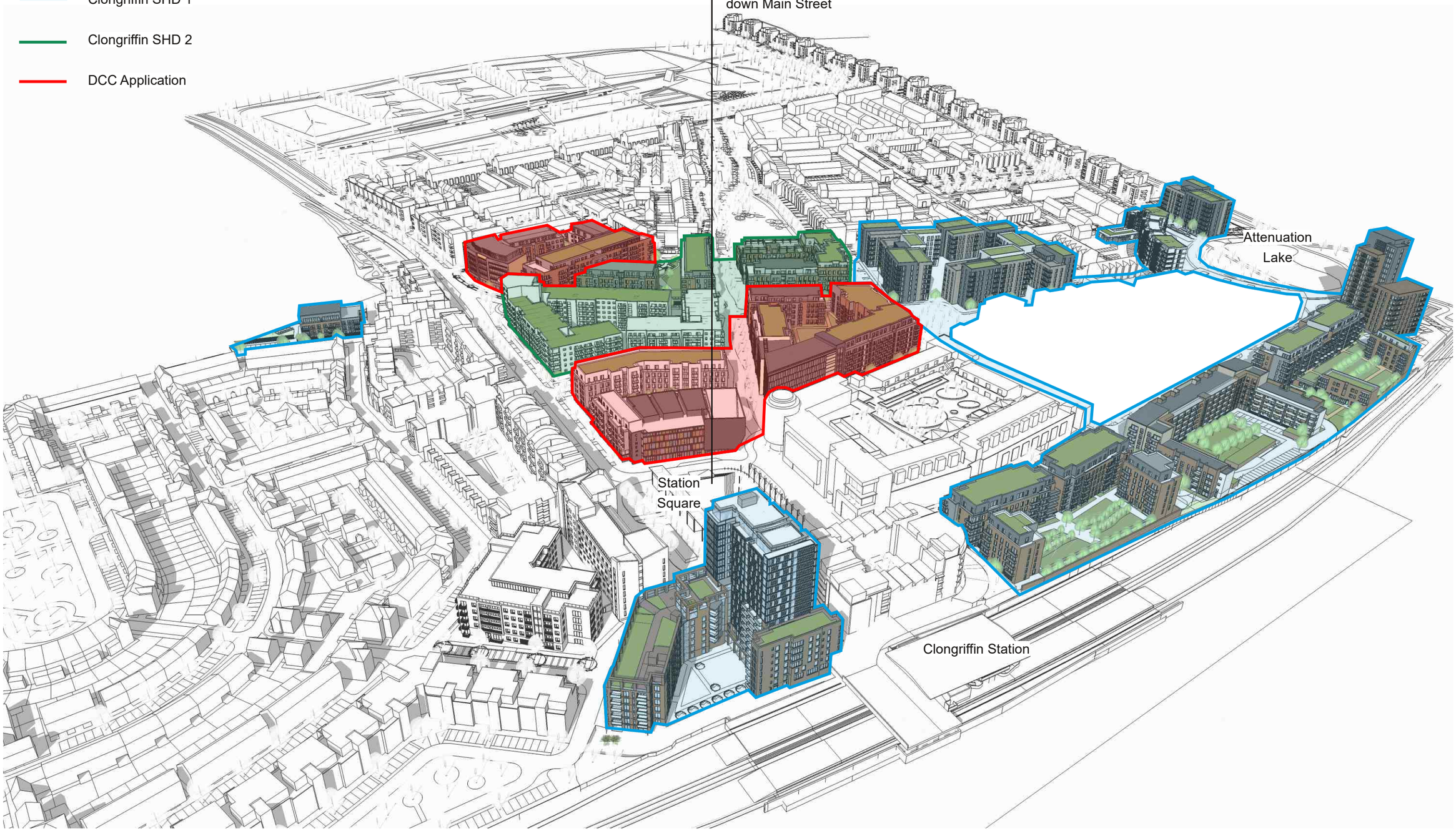
Permission Granted in 2017



Previous Application Reg Ref: 0132/02 Drawings

Previous Application Reg Ref: 3634/16 Drawings

- Block 17 is located on Station Square, adjacent to Clongriffin Station
- It has a live planning permission for 139 units over seventeen floors
- This location is identified for a landmark tower, completing the vista down Main Street

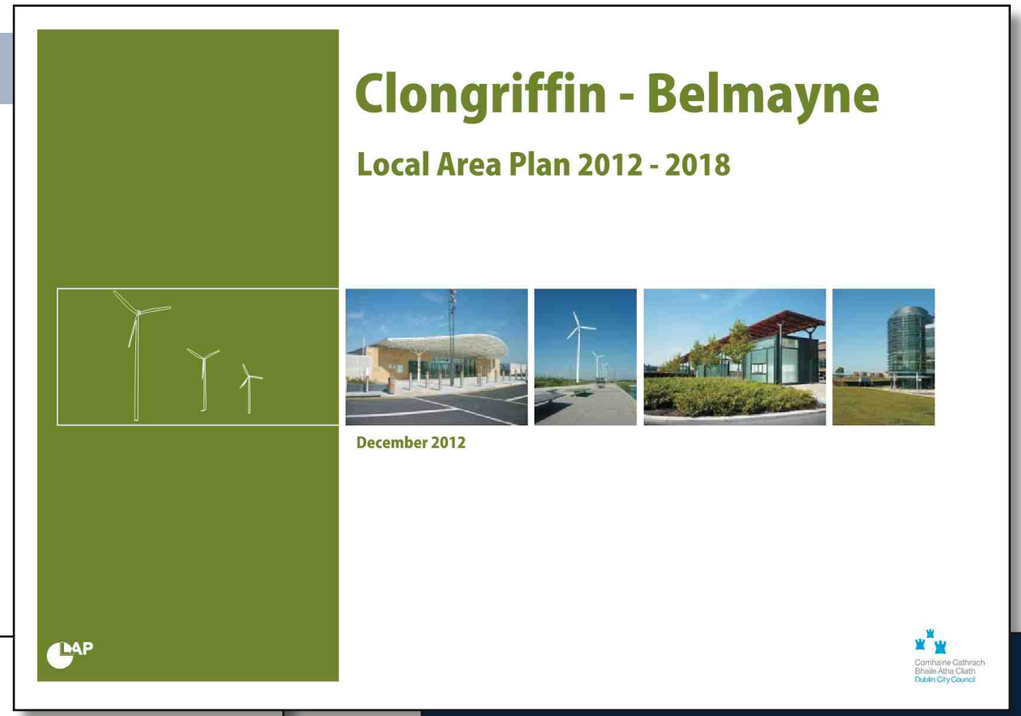


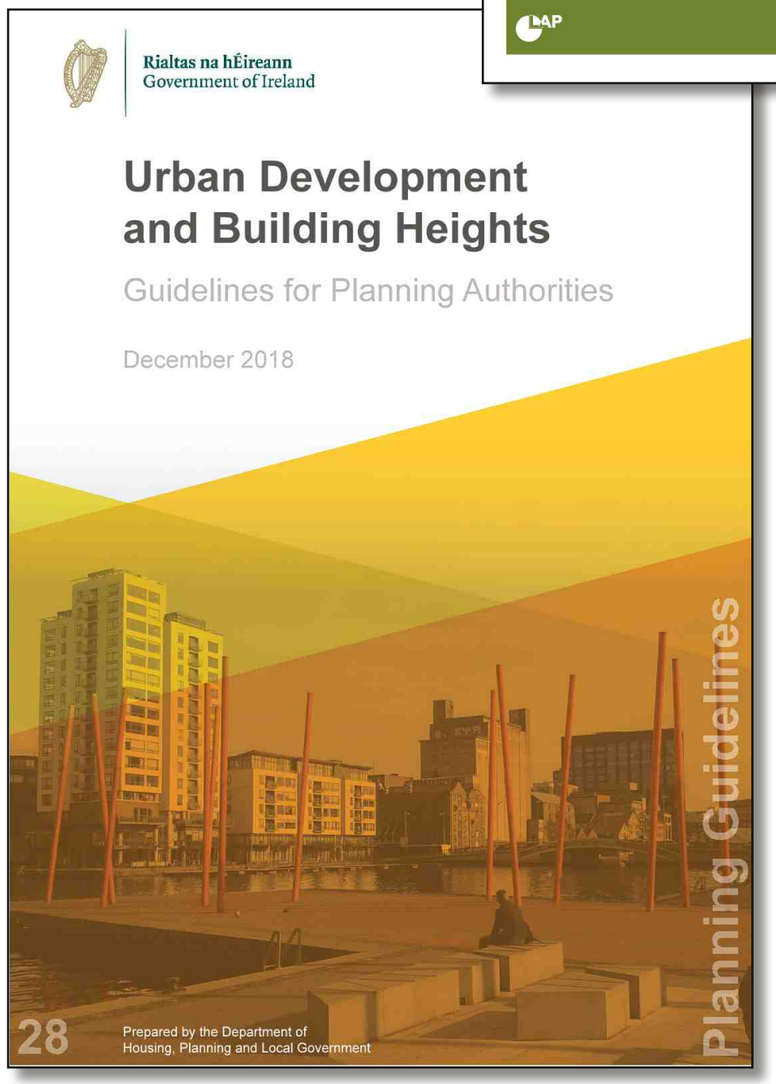
Current Planning: Showing SHD 1, SHD 2 and DCC Appliation

2.0 TALL BUILDINGS STATEMENT

The following pages set out compliance of the proposals with the three relevant policy documents; Dublin City Council Devleopment Plan (2016-2022), Clongriffin-Belmayne LAP (extended to 2022) and Urban Development and Building Heights (December 2018).

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





2.1 Dublin City Development Plan (2016-2022) Higher Building Design Criteria

Assessment Criteria for Higher Buildings

All proposals for mid-rise and taller buildings must have regard to the assessment criteria for high buildings as set out below:

- Relationship to context, including topography, built form, and skyline having regard to the need to protect important views, landmarks, prospects and vistas
- Effect on the historic environment at a city-wide and local level
- Relationship to transport infrastructure, particularly public transport provision
- Architectural excellence of a building which is of slender proportions, whereby a slenderness ratio of 3:1 or more should be aimed for
- Contribution to public spaces and facilities, including the mix of uses
- Effect on the local environment, including micro-climate and general amenity considerations
- Contribution to permeability and legibility of the site and wider area
- Sufficient accompanying material to enable a proper assessment, including urban design study/masterplan, a 360 degree view analysis, shadow impact assessment, wind impact analysis, details of signage, branding and lighting, and relative height studies
- Adoption of best practice guidance related to the sustainable design and construction of tall buildings
- Evaluation of providing a similar level of density in an alternative urban form.

Extract from DCC Development Plan (2016-2022) identifying the Higher Buildings Assessment Criteria

1. "Relationship to context, including topography, built form, and skyline having regard to the need to protect important views, landmarks, prospects and vistas"

As proposed, Block 17 will provide a key landmark at Clongriffin Station, which will help with way-finding and legibility in the town. When viewed from Main Street Boulevard, the slim massing of the narrow end will be presented. It also will complete the visual coherence of the civic square, close the vistas along the Main Street Boulevard and provide a strong identity for this gateway location, which are key objectives in the Clongriffin-Belmayne LAP 2012-2018. Increased building height is key in assisting modern place-making and improving the overall quality of our urban environment.

In terms of topography, the area is generally flat with few undulations or hills within the immediate context. As such, a taller building such as that proposed, will help to add interest and articulation to the town and act as an orienting device, visible from many vantage points, and signifying both Clongriffin town centre and the location of the transport interchange in the wider vicinity.

The predominant building height with the proposed town is six to eight storeys, in keeping the Clongriffin-Belmayne LAP objectives. As such Block 17 will help to add definition to the skyline. In conjunction with Block 26 it will booked Station Street.

The proposed building will not disrupt any protected or significant vistas.

VIA view showing Block 17 from Beaupark to the south

Contiguous elevation showing local skyline along Station Street

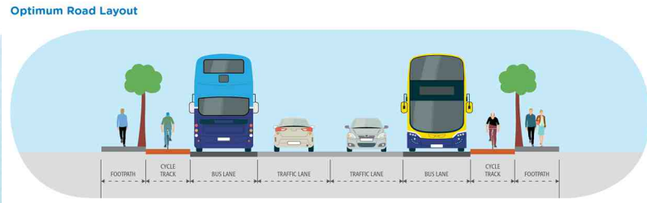
2. *"Effect on the historic environment at a city-wide and local level"*

Viewed from Main Street Boulevard

Clongriffin is a relatively new town, Clongriffin–Belmayne LAP 2012-2018 states the Hilton Hotel buildings at the Northern Cross and buildings framing Station Square in Clongriffin are examples where higher building forms signify these gateway town centre locations. The Main Street Boulevard is an important axis connecting these two centres. A landmark tall building adjacent to Clongriffin Station closing the vista of the Main Street Boulevard will announce the town centre location to the wider landscape.

At a city-wide level Block 17 may be visible as a long distance view from some historic Dublin suburbs and even central locations. However, this view is not consider deleterious to these areas and is not anticipated to obstruct any important or historic visual connections or vistas within north Dublin.

3. *"Relationship to transport infrastructure, particularly public transport provision"*



A transport Assessment for Block 17 has been prepared by Waterman Moylan and accompanies this application. The existing road infrastructure is partially completed on site and is serving the already constructed Block 12 and Station Square and the residential development to the west of the site (Belltree). This includes public transport infrastructure, including dedicated bus lanes along Main Street and Station Square within Clongriffin and dedicated bus lane along Hole in the Wall Road adjacent to the site.

It is noted that the existing Station Square, which is currently serving the Clongriffin Dart Station via Park&Ride service will be a significant strategic point for pedestrians-cyclist-drivers. Due to its central location within the Clongriffin Area and proximity to the Clongriffin Dart Station and existing Dublin Bus routes for residents. Clongriffin is also fully designed in terms of infrastructure to facilitate future Bus Connects improvement which will allow better accessibility and permeability to public transport.

Public transport in Clongriffin is already extremely good, with a frequent DART service, running every half hour during peak hours. The No. 15 bus runs 8 services per hour during the peak and every 8-12 minutes thereafter. Public transport services are expected to improve again once further phases of development are complete.

Furthermore, 255 bicycle spaces will be provided for residents within Block 17. These will allow residents a secure and safe place to store bikes and commuting to Dublin City Centre is only 9.4km away via on-road cycle paths. This distance is considered reasonable for daily commuting. Other hubs of employment and study, including Dublin City University, Clonshaugh Business and Technology Pak and Beaumont Hospital are even closer and ideally suited to cycling.

With the proposed Bus Connects programme Clongriffin will link to central Dublin on route 1. This would further improve bus and cycle connectivity and include dedicated bus and cycle lanes the full extent of the route, possibly cutting journey times to 30-35 minutes.

4. *"Architectural excellence of a building which is of slender proportions, whereby a slenderness ratio of 3:1 or more should be aimed for"*

Maximum slenderness has been an aim of this design from inception stage in order to achieve the most elegant form possible. The original granted scheme (Reg. ref 3634/16) is 16 floors rising off a 7 floor shoulder and proposed 2 lifts and 1 protected stair core to express separate travel elements. Slenderness Ratio of 1:3, 1:4 and 1:5 were achieved by as illustrated below, the tower element is expressed to the ground. Four apartments per floor in the tower were employed. The tower is firstly divided in two on the north south axis as two distinct elements with the gap between forming the lobby and sheer glazed on each side allow sky views through. The apartments were arranged in a Bridget's cross, expressing a dominant slender protruding element on each side.

The current proposals retains the guiding design principle of the original granted scheme, adding an additional 1:5 bay to the tower element. This allows for an additional stair core. Post Grenfell Tower this is seen as an important safety upgrade for emergency egress in the case of a fire.

The proposed scheme remains as 17 storeys (16 storeys to Station Street and Bridge Street), rising off a 6-7 floor shoulder. Typical upper floors within the tower include 8 units, accessed along a central corridor, with lift and secure stairs at each end. The massing is broken up through recessed bays of glazing, lighting these circulation spaces internally and providing strong verticality to the elevations.

The updated proposals are divided in three on the north south axis, with these vertically glazed elements breaking down the elevation and allowing sky views through. The main elements are remain c.1:3 with two more slender elements c.1:5.

North Elevation- Granted Scheme REG. REF 3634/16, Slenderness Ration= 1:3, 1:5

West Elevation- Granted Scheme REG. REF 3634/16, Slenderness Ration= 1:3, 1:5

Approved scheme, 2017

North Elevation- Proposed SHD 1 Application Slenderness Ratio=1:3, 1:5

West Elevation- Proposed SHD 1 Application Slenderness Ratio=1:3, 1:4

Updated proposals, 2019

Viewed from Station Square, Granted Block 17 Scheme REG.REF 3634/16

Viewed from Station Square, New Proposed Block 17 Scheme

5. *"Contribution to public spaces and facilities, including the mix of uses"*

The design intention of Block 17 is to provide outstanding residential accommodation that will also strengthen and invigorate its urban context. It will specifically densify and activate Clongriffin Town Centre, creating a desirable location that will lead to increased footfall and a presence that will help enable other quality commercial and residential development to follow. It is thoughtfully positioned in its context, nestling in to the esplanade steps to the North and creating a strong terminus for main street that will enhance the urban experience for residents, neighbours and visitors to Clongriffin.

Block 17 will incorporate 210 Build to Rent (BTR) units and all associated amenity space, both internal and external. This tenure type encourages active use and social interactin within the building. The building design incorporates a variety of uses for its residents. Generous apartments with floor to ceiling glazing, sunlit communal open space in ground floor and roof gardens, multi purpose communal rooms and on-site mixed-use commercial units as well as the benefits of living in a town centre location next to a modern railway station, bus routes and public square. The proposal locates on-street, visitor parking to the front 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. Parking, in addition to active retail frontages a long the esplanade steps will aid amenity and activity on the street.

To the north, three convenience retail units will open onto the esplanade steps and approach to Clongriffin Station. These units will provide active frontage and significant amenity value to residents, current and future, within Clongriffin Town Centre. Additionally, Block 17 will provide significant "eyes on the street" and passive surveillance of the town centre, esplanade steps, railway entrance and Station Square, as a result of it's height and vantage overlooking the town centre. This will improve security within the town and enhance the environment for all.

6. *"Effect on the local environment, including micro-climate and general amenity considerations"*

A wind study and daylight/ sunlight study accompany this application and go into more detail on local micro-climate impacts.

Overall, the impacts of the current proposals, when compared to the approved Block 17 are minimal.

7. *"Contribution to permeability and legibility of the site and wider area"*

Block 17 is a landmark building both in terms of height and also materiality, with it's elegant glass and aluminium cladding system. This landmark building will help with way-finding and place-making in the local area. This distinctiveness will help to distinguish Clongriffin as a locality and contribute to the idea of "somewhere not anywhere" for local residents.

8. *"Sufficient accompanying material to enable a proper assessment, including urban design study/ masterplan, a 360 degree view analysis, shadow impact assessment, wind impact analysis, details of signage, branding and lighting, and relative height studies."*

Proposed block 17 urban design/ masterplan, 360 degree view analysis and shadow impact assessment have been prepared by DKP International.

The details of retail signage, branding and lighting have been design by CCK architects. A Retail Design Guide accompanies this application. Retail units within Block 17 will have to comply with the guidance set out in that document.

The updated Clongriffin Masterplan (June 2018) also accompanies this application for reference. The masterplan document makes reference to the urban design strategy for Clongriffin.

View from Station Square - Proposed Block 17 Night-time

9. *"Adoption of best practice guidance related to the sustainable design and construction of tall buildings"*

Block 17 makes very efficient use of resources through high density residential development, at 446dph in addition to residential parking, bicycle stores and amenity space including a 1,270sqm roof terraces. This provides the best possible use for this brownfield site in an urban location, well connected to public transport.

The proposed design adopts best practice in both the internal layouts and external proposed finishes. This includes efficient floor plans, maximising daylight, ensuring views, providing two means of fire escape in the tower and providing shared amenity and support facilities for residents. The generous space allocations, communal facilities and open space, winter gardens and general high quality design are all in an effort to achieve an excellent addition to Clongriffin Town, and one that will enhance Dublin's built environment.

Below is an analysis of the proposed external finishes:

Folded alucobond aluminium panelling:
This aluminium product, as per attached CGI images, is a bespoke panel which is folded through the corners and protrudes to give a textured modern finish to the building and ensures a new experience when viewing from different locations and in different lighting conditions, enriching the user experience. Additionally, the panel is inert, ensuring excellent fire protection.

Brick:
The proposed brick is buff with distinct over-burn tones. The robustness of the chosen finishes and the fact that they will require very little maintenance is a deliberate decision to ensure the good weathering of the building. This is needed as many modern buildings are stained and discoloured due to non maintenance of materials that need maintenance.

Glazing system:
There are many requirements that dictate the specification of the glazing to be used. For example, thermal performance, reflectance, maintenance requirements, slim opening sections, height of the building etc. As well as the design objective to provide a crisp, modern, high performance system, these factors and more will necessitate that the chosen system will be of the highest standards.

These building are designed to weather gracefully over time. All materials can be confirmed in greater detail at compliance stage.

10. *"Evaluation of providing a similar level of density in an alternative urban form"*

The proposed Block 17 scheme consists of 210 apartment units in total, 90 apartment units are in the tower block.

Other urban forms were not considered as a result of the specific requirement for a landmark tower in this location, identified in the Clongriffin-Belmayne LAP and also SDRA 1.

Block 17 West Elevation

2.2 Clongriffin-Belmayne LAP (2016-2022)

In Appendix 3, Section 2, of the Clongriffin-Belmayne LAP there are criteria identified for justifying any tall buildings. The assessment of the proposals against these criteria is laid out here.

a. A Structure Study that shows the benefits and impact on the local and wider urban context for a local landmark on the proposed site, including justifications, the impact on character, the benefits to the public, its contribution to regeneration, sustainability and transport.

A high-rise building located at Block 17 will have a positive impact on Clongriffin and the wider area as it will provide a landmark, indicating the location of the commercial and public transport centre of the new town. This will be useful for orientation and wayfinding within the town and in the wider context.

Chapter 7.8 of the Clongriffin-Belmayne LAP states that “A landmark commercial building adjacent to Clongriffin Station, closing the vista of the Main Street Boulevard and signifying the town centre location to the wider landscape, was granted by the planning appeals board. This landmark structure has not been completed to date. Providing this building, or a similar scaled building, will complete the visual coherence of the civic square, close vistas along the Main Street Boulevard and provide a strong identity for this gateway location.”

The proposal design for Block 17 aims to deliver an urban landmark in the form of the updated Block 17 proposal. As proposed, Block 17 is up to seventeen storeys. Planning permission was granted for a seventeen storey tower in this site in 2017 and the subject application seeks a new permission.

Block 17 is proposed to be built in the first phase of development. This will be important for morale in the town and the surrounds, as it will signify real investment in the future of the town and should breathe new energy into the community. The building will also provide important public amenity, including convenience retail units along Bridge Street. This will help to enclose Bridge Street in addition to improving the experience of using the station. The modern finishes proposed will help to set the tone for the commercial centre and the aspirations for the future of the town.

b. An Architectural Design Statement that addresses design principles, design concept, scale and massing, density, finish materials, details, lighting (day and night time), treatment of roof top, ground floor treatment, public realm strategy.

This design report address these topics in later chapters.

c. An Impact Assessment Study to illustrate the impact on the context, especially on conservation areas and significant views. This can be produced through accurate visual modelling of proposals – photomontages or three-dimensional computer models (buildings fully rendered) – from relevant assessment points defined by the council. Proposals should be shown in daylight and night-time conditions. The micro-climate impact of the development on the surrounding environment (streets, public spaces and existing development) should be tested in regards to wind funnelling, overshadowing and sun-reflection Impacts on privacy and overlooking of existing properties should be tested.

A full set of VIA views have been prepared and are submitted as part of this application package.

A daylighting and overshadowing report has been prepared and submitted with this application package.

d. A Movement Statement (traffic impact assessment including car parking, pedestrian movement and public transport needs).

Block 17 proposes only 75 parking spaces for its 210 units. This traffic volume is not expected to have a significant impact on congestion in the surrounding area. Over the whole application and concurrent applications car parking has been reduced from earlier permissions, as a result of discussions with the local authority and experience to date with earlier phases of development. One car share vehicle will be located on-street in Block 17, extending the current provision of such vehicles within the Block 12 and 16 car park. The car share vehicles already located in this car park have proven very popular with the existing population in Clongriffin. Providing additional car share vehicles will reduce overall parking demand.

A total of 225 bicycle parking spaces are provided in Block 17. This number is considered sufficient when taken in the context of local walking links, bus stops and the buildings location adjacent to Clongriffin Station.

Block 17 is located immediately adjacent to Clongriffin Station and bus stops in Station Square. In terms of public transport accessibility the building could not be better located. For this reason it is anticipated that a significant modal share of residents exiting the building will be on public transport.

More detail on car parking provision and traffic impact is detailed in the Engineers Traffic Transport Assessment prepared by Waterman Moylan.

e. A Building Service Strategy including building systems and enclosure, energy consumption and efficiency, lighting (day and night time), and telecommunications.

More detail can be found in the Engineers Reports on building services, energy consumption and efficiency.

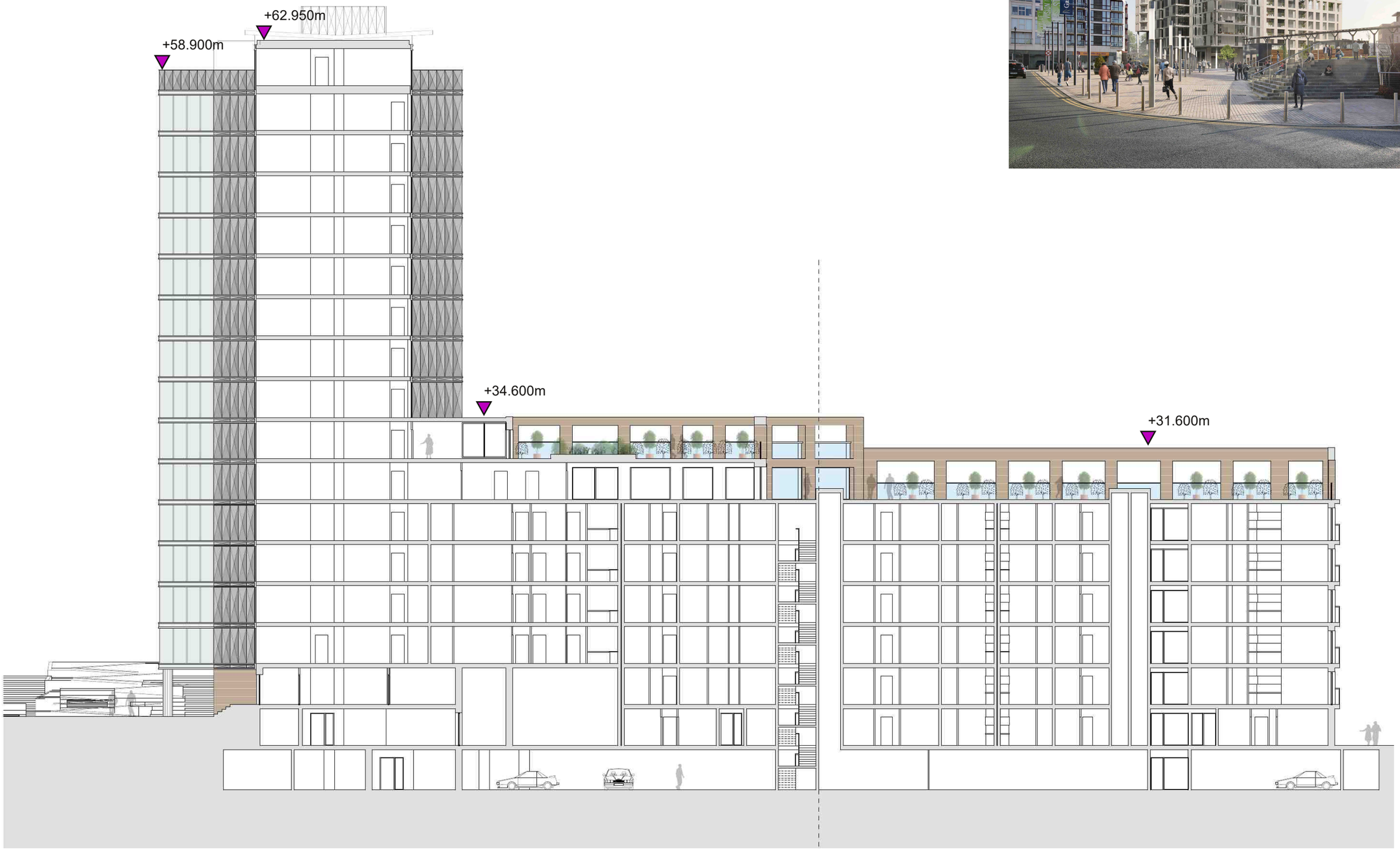
More detail on the overall Tall Buildings Strategy for this and concurrent applications can be found in the Clongriffin SHD 1 Architects and Urban Designers Statement accompanying this application.

SECTION 2: DESIGN STATEMENT FOR TALL BUILDINGS

To justify a tall building Dublin City Council would require that sufficient evidence in relation to the impact on Clongriffin-Belmayne's (North Fringe's) image, the benefits to the public, contribution to regeneration, sustainability, transport and service infrastructure is submitted. The following requirements have been derived from the understanding and localising of section 17.6.1 of the City Development Plan relating to urban design statement for high buildings.

a. A **structure study** that shows the benefits and impact on the local and wider urban context for a local landmark on the proposed site, including justifications, the impact on character, the benefits to the public, its contribution to regeneration, sustainability and transport.
b. An **architectural design statement** that addresses design principles, design concept, scale and massing, density, finish materials, details, lighting (day and night time), treatment of roof top, ground floor treatment, public realm strategy.
c. An **impact assessment study** to illustrate the impact on the context, especially on conservation areas and significant views. This can be produced through accurate visual modelling of proposals – photomontages or three-dimensional computer models (buildings fully rendered) – from relevant assessment points defined by the council. Proposals should be shown in daylight and night-time conditions. The micro-climate impact of the development on the surrounding environment (streets, public spaces and existing development) should be tested in regards to wind funnelling, overshadowing and sun-reflection Impacts on privacy and overlooking of existing properties should be tested.
d. A **movement statement** (traffic impact assessment including car parking, pedestrian movement and public transport needs).
e. A **building services strategy** including building systems and enclosure, energy consumption and efficiency, lighting (day and night time), and telecommunications.

Extract from Clongirffin-Belmayne LAP Appendix 3



Block 17 section

CONROY CROWE KELLY
Architects & Urban Designers

Clongriffin Strategic
Housing Application 1

B17-17

2.3 Urban Development and Building Heights, Guidelines for Planning Authorities

The preceding pages have set out how the proposals comply with the DCC Development Plan objectives and the Clongriffin-Belmayne LAP. Compliance with these criteria was requested following initial submission to the SHD process with An Bórd Pleanála. The applicant believes that the proposals are fully compliant with the documents listed above.

Notwithstanding that, Urban Development and Building Heights, Guidelines for Planning Authorities (December 2008) is senior to and therefore overrides both the Clongriffin-Belmayne LAP and the DCC Development Plan.

SPPR 3 states that "It is a specific planning policy requirement that where;
(A) 1. an applicant for planning permission sets out how a development proposal complies with the criteria above; and
2. the assessment of the planning authority concurs, taking account of the wider strategic and national policy parameters set out in the National Planning Framework and these guidelines;
then the planning authority may approve such development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise.

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

SPPR 3

It is a specific planning policy requirement that where;

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

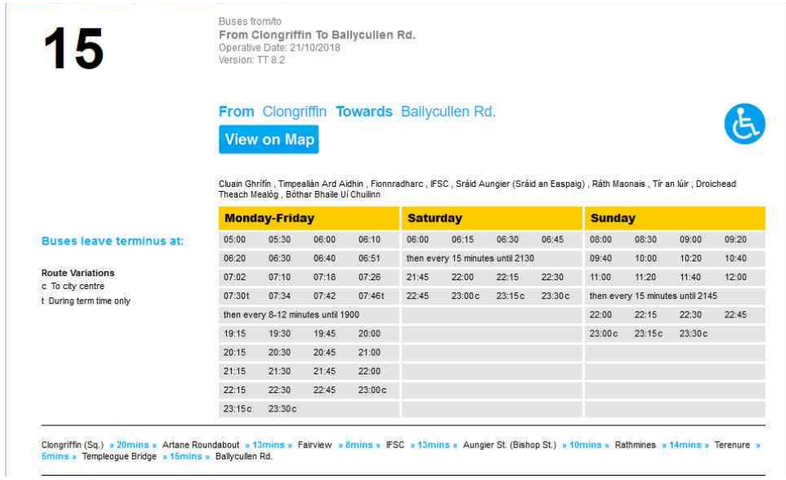
(B) In the case of an adopted planning scheme the Development Agency in conjunction with the relevant planning authority (where different) shall, upon the coming into force of these guidelines, undertake a review of the planning scheme, utilising the relevant mechanisms as set out in the Planning and Development Act 2000 (as amended) to ensure that the criteria above are fully reflected in the planning scheme. In particular the Government policy that building heights be generally increased in appropriate urban locations shall be articulated in any amendment(s) to the planning scheme

(C) In respect of planning schemes approved after the coming into force of these guidelines these are not required to be reviewed.

Extract from Urban Development and Building Heights (December 2018)

At the scale of the relevant city/ town

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



15

Buses from/to
From Clongriffin To Ballycullen Rd.
Operative Date: 21/10/2018
Version: TT 8.2

From Clongriffin **Towards** Ballycullen Rd.

View on Map

Cluain Ghrifín , Timpeallán Ard Aidhin , Fionnradharc , IFSC , Sráid Aungier (Sráid an Easpaig) , Ráth Maonais , Tír an Iúir , Droichead Theach Mealóg , Béthar Bhaile Ui Chuilinn

Buses leave terminus at:

Route Variations
c To city centre
t During term time only

Monday-Friday				Saturday				Sunday			
05:00	05:30	06:00	06:10	06:00	06:15	06:30	06:45	08:00	08:30	09:00	09:20
06:20	06:30	06:40	06:51	then every 15 minutes until 2130				09:40	10:00	10:20	10:40
07:02	07:10	07:18	07:26	21:45	22:00	22:15	22:30	11:00	11:20	11:40	12:00
07:30t	07:34	07:42	07:46t	22:45	23:00c	23:15c	23:30c	then every 15 minutes until 2145			
then every 8-12 minutes until 1900								22:00	22:15	22:30	22:45
19:15	19:30	19:45	20:00					23:00c	23:15c	23:30c	
20:15	20:30	20:45	21:00								
21:15	21:30	21:45	22:00								
22:15	22:30	22:45	23:00c								
23:15c	23:30c										

Clongriffin (Sq.) » 20mins » Artane Roundabout » 13mins » Fairview » 8mins » IFSC » 13mins » Aungier St. (Bishop St.) » 10mins » Rathmines » 14mins » Terenure » 5mins » Templeogue Bridge » 15mins » Ballycullen Rd.

Public transport in Clongriffin is already extremely good, with a frequent DART service, running every half hour during peak hours. The No. 15 bus runs 8 services per hour during the peak and every 8-12 minutes thereafter.

Public transport services are expected to improve again once further phases of development are complete. Furthermore, Clongriffin is the start point for the first route proposed in the new Bus Connects Strategy from the NTA. This would see dedicated bus and cycle corridors constructed, all the way from Clongriffin to the City Centre and could cut journey times from 65 minutes to 30-35 minutes.

A total of 255 resident bicycle parking spaces are provided in Block 17. This allows 1.2 bicycle spaces per apartment. 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 basement car and at ground level, where it will be secure and covered. Access to the car park and cycle parking rooms will be restricted to residents only and the location of bicycles adjacent to cars should provide for passive surveillance and security for parked bicycles.

The cycle network for Clongriffin to surrounding areas is already excellent, with segregated routes available along the Malahide Road, locally within the Town Centre and along much of the coast. At 9.4km to the city centre Clongriffin is within reasonable commuting distance for many people and high uptake of cycling as a primary mode of transport is anticipated.

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

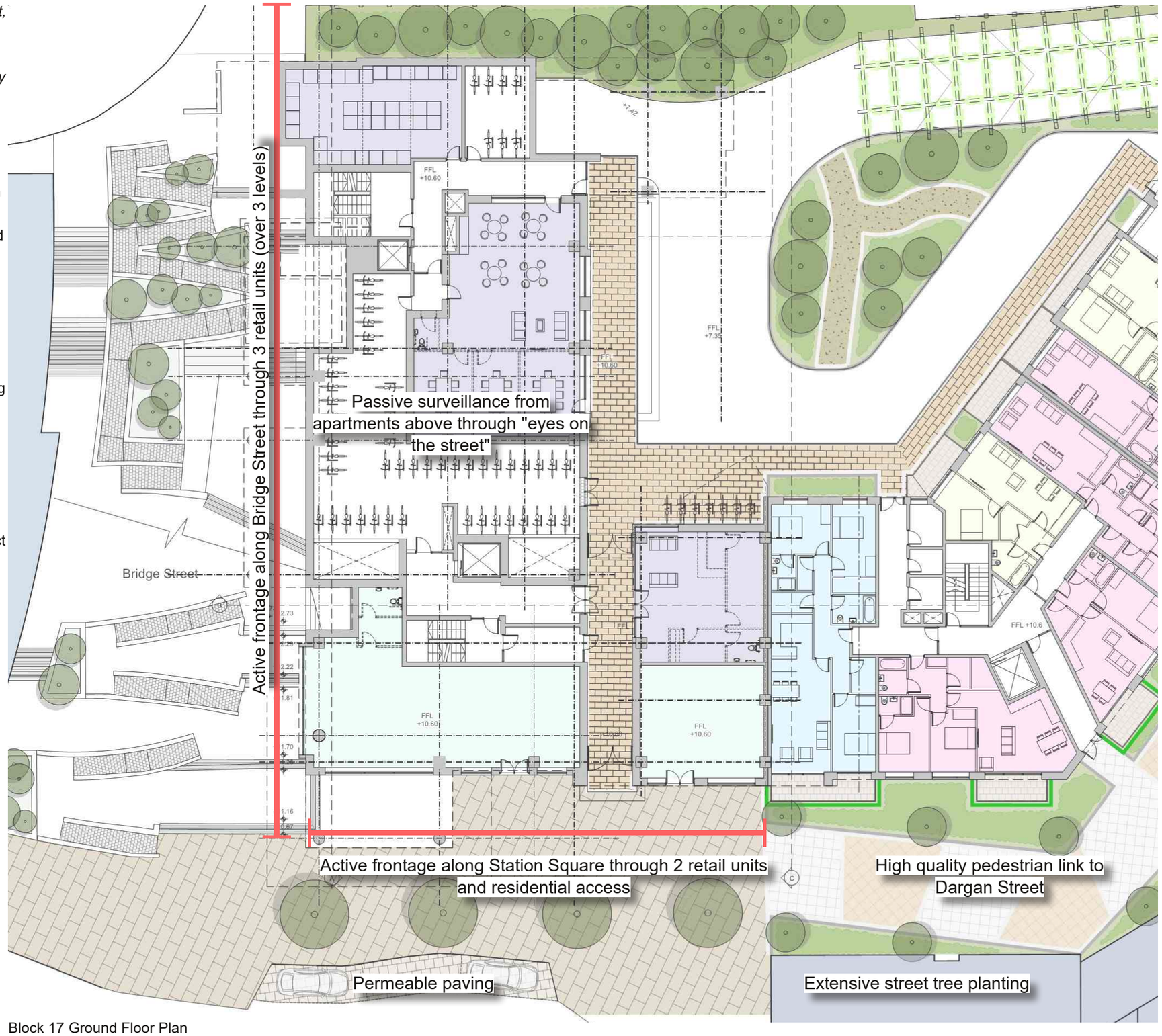
Block 17 will significantly improve it's immediate context of public realm and integrate seamlessly into the setting of Bridge Street and Station Square. Retail units along Bridge Street will provide active frontage and passive surveillance, activating this busy access route to the station.

Street parking will incorporate SUDS measures through permeable paving and street trees will add greenery and shading to the public realm.

Block 17 will provide a landmark and close several local vistas including Main Street, Station Street and the pedestrian and cycle link along Market Street. Additionally, Block 17 will be visible from the DART in both directions.

The proposals will not impact on any historic or significant local vistas.

A landscape and visual assessment, including a full set of Visual Impact Assessment views (VIAs) has been prepared by RMDA and submitted as part of this application.



Block 17 Ground Floor Plan

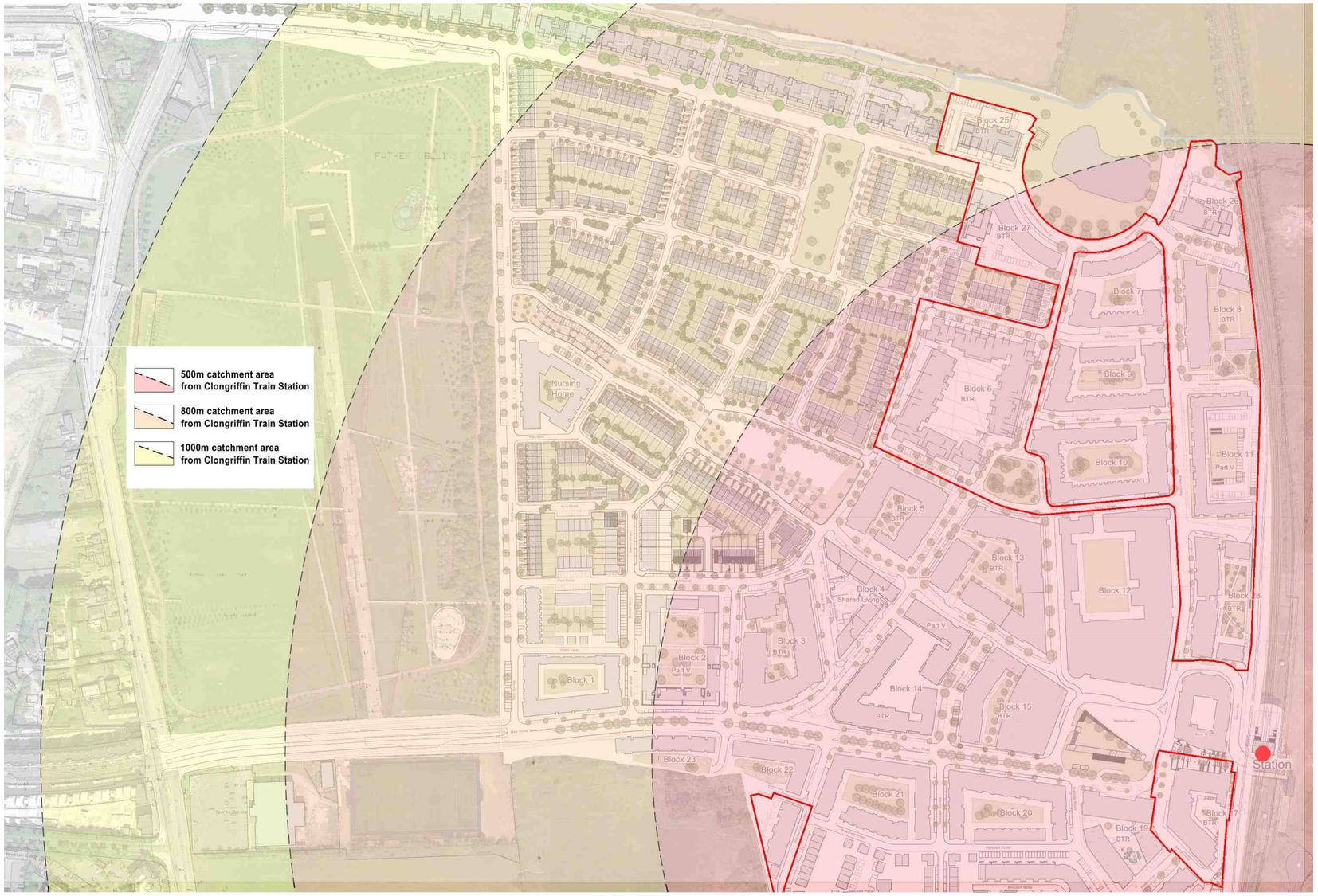
3. On larger urban redevelopment sites, proposed developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and height to achieve the required densities but with sufficient variety in scale and form to respond to the scale of adjoining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

Typical building heights within this and concurrent planning applications for Clongriffin Town Centre are six to eight storeys. This height is optimum for perimeter blocks with landscaped courtyards and allows maximum density for that typology whilst meeting requirements for daylighting, communal open space and overlooking. However, even allowing for local differentiations such as materiality and roof profile, a town centre of exclusively six storey height could be dull and unmemorable. As such, two taller buildings are proposed at Blocks 17 and 26, with Block 17 being the taller of the two.

Block 17 will provide a landmark to Station Square and the surrounding commercial and leisure hub, within Blocks 12, 13 and 15. With it's elegant proportions and high quality external finished Block 17 will help to identiy Clongriffin as "somewhere, not anywhere" for local residents.

As it sits on a 6-7 storey brick plinth, Block 17 will tie comfortably into the context of the town, including existing blocks.

The density of the proposals is 446dph. This high density helps to bring the overall density of Clongriffin up over 80dph, by locating a significant population right at the transport interchange. Building heights in the town step up with proximity to the station, from two and three storey individual family homes, through six storey perimeter blocks, to two taller towers. This allows for a diverse and mixed community, supported by the high density achieved. The proposed density helps to create a sustainable community and supports commercial and community uses including creches, pubs, shops, professional services, restaurants/ cafés, a yoga studio and community centre. A large local population combined with walkable and bikeable streets combine to allow small businesses and local shops to thrive.



Contiguous elevation showing local skyline along Main Street with Block 17 identifying Clongriffin Station

At the scale of the relevant district/ neighbourhood/ street

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

Block 17 will tie into it's immediate context through the buff brick plinth of 6-7 storey height, framed on top with a pergola surrounding a highly landscaped roof terrace. This plinth will break up the mass and link the building materially to the existing and emerging context.

Ground floor retail units on both Station Square and Bridge Street will provide active frontage and further tie the building into the context of commercial and mixed-use town centre surrounding Station Square.

Visually, Block 17 will complete the vistas along Main Street, Station Street and Market Street. The provision of a distinctive landmark will provide visual relief and aid way-finding and local identity.

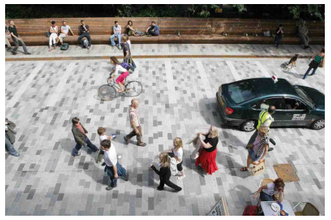
The density of Block 17 will help to increase the overall density of the emerging town in the most sustainable way, by locating it at the transport interchange.

View of Block 17 from Station Square/ Market Street

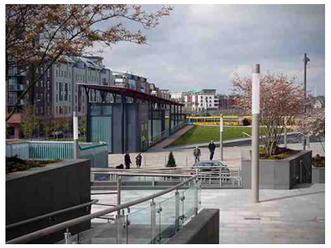
Neighbourhood Street with greenway

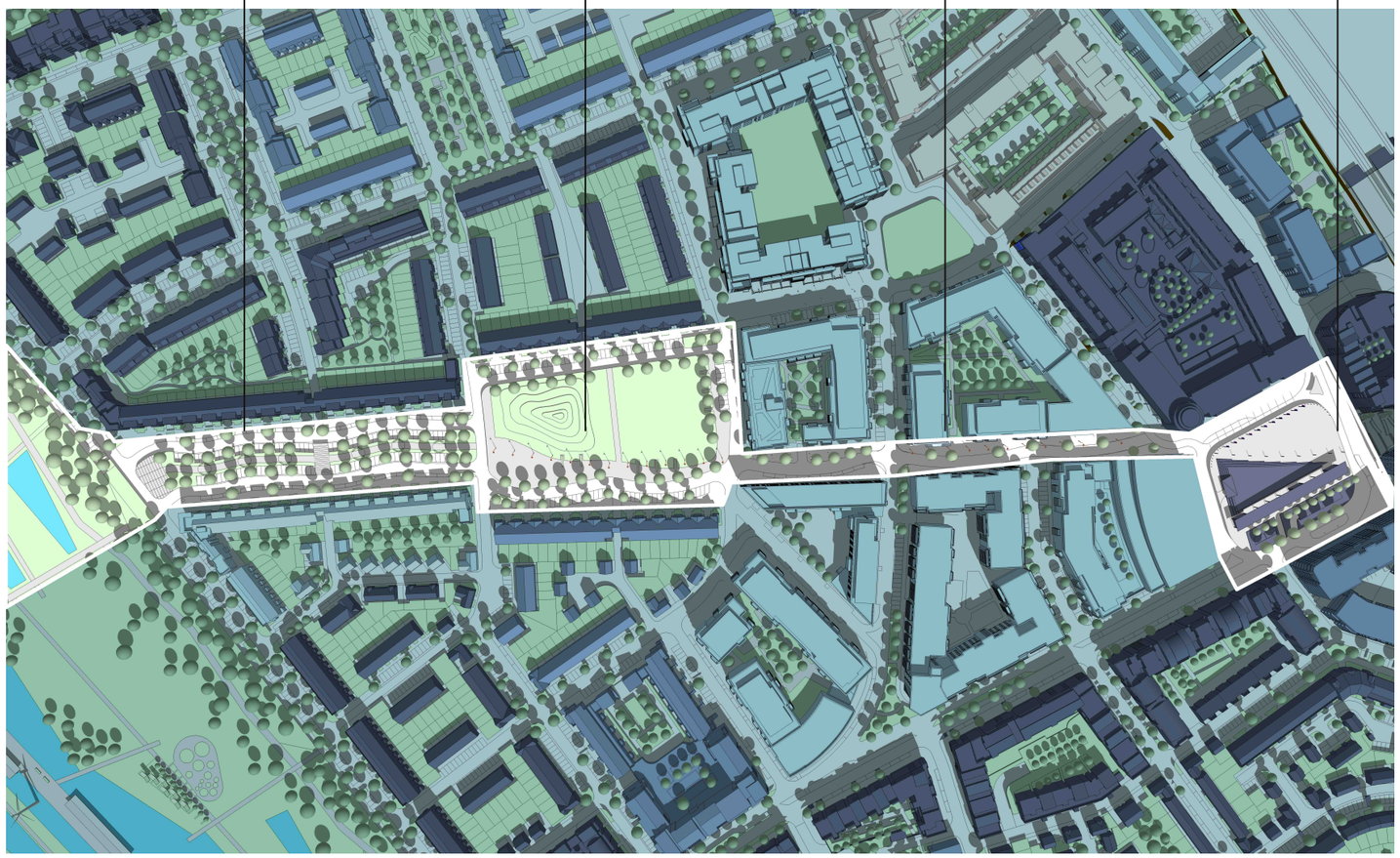
Bellpark Square

Pedestrian & bicycle priority street



Station Square





Fr. Collins Park | Park Terrace | Belltree Park | Market Street | Station Square

Block 17 will complete the 'String of Pearls' route from Fr. Collins Park to Station Square both physically and visually

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

The proposals make use of a slenderness ratio combination of 1:3 and 1:5, with vertical elements broken up through glazed fingers running the full height of the building.

The current proposals retain the guiding design principle of the original granted scheme, adding an additional 1:5 bay to the tower element. This allows for an additional stair core. Post Grenfell Tower this is seen as an important safety upgrade for emergency egress in the case of a fire.

The proposed scheme remains as 17 storeys, with 16 storeys to Station Street and Bridge Street, rising off a 6-7 floor shoulder. Typical upper floors within the tower include 8 units, accessed along a central corridor, with lift and secure stairs at each end. The massing is broken up through recessed bays of glazing, lighting these circulation spaces internally and providing strong verticality to the elevations.

The updated proposals are divided in three on the north south axis, with these vertically glazed elements breaking down the elevation and the westerly one allowing sky views through. The main elements are remain c.1:3 with two more slender elements c.1:5.

North Elevation- Proposed SHD 1 Application
Slenderness Ratio=1:3, 1:5

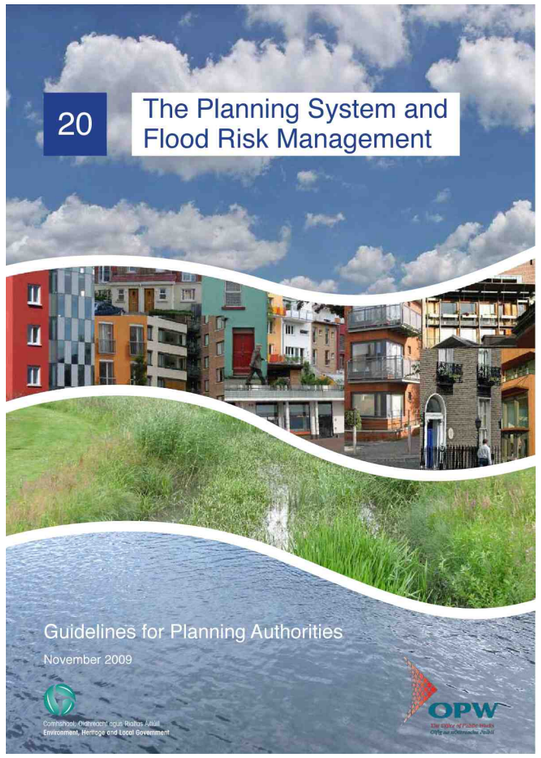
West Elevation- Proposed SHD 1 Application
Slenderness Ratio=1:3, 1:4

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

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

Permeable paving has been employed in the public realm to help reduce run off rates and flow volumes within the public realm.

Flood risk has been dealt with in a report by Waterman Moylan, which accompanies this application.



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

The proposed massing of Block 17 will sit comfortably into it's context through the use of a brick clad plinth base at a similar scale to surrounding buildings, active street frontages on two side through retail units and residential access and a coherent palette of public realm materials.

Through it's height and materiality Block 17 will close vistas along Main Street, Station Street and Market Street as well as providing a landmark visible from the DART.

The location and visibility of Block 17 will also identity the commercial and mixed-use centre at Station Square, helping to inform the wider population of the excellent facilities available.

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

Block 17 proposes a large number of Build to Rent (BTR) residential units. This will add diversity to the mix within Clongriffin. Earlier phases built to date have focussed on medium density single family homes with private gardens. This and concurrent applications will provide a mix of Built to Rent and Build to Sell high density apartments. Additionally 10% of units will be social housing. This combination will allow for a diverse and vibrant mixed community, ranging from families with children, through young professionals and students to "down-sizers" from surround communities.

Block 17 also proposes five retail units at street level providing active frontage and convenience retail ideally located adjacent to Clongriffin Station.

At the scale of the relevant site/ building

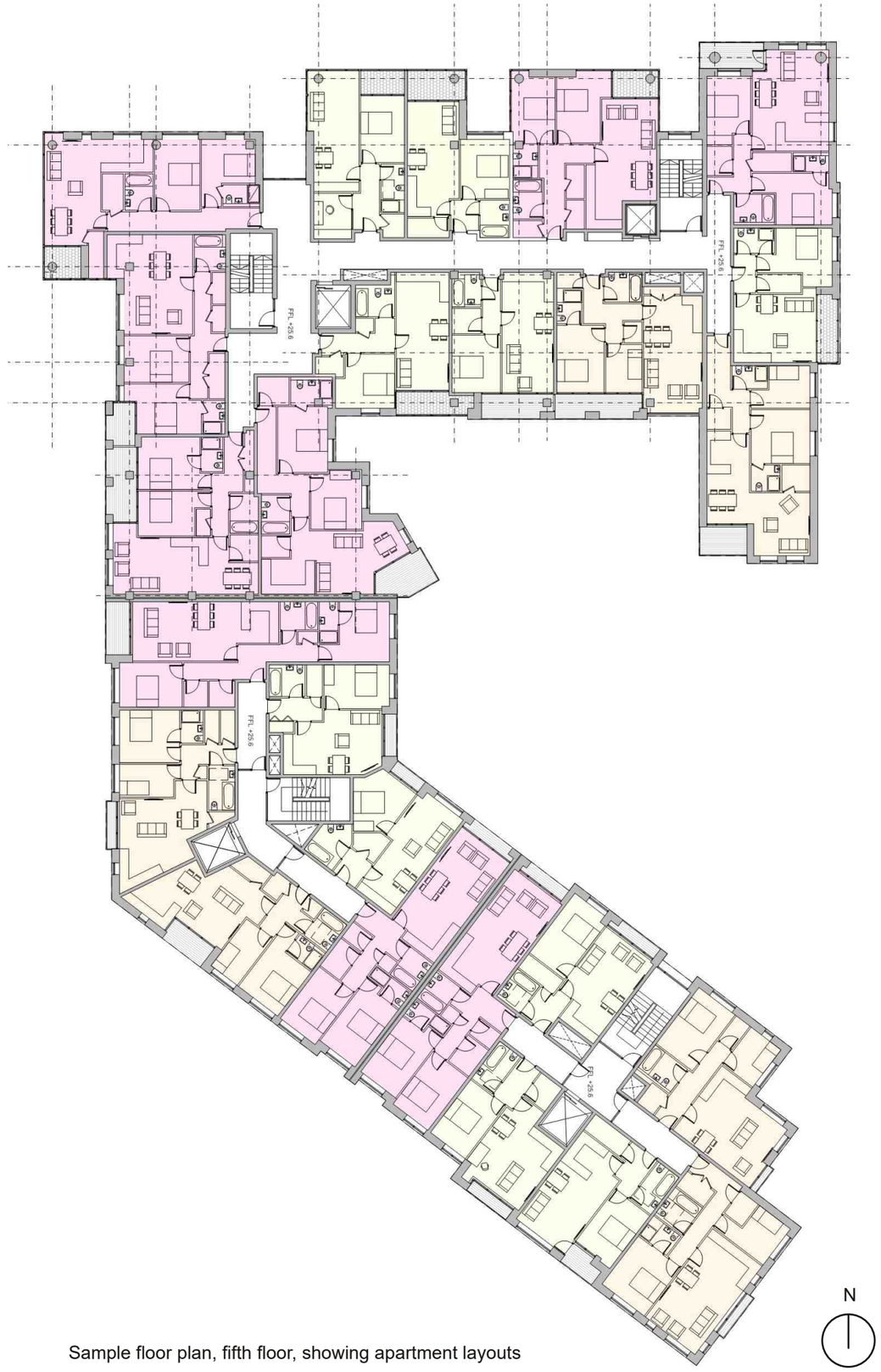
1. The form, massing and height of proposed developments should be carefully modulated so as to maximise access to natural daylight, ventilation and views and minimise overshadowing and loss of light.

The apartments are carefully laid out to avoid overlooking or overshadowing. The floorplan opens up to the east and in order to maximise available sunlight and daylight to all apartments. The plint base of 6-7 storeys lies to the south so at to not overshadow the upper floors. This allows optimum southerly light to upper floor apartments in the tower.

Where possible apartments have been afforded dual aspect, with a total of 46% dual aspect within the block. Long views will be available to many residents towards the sea and Howth to the east or the Dublin Mountains to the west.

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

A daylight and sunlight analysis report has been produced by DKP International and accompanies this planning application.



Sample floor plan, fifth floor, showing apartment layouts

Specific Assesments

To support proposals at some or all of these scales, specific assessments may be required and these may include:

1. Specific impact assessment of the micro-climatic effects such as down-draft. Such assessments shall include measures to avoid/ mitigate such micro-climatic effects and, where appropriate, shall include an assessment of the cumulative micro-climatic effects where taller buildings are clustered.

There is no clustering of taller buildings in this location.

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

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

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

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

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

The proposals fall within the flight path to Dublin Airport. As such, no reflective materials, such as photovoltaic panels, are located at roof level. The Engineering Report accompanying this application deals with this issue.

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

This document includes an urban design statement. There is no impact on the historic built environment.

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

An EIAR accompanies this application package.

View of Block 17 from Station Way in Beau Park

3.0 PROPOSED DESIGN

3.1 Design Overview

The design concept for Block 17 is a tower block over a plinth base, with a small basement car park below. To the north, Bridge Street steps up to cross the railway and access Clongriffin Station. Block 17 has active frontage over three levels up these steps.

Block 17 responds to an aspiration in the Clongriffin-Belmayne LAP, which recognises Clongriffin Key District Centre as one of three suitable locations for additional height. A "landmark commercial building" was requested in the LAP. However, a commercial building of this scale is considered unviable in this location and the building will be primarily Build To Rent apartments with some retail uses at ground floor.

Retail uses at ground floor provide active frontage onto Bridge Street and Station Square, complimenting the other commercial buildings, existing and proposed, on each side of the square.

Residents will benefits from two roof terraces on the sixth and seventh floors, in addition to several internal amenity rooms. 96 apartments are dual aspect, a proportion of 46%. This is in line with relevant policy in this central and urban location. Over the combined blocks in Clongriffin SHD 1 the dual aspect ratio is 58%.

Residential floors are curtain walled in a mixture of full height glazing and textured metal cladding. A penthouse level is set back at floor 17 and will top the building with a lightweight profiled metal roof and extensive full height glazing.

Each of four residential cores has direct access from the street. Each apartment also has a private open space of balcony, roof terrace or winter garden.

In response to lessons learned post the Grenfell Tower fire the tall element of Block 17 has been updated to include two cores, each with fire escape stairs and accessible from all apartments on every floor (apart from penthouse). This change has been made for safety reasons.

Block 17 creates a landmark tower at Clongriffin Station and will be visible from many surrounding streets

Block 17 west facade with residents roof garden at 6th floor level

3.2 Massing & Height

The proposed massing of Block 17 is a seventeen storey tower sitting over a six storey plinth, with a basement car park below. The tower is clad in full height glazing and profiled metal curtain walling. At roof level a penthouse level steps back. Block 17 presents as 16 storeys to Station Street and Bridge Street, with a maximum of 17 storeys internally.

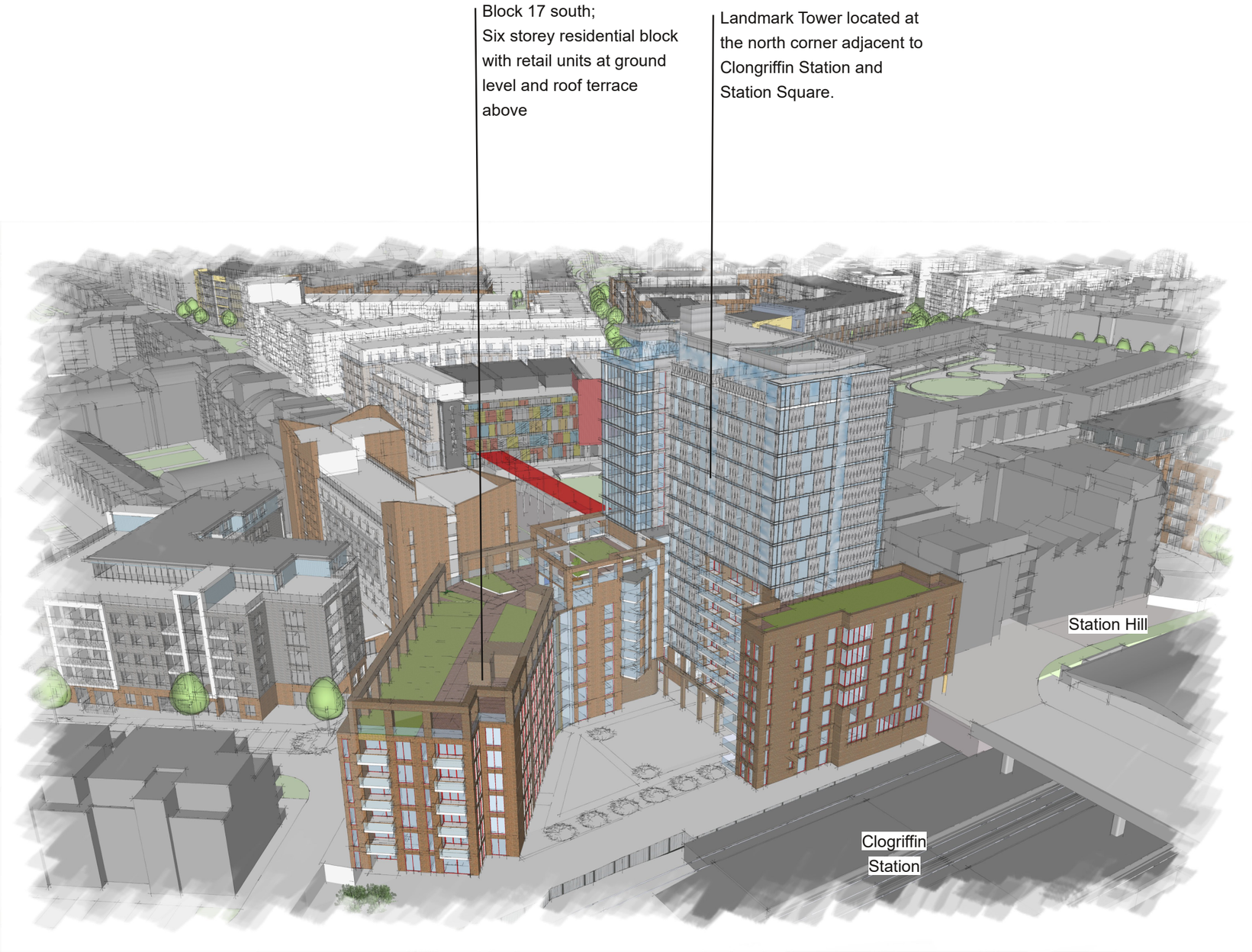
The seventeen storey block creates a landmark at Clongriffin Station and affords residents uninterupted views over the railway to the sea.

Roof terraces at plinth level will provide high quality outdoor amenity space for BTR residents, with long views and optimum sunlight and aspect.

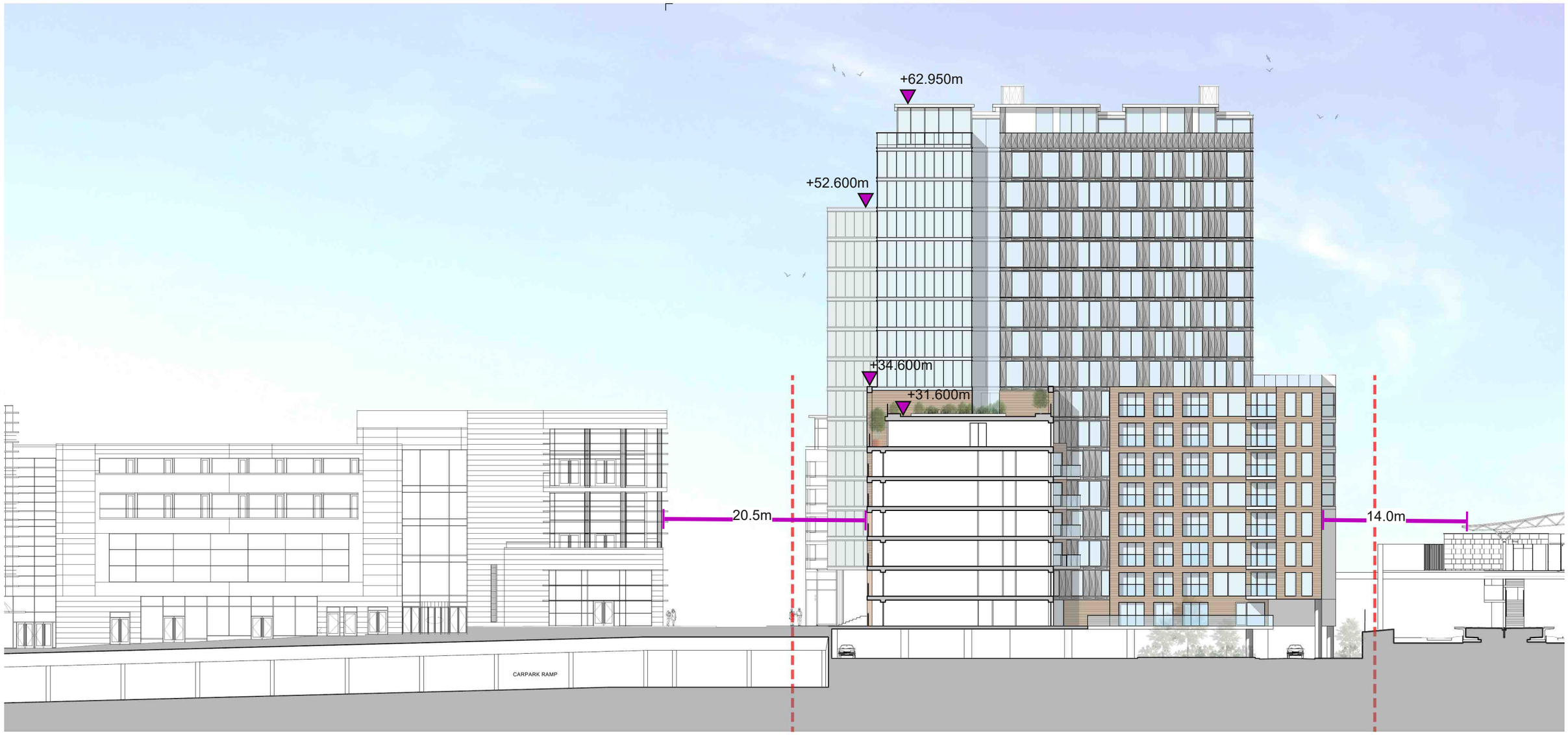
The height and materiality of the block will aid wayfinding and create a landmark at the end of Main Street. This will complete the route and anchor the commercial centre of the town.

When viewed from Main Street the block will appear slim as the narrow end will be presented.

A lower block makes up the southern portion of Block 17. This element is six stories with a high quality, landscaped roof terrace above. This roof terrace will be available for use by all residents.



Bird's eye view of Block 17



Block 17 sectional elevation

3.3 Telecommunications Equipment

Butterfly roof;
Not suitable for telecommunication equipment

Private roof terrace;
Not suitable for telecommunication equipment

Roof garden;
Not suitable for telecommunication equipment

REFERENCE Telecommunications equipment

This project note gives details on the global approach to telecommunications equipment on tall buildings.

DK Partnership

Introduction.

This project note is a high level summary of the proposed global approach to accommodating telecommunications equipment on roofs.

Citing of equipment.

Citing of equipment is to be concentrated in the development to maximum 2 locations (black 26 and/or block 17)
All telecommunications equipment from different providers must be located in the same location and NOT be spread over a roof.
Telecommunication providers must submit a site selection / justification report, prepared by a certified engineer or a telecommunications planner.
The report should identify all telecommunication equipment to be envisaged over the next 10 years.
The report should also document the site selection process followed by the applicant for selecting this site in accordance with the relevant protocol in recognition of the sensitive nature of such information.

Design and integration.

Where telecommunication equipment is to be considered it should be designed to cover a minimum of two additional providers whenever possible to avoid equipment on multiple roofs.

The architectural style of telecommunication equipment should be chosen which is most compatible with the surrounding neighbourhood.

All efforts are be made to decrease the size and visibility of all telecommunication antennas and telecommunication towers, so that they will blend in with the surroundings.
To ameliorate the scale and visual impact of telecommunication towers and telecommunication antennas, mitigation measures should include consideration of: design features, structure type, design, colour, materials, landscaping, screening and decorative fencing.
In general aerials and telecommunications equipment shall have a non-reflective surface and be of a neutral colour (e.g. light grey) which is compatible with the sky and the surroundings.

Lighting of telecommunication antennas and telecommunication towers is to be prohibited unless required by Dublin Airport Authority.

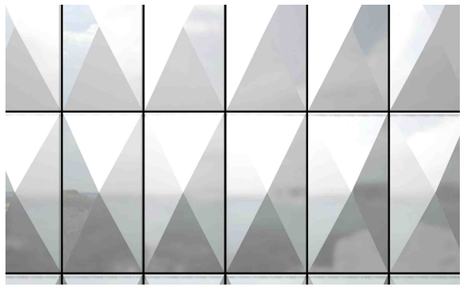
Telecommunication towers will accommodate only telecommunication antennas.
Only identification or information signs or other material directly related to the identification or safe operation of this equipment will be permitted on the tower.
A small plaque must be placed at the base of the structure, (or at the main entrance to the site where the site is not accessible under normal circumstances), identifying the owner/operator of the structure and a contact telephone number.
No third party advertising, or advertising or promotion of the proponent or the proponent's services shall be permitted.
Telecommunication equipment shall only be allowed on roofs.
Equipment on roofs of buildings shall maintain a setback of a minimum of 3.0 metres to the roof edge and to a maximum height of 4.0 metres.
Equipment on roofs of buildings shall maintain a setback of a minimum of 5.0 metres to the roof edge and to a maximum height of 5.0 metres.

3.4 Material Palette & Precedents

Block 17 will be a key landmark in the landscape of Clongriffin and its environs. Materials have been chosen to ensure a high, quality landmark which will enhance Station Square and its environs as one arrives into the town centre of Clongriffin.

The tower elements will be clad in full height curtain wall glazing and folded aluminium composite panels. Winter gardens are integrated into the tower. The roof of the tower to be clad in standing seam metal/aluminium. The lower volumes to the west and east will be clad in a light coloured buff brick with some overburn.

The guarding to the roof gardens at 6th and 7th floor levels will be flat plate glass behind the brick colonnade. A planted steel pergola in painted finish to selected colour will be located at the basement ramp to the car park.



Key precedent images of material palette for Block 17

Full Height Curtain Wall Glazing

This will ensure a high quality of natural daylight in the apartments and give the vertical elements a light and elegant expression.

Folded Aluminium Composite Panel Cladding

The tower cladding will be folded aluminum composite panels. With their unique raised profile it will present a high quality finish to the town for this landmark building on Station Square

Glazed Winter Gardens

The winter are incorporated into the facade within the tower element to provide flexible private amenity space

Brickwork facade

The primary facade material at the lower levels of the west block is a light coloured buff brick with some overburn.

Recessed Balconies

Some of th terraces/ balconies are recessed into the footprint of the block and this minimizes the visual impact of the building. The railings of these outdoor spaces are intended be powder coated metal and glass.

3.5 Apartment Design

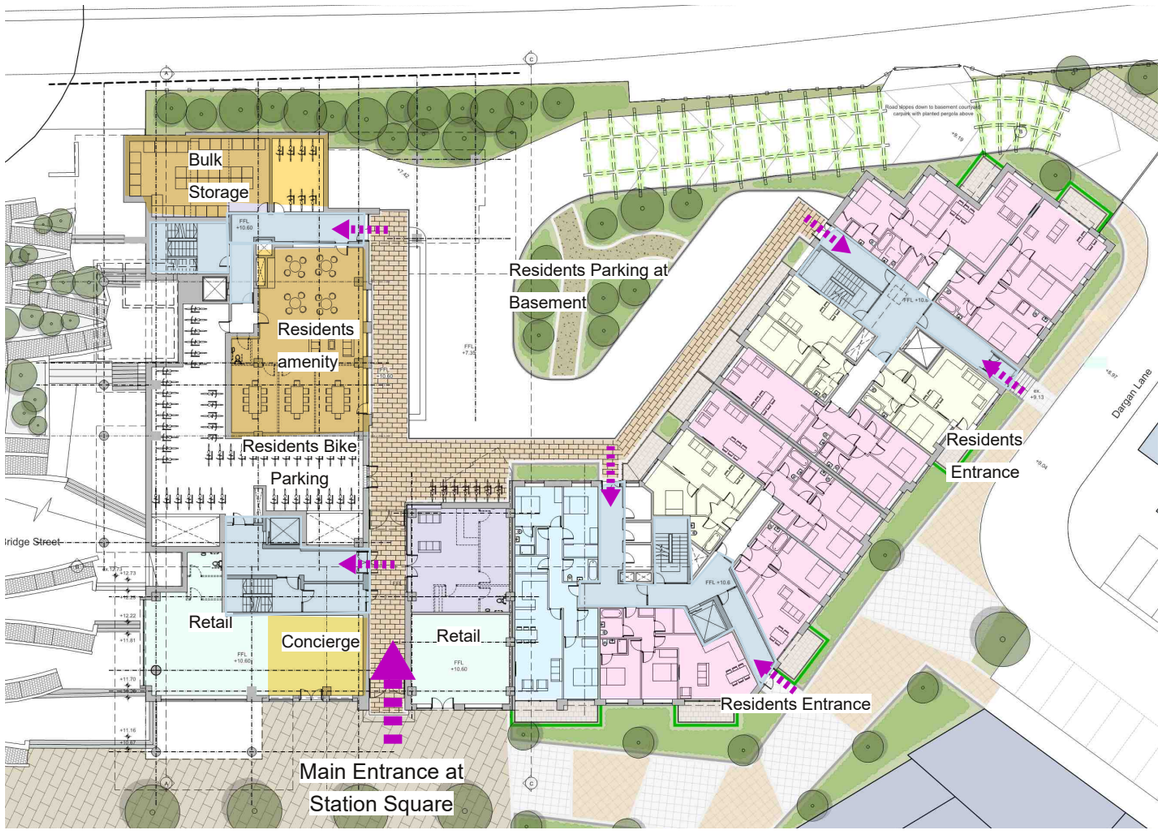
The apartment layouts are based on a build to rent model. Residents can enter their own lift and stair core directly from the street or steps on Bridge Street. There is also a shared concierge in the west corner, accessed from Station Square.

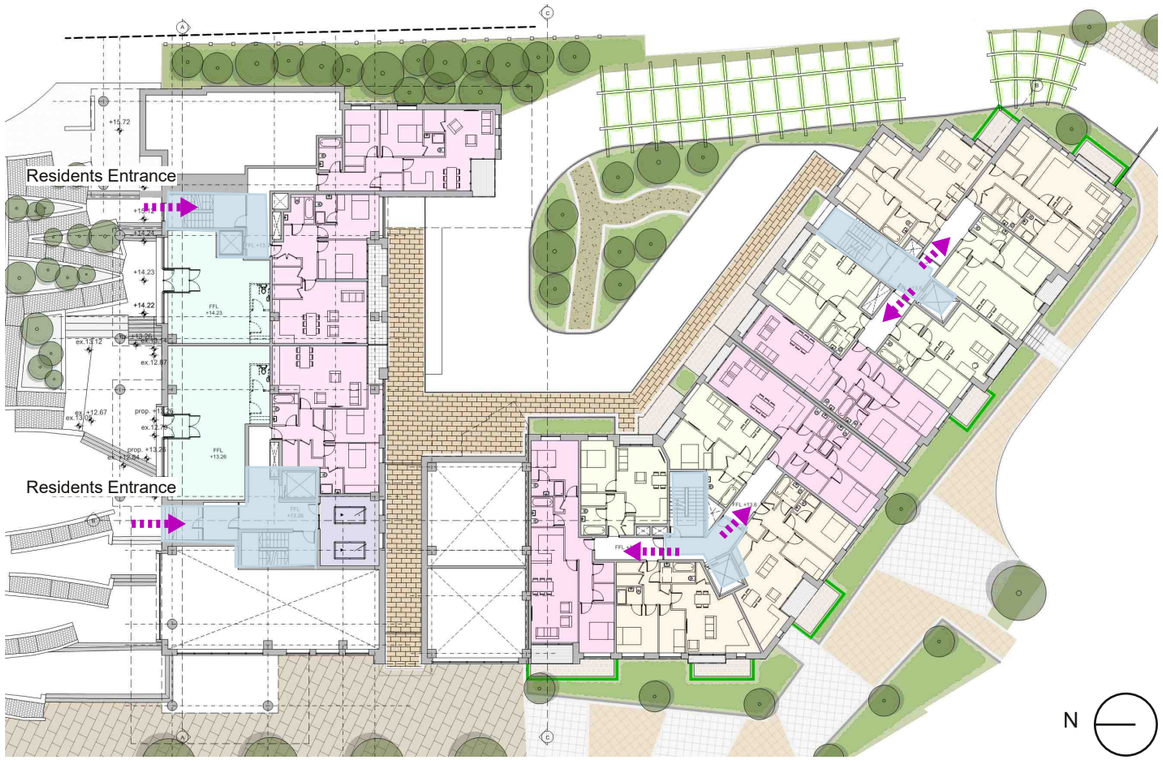
Resident facilities are located at ground floor, first floor and sixth floor levels. Amenities include flexible amenity rooms, a bulk storage room, meeting rooms and a large flexible use space.

A total of 589.9m2 of internal amenity space has been provided for BTR residents. Sustainable Urban Housing: Design Guidelines for New Apartments (March 2018) makes an allowance for some of the communal space allocation to be provided internally for BTR residents. Block 17 makes use of this provision, as the height and density of the building makes it difficult to provide large areas of outdoor amenity space.

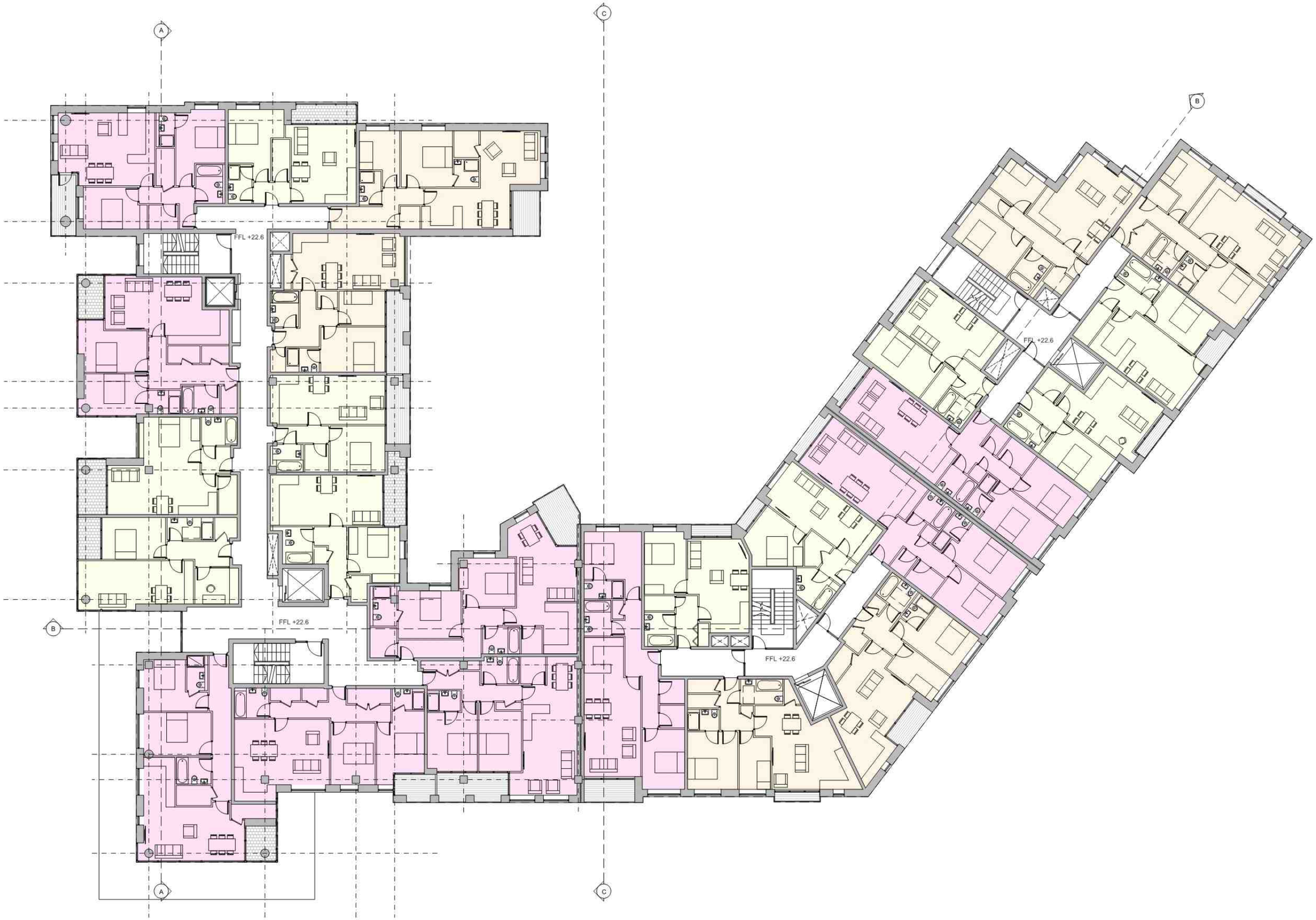
Apartments are designed to the latest standards outlined in Sustainable Urban Housing: Design Standards for New Apartments (March 2018). All apartments include open plan kitchen/ living/ dining areas and private balconies and roof terraces. Living spaces are generously designed with aspect maximised where possible and large windows providing lots of light. SPPR8 of the Sustainable Urban Housing: Design Guidelines for New Apartments (March 2018) states that flexibility shall apply in relation tot the provision of "a proportion of the storage and private amenity space associated with individual units". Block 17 makes use of this provision for reduced private amenity space in some units while others are provided with well over the minimum requirements.

The building is laid out to encourage community amongst residents, through the provision of high quality communal facilities. Research in the field indicates that residents are more likely to feel a sense of 'home' and 'community' if they know even a small number of their neighbours. Both internal and external communal facilities, in addition to a shared access point through the concierge, allow residents ample opportunities for spontaneous meetings and exchanges. The concierge provides additional amenity as residents can have parcels and deliveries securely received during the day.





Residents' journey through the building; Ground floor (top) and first floor (Bottom)



Sample floor plan, fourth floor, showing apartment layouts

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3.6 Build to Rent

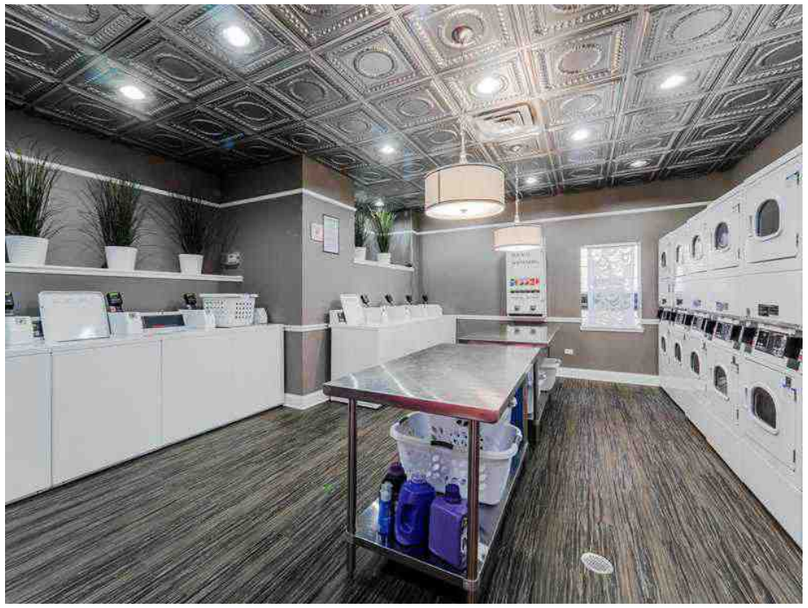
The apartment layouts are based on a build to rent model. Residents can enter their own lift and stair core directly from the street or basement parking if they wish. There is also a shared access point on the west facade, prominantly located on Station Street, where residents can enter via a concierge. Resident facilities are located at ground, sixth and seventh floor levels and include a concierge, bulk store, flexible amenity rooms, gym, meeting rooms and laundry room.

Amenity rooms are provided with optimum aspect, wc facilities, level access, privacy, secure key systems etc. All amenity and support facilities will be maintained and managed by the management company.

Apartments are designed to the latest standards outlined in Sustainable Urban Housing: Design Standards for New Apartments (March 2018). All apartments include open plan kitchen/ living/ dining areas and private balconies and roof terraces. Living spaces are generously designed with aspect maximised where possible and large windows providing lots of light.

The building is laid out to encourage community amongst residents, through the provision of high quality communal facilities. Research in the field indicates that residents are more likely to feel a sense of 'home' and 'community' if they know even a small number of their neighbours. In addition, BTR offers residents an opportunity to rent through a company with a long term view, removing some of the uncertainty innate in the current rental market, which is predominantly made up of small scale, individual, private landlords.

Both internal and external communal facilities, in addition to a shared access point through the concierge, allow residents ample opportunities for spontaneous meetings and exchanges. The concierge provides additional amenities as residents can have parcels and deliveries securely received during the day.



Images of sample build to rent facilites from other schemes, including laundry room, residents' gym, games and entertaining room and small meeting room.

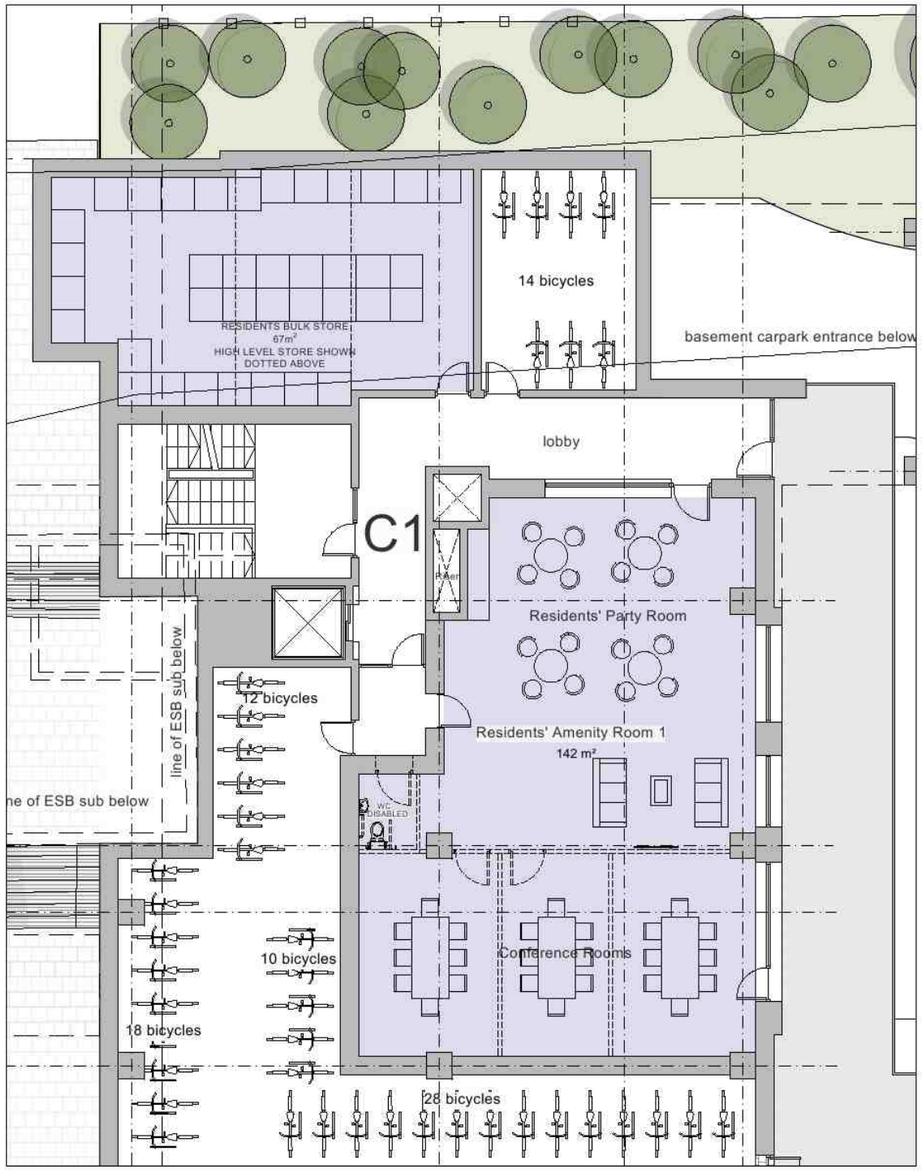
Clongriffin Block 17

Build to Rent - 210 Units
589.8m² BTR amenity space
2.8 m² BTR amenity space/unit

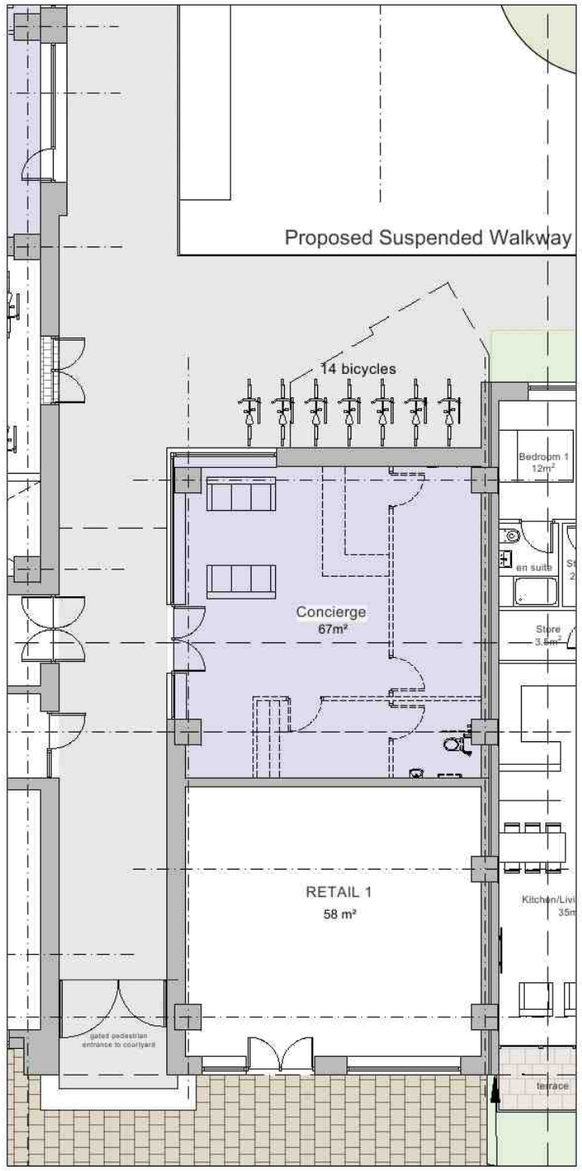
Residential Support Facilities	Sq.m.
Concierge (GF)	67
Resident's Bulk Store (GF)	67
Laundry Room (7F)	23.8
Total	157.8

Residential Services & Amenities	Sq.m.
Games Room (1F)	27
Resident's Amenity Room 1 (GF)	142
Resident's Amenity Space (6F)	263
Total	432

Summary	Sq.m.
Residential Support Facilities	157.8
Residential Services & Amenities	432
Total	589.8



Ground Floor Level



Ground Floor Level

Concierge

Residents' Party Room

Residents' Meeting Room

Bulk Storage Lockers

Images of sample build to rent facilites from other schemes, including large meeting room, concierge, games space and bulk storage.

Clongriffin Block 17

Build to Rent - 210 Units

589.8m² BTR amenity space

2.8 m² BTR amenity space/unit

Residential Support Facilities	Sq.m.
Concierge (GF)	67
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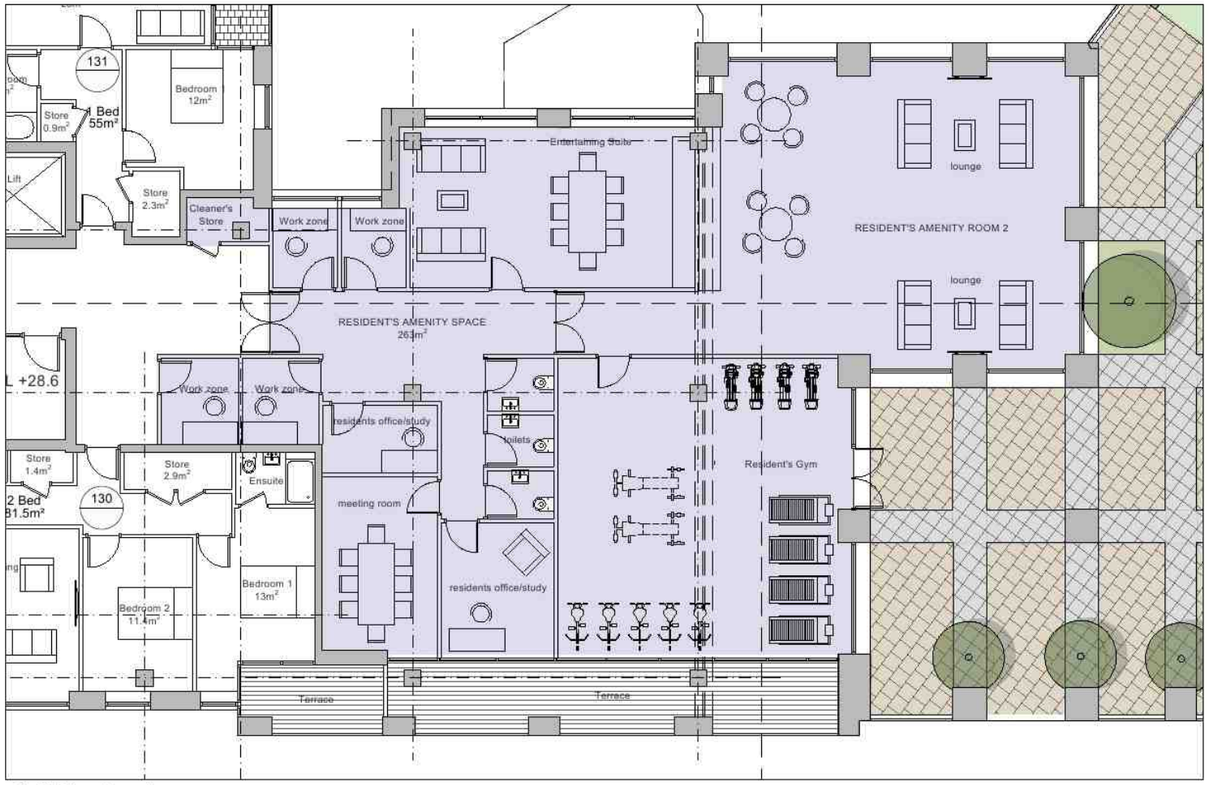
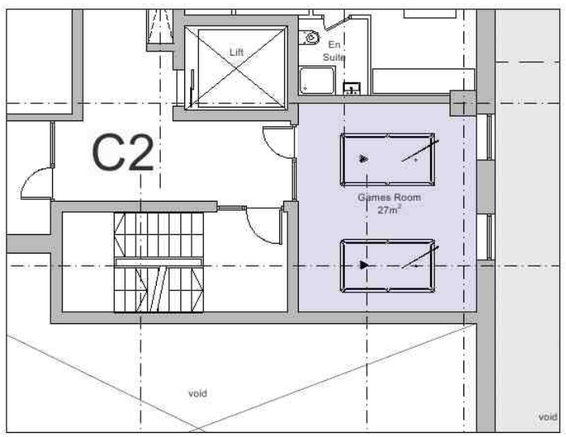


Sixth Floor Level

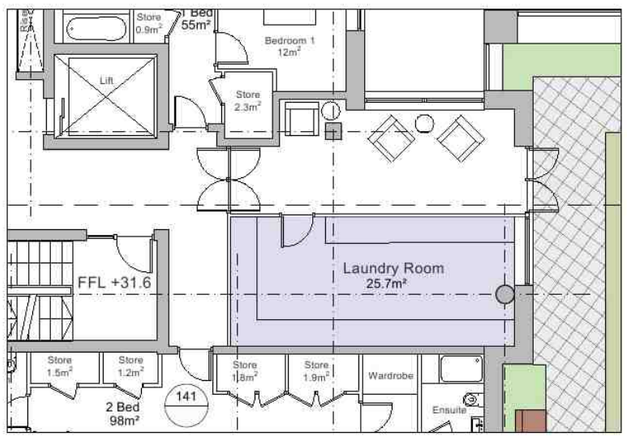
Entertaining Suite

Residents' Study

Residents' Work Zone



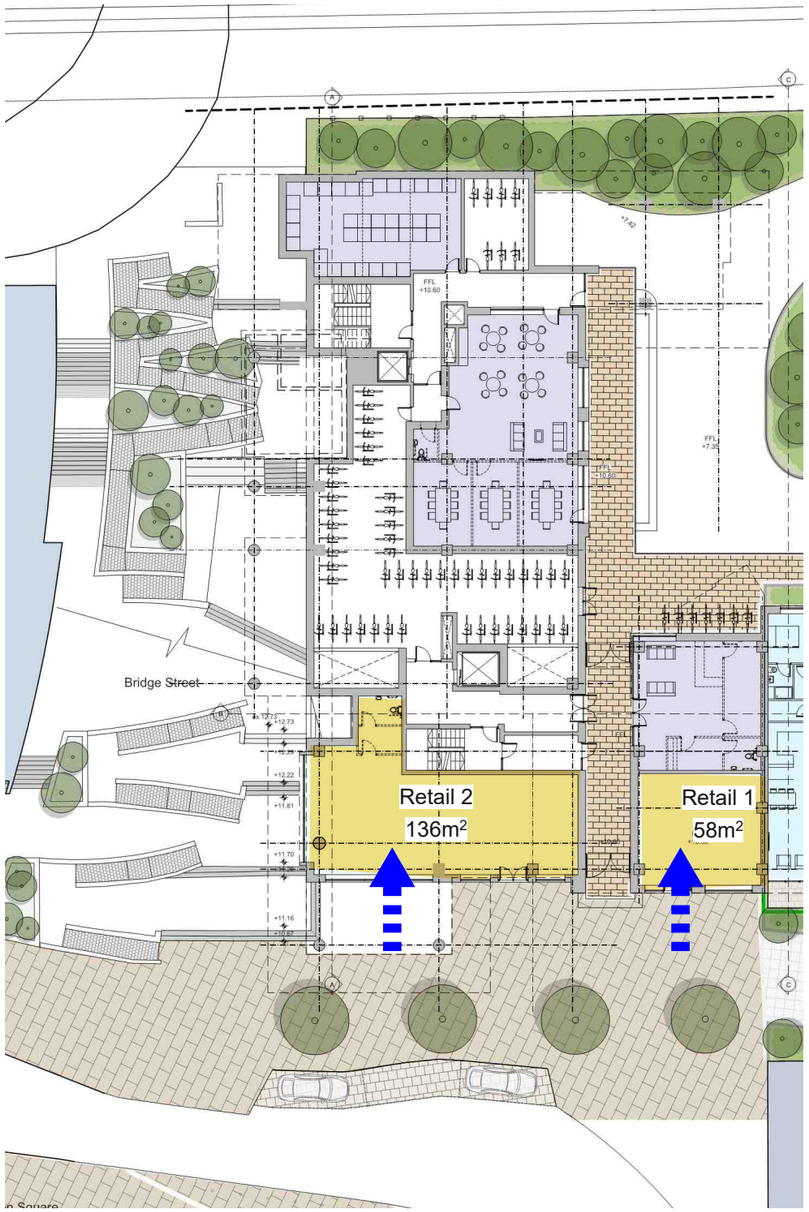
First Floor Level

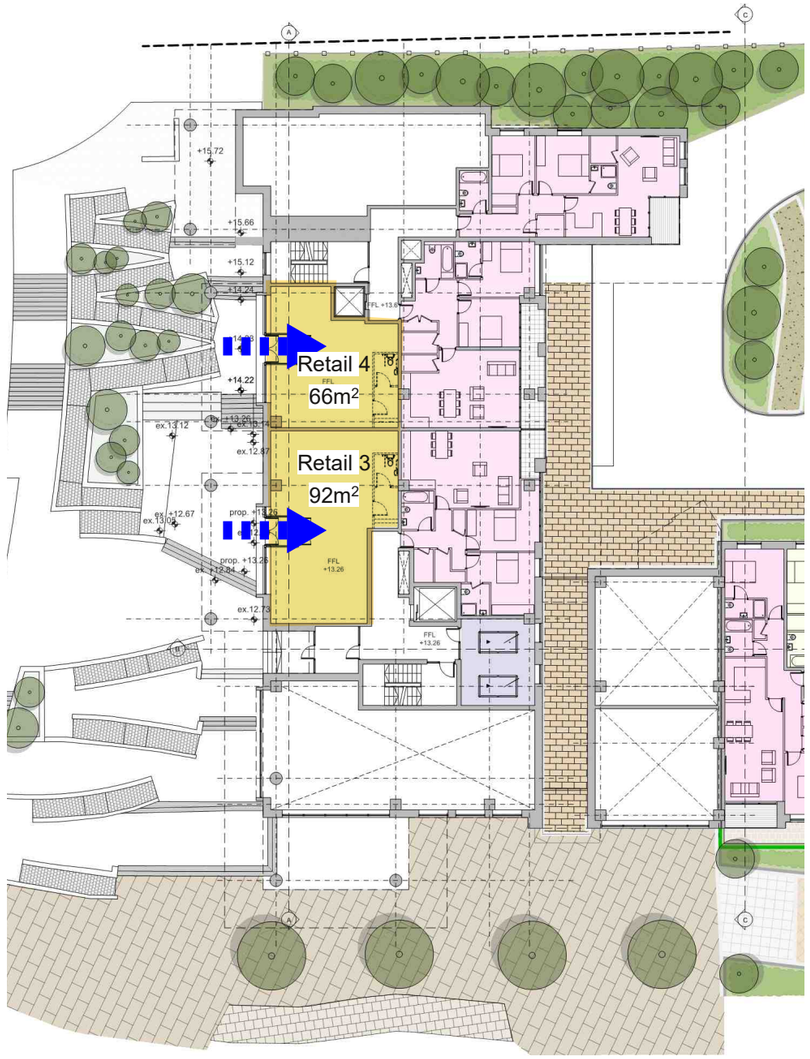


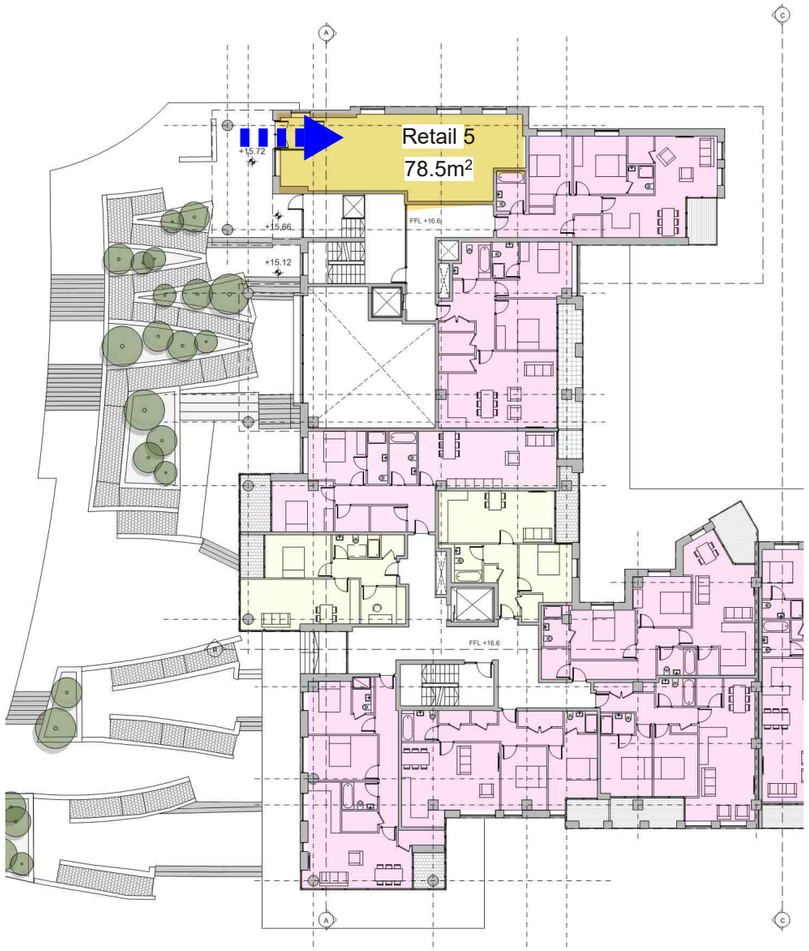
Seventh Floor Level

Residents' Gym

3.7 Commercial Uses







Each floor of commercial use showing the stepping retail units along Bridge Street.

Block 17 provides continuous retail frontage onto Station Square and Bridge Street. This results in retail units over three floors, as Bridge Street steps up to access Clongriffin Station over the railway line.

At ground floor, retail units on Station square units are double height.

A total of 430.5m² of retail space is provided across 5 units. These will be ideally suited to convenience retail as a result of their proximity to the station and their small size, typically less than 100m² each.

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Architects & Urban Designers

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4.0 URBAN DESIGN STRATEGY

4.1 Streetscape & Urban Design

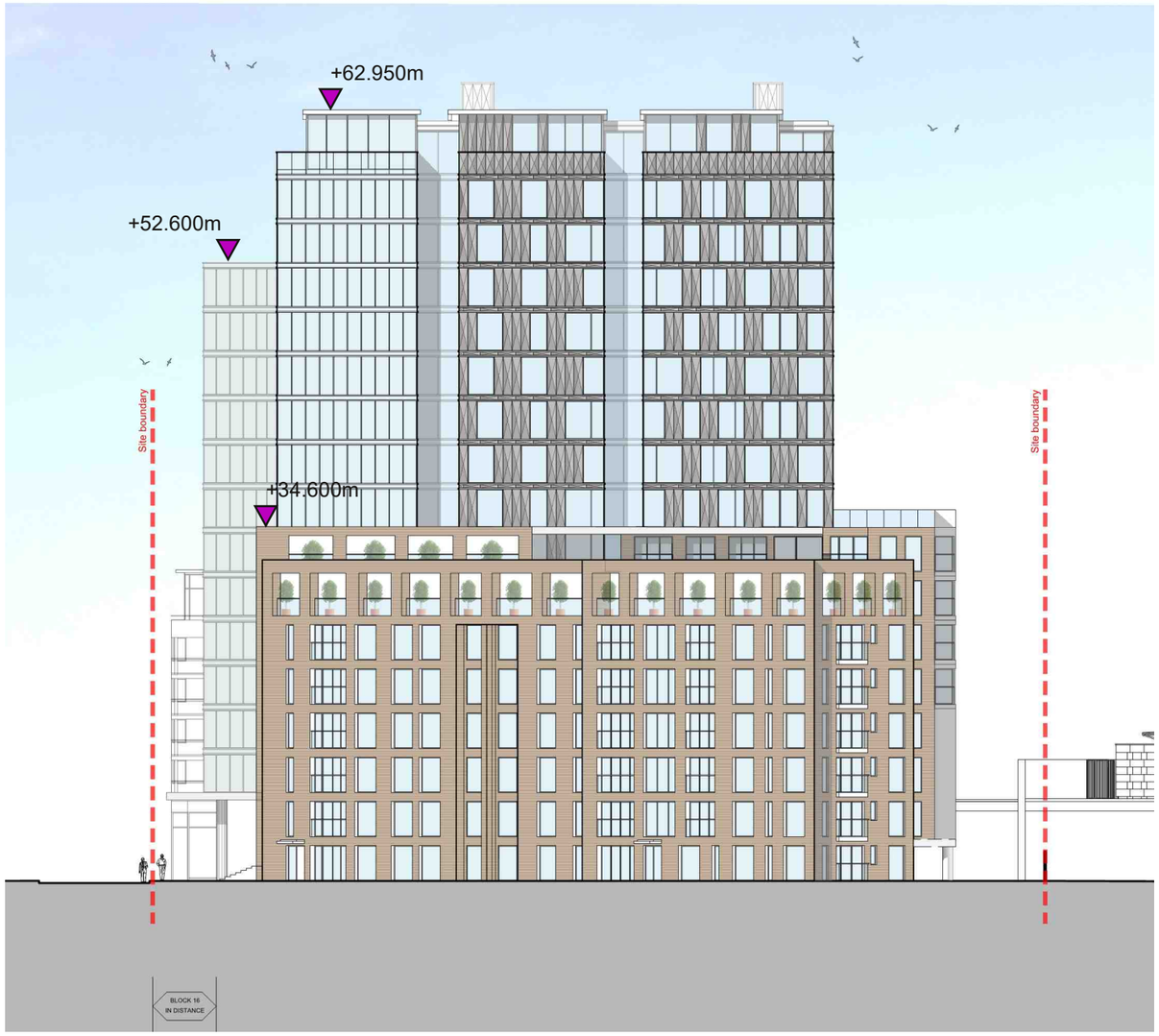
The triangular site of Block 17 is enclosed by Dargan Lane, Bridge Street and the railway line. The urban form of the block is a tower block over a plinth base. The form has been chosen intentionally to create a landmark vista down Main Street and close this view. A tower in this location will help with wayfinding and signal the location of both the commercial heart of the town and the station itself.

Active frontages along Dargan Lane and Bridge Street help to provide activity and passive surveillance. Block 17 compliments the other commercial blocks, existing and proposed, that surround Station Square.

Materially Block 17 differs from the surrounding blocks, through the use of curtain walling, glass and aluminum panels. However, the plinth base will tie it back to its context through the use of brick.

The urban design strategy for Block 17 is in keeping with the objectives of Clongriffin Belmayne LAP 2012-2018 and the aims of the original Clongriffin Masterplan (Reg. Ref. 0132/02).

Block 17 Elevation, Bridge Street showing retail units



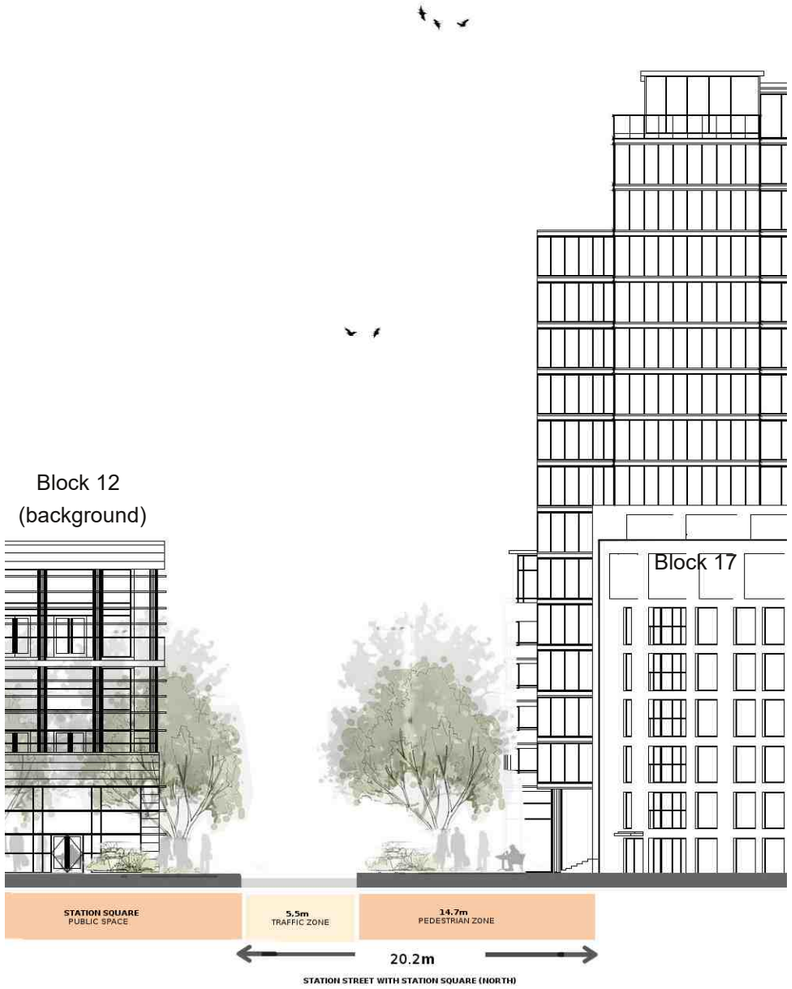
Block 17 Elevation, lower 6 storeys block.

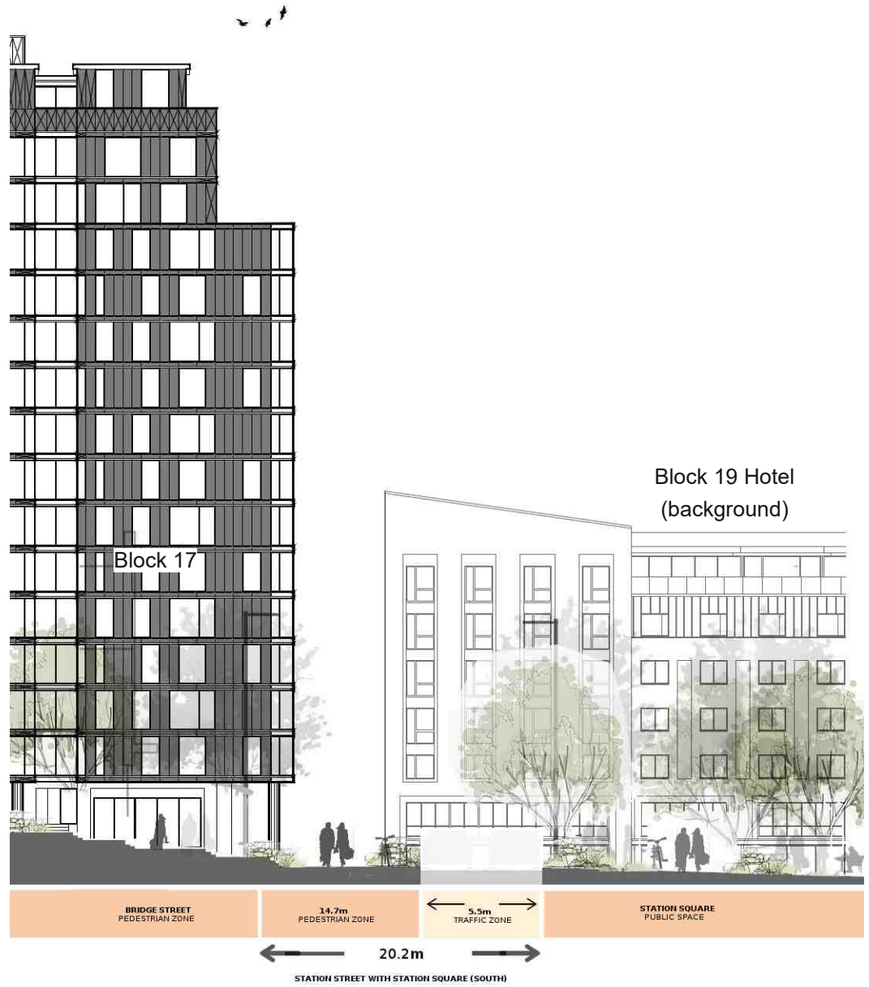
4.2 Street Sections

The sections show the horizontal arrangement of space on Station Street.

The first is taken through Station Street, looking towards Block 12 (North) and shows the division of space horizontally. The street will be well enclosed by block 17 and Station Square, with a generous width of 20.2m. Tree planting, wide footpaths and high quality finishes will combine to create a pedestrian friendly zone. At 5.5m the carriageway accounts for 27% 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 second is taken through Station Street looking towards Block 19 (South).





The sections show the horizontal arrangement of space on Bridge Street and Dargan Lane.

The first is taken through Bridge Street and shows the division of space horizontally. The street will be well enclosed by buildings on each side, with a generous width of 23.6m. Wide footpaths with attractive landscaping and high quality finishes will combine to create a pedestrian friendly zone that connects Station Square to Clongriffin Station.

The second is taken through Dargan Lane. This will be a local access street and is narrower as a result. At 6.1m the carriageway accounts for 51% of the width of the street. This width allows for comfortable flow of traffic.

4.3 Residental Amenity, Overlooking, Privacy

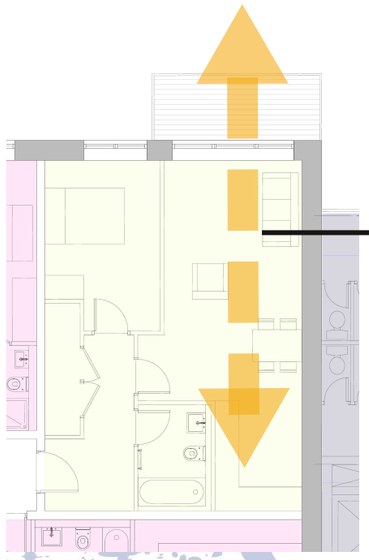
All apartments are provided with private amenity space in addition to shared communal amenity space at podium level. Personal balconies and roof terraces are designed to access directly from living areas for optimum usability. The tower features winter gardens for private amenity space to maximise usability at the higher levels.

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 and this creates a varied feel for the different neighbourhoods within Clongriffin.

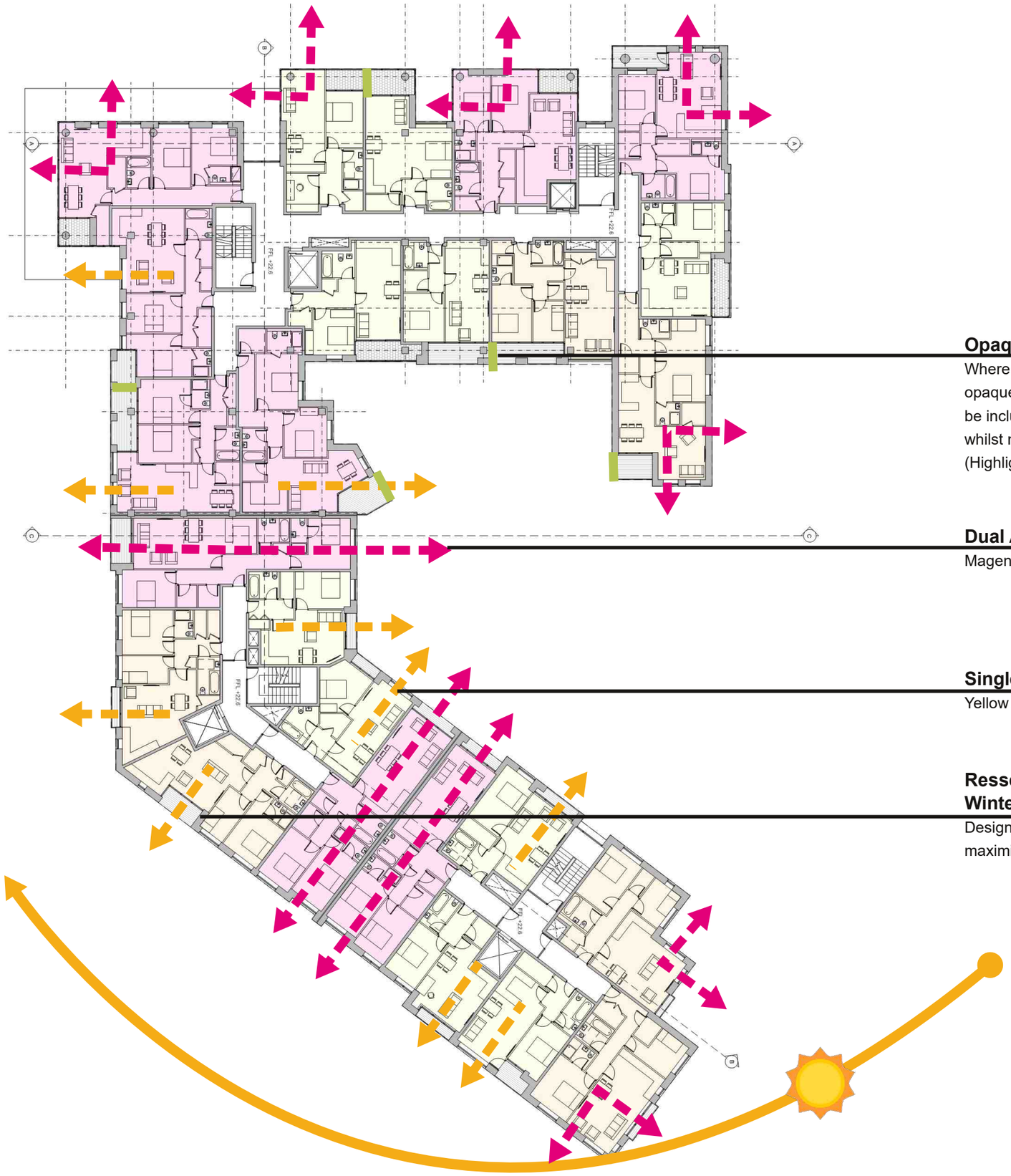
Seperation distances of 22m have been maintained internally, between directly opposite windows. To enhance residents' visual amenity overlooking the ramped access to the car park, a planted steel pergola has been proposed along the ramp at the east boundary adjacent to the railway line.

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 17 unit plan showing private balconies opening from living areas

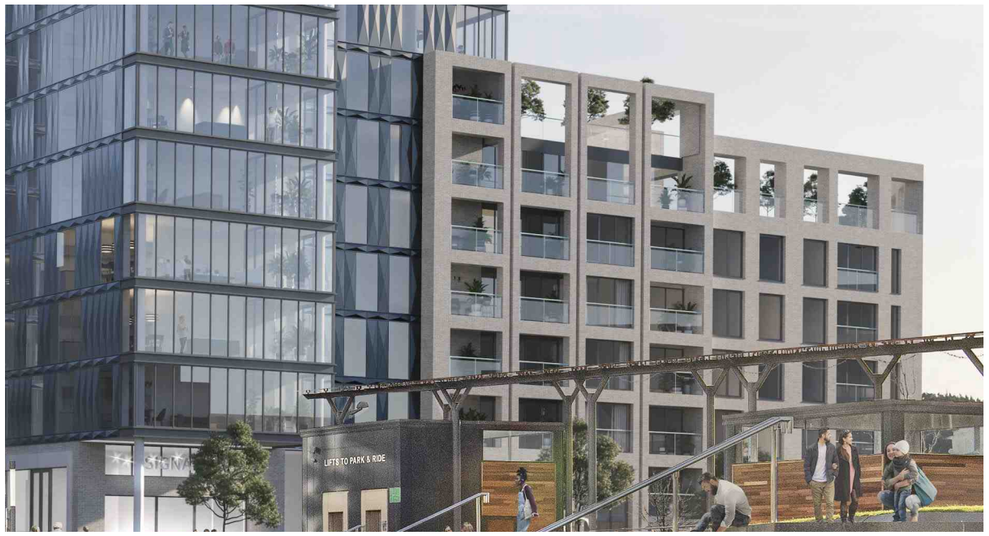


Opaque Glass Screens
Where balconies are adjacent opaque screening panels will be included to provide privacy whilst maximising light. (Highlighted in Green)

Dual Aspect Units
Magenta Arrows

Single Aspect Units
Yellow Arrows

Resseced Balcnies/ Winter Gardens
Designed to provide privacy and maximis light.



Recessed Balconies on Block 17

Block 17 Elevation Facade design minimise overlooking between apartments and balconies.

Block 17 proposed planted steel pergola structure at ramp to basement parking

4.4 Compliance With The 12 Urban Design Criterion

Context
Block 17 provides an anchor to Clongriffin Town Centre in the form of a tower block. Whilst the scale and materiality differ from surrounding blocks, this focus will help with wayfinding and place-making in the town. The plinth base is buff brick and fits with the surrounding context and emerging palette.

Connections
Block 17 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 17 uses its height to provide views over the railway and beyond. The primary frontage on Bridge Street and Dargan Lane subtly aid wayfinding by presenting strong frontage onto these streets.

Inclusivity
All apartments have been designed to the latest standards and are extremely accessible for every user. All residents can access their core directly from the street. All cores are fully accessible with level access, wide doors, lifts to each floor and level access to all communal spaces including the landscaped roof terraces. Alternative access routes are also provided, which allows residents options, including passing the concierge or entering from Bridge Street or basement car park, where relevant.

Variety
Block 17 offers a mix of BTR residential accommodation, including all associated amenity. These 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 17 makes very efficient use of resources through high density residential development, at 447dph in addition to residential parking, bicycle stores and amenity space including a 1,238sqm roof terraces. This provides the best possible use for this brownfield site in an urban location, well connected to public transport.

Distinctiveness
Block 17 is distinct from surrounding blocks through its form as a seventeen storey tower. In addition the use of curtain wall glazing and a profiled aluminium cladding system help to distinguish the block as a landmark. 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 podium 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, visitor parking to the front 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 basement parking will cross the footpath to the south.

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 17 will be centrally managed by an institutional 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. Winter gardens are recessed.

Parking
Car parking has been provided at a reduced rate of 0.36 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 basement car park with a single access ramp, which is shared with the existing basement car park in Block 16. Bicycle parking has been provided at a rate of 1.07 spaces per apartment and meets all relevant guidelines.

Detailed Design
Block 17 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.

Block 17 West Elevation

5.0 OPEN SPACE STRATEGY

5.1 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 will be the first open space destination of choice for the occupiers of these dwellings with a 10 minute walk. Station Square is also right on the doorstep of Block 17 and will provide a high quality, hard landscaped, public environment.

Public open space in the parent permission was at a minimum rate of 10% of the site area and has been provided in Beaupark, Station Square, the 'Panhandle Park' (now Beltree Park), the Mayne River linear park and a number of other pocket parks throughout the site. Fr. Collins Park is 10 minutes walk from Block 17 and is a high-quality amenity for Clongriffin. The application, as noted, over provides public open space.

5.2 Private and Communal Open Space

Great care has been taken with the landscape design to add to the amenity value for the residents. 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, terrace or winter garden 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.

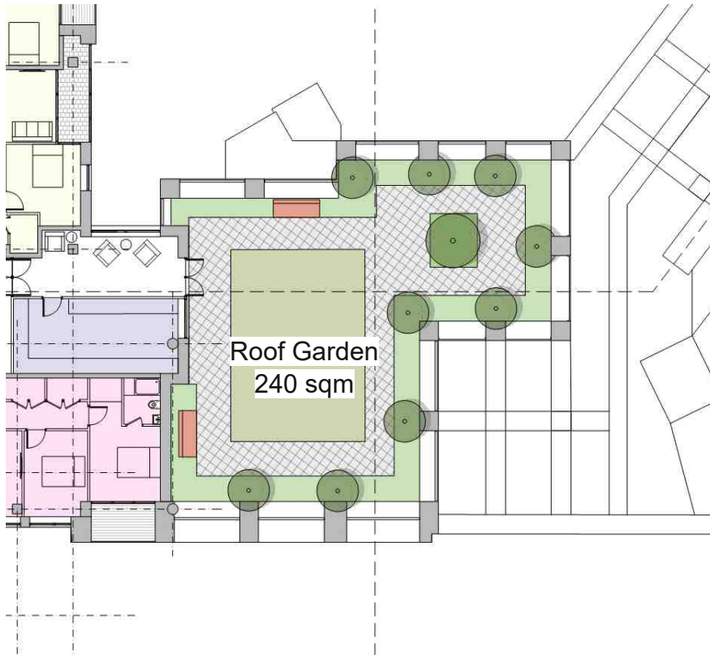
In addition two communal, highly landscaped, roof terrace, courtyards are provided for all residents to enjoy. The design of these spaces is such as to encourage active use. The roof terrace can be accessed from three of the four cores within the block.

The roof terrace courtyards provide 1,238m^2 of open spce. Additionally, a variety of indoor amenity spaces have also been provided for communal recreation in inclement weather conditions incuding ground and first floor recreation rooms. There is allowance in Sustainable Urban Housing: Design Standards for New Apartments (March 2018) for BTR amenity space to be made up in this way. A total of 1,827.8m^2 of space is provided, when internal and external spaces are taken into account. This is 144% of the required area.

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

Communal Open Space Requirement

	1 Bed	2 Bed (3P)	2 Bed (4P)	3 Bed	TOTAL
Number	90	38	73	9	210
Area Requirement	5	6	7	9	
TOTAL	450	228	511	81	1,270



Block 17 Sixth floor plan with roof terrace (above),
Seventh floor plan with smaller roof terrace (right)

6.0 ACCOMMODATION & DWELLING MIX

6.1 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 17 has a net density of 446dph. This is achieved through a marketable mix of 43% 1 bed units, 53% 2 bed units and 4% 3 bed units. All units provided are apartments.

The site coverage, to back of pavement, of Block 17 is 89% and the plot ratio is 4.84. 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 17 is located beside Clongriffin Station. It is also located close to bus stops at Station Square 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	90	42.86%
2 Bedroom Apartment	111	52.86%
3 Bedroom Apartment	9	4.29%
Total	210	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 a 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 Clongrififn-Belmayne LAP

CONROY CROWE KELLY
Architects & Urban Designers

Clongriffin Strategic
Housing Application 1

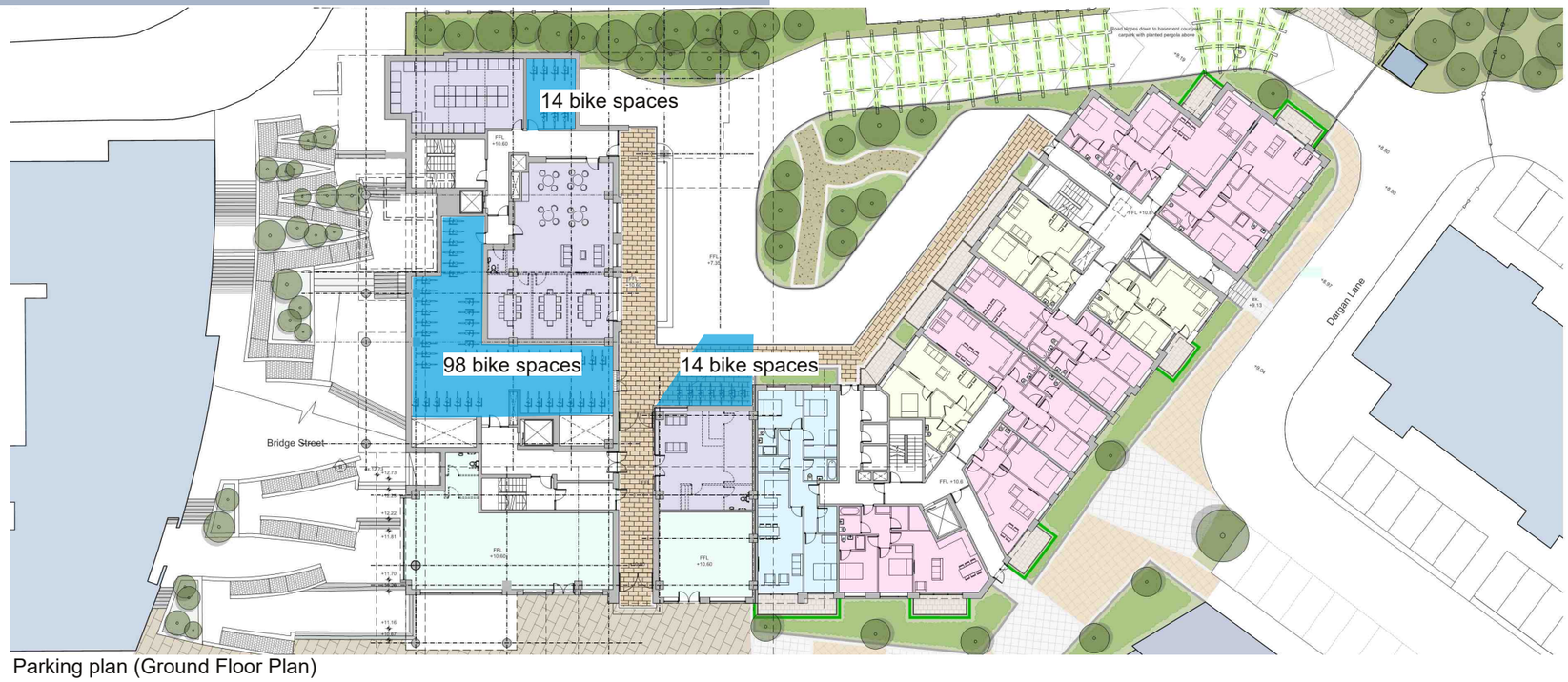
B17-53

7.0 DESIGN STANDARDS

7.1 Car Parking

A total of 75 car parking spaces are provided in Block 17, divided between 71 at basement level and 3 on-street and 1 Go Car (car share) space located adjacent to the basement ramp off Dargan Lane. This equates to a ratio of 0.36 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 within Block 17 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. The extension of this service, with one new vehicle located on-street, at the top of the basement ramp, in Block 17, will help to reduce car parking demands amongst residents. Further details of the overall proposed car parking strategy for Clongriffin can be found in the Engineers reports.



Parking plan (Ground Floor Plan)

7.2 Bicycle Parking

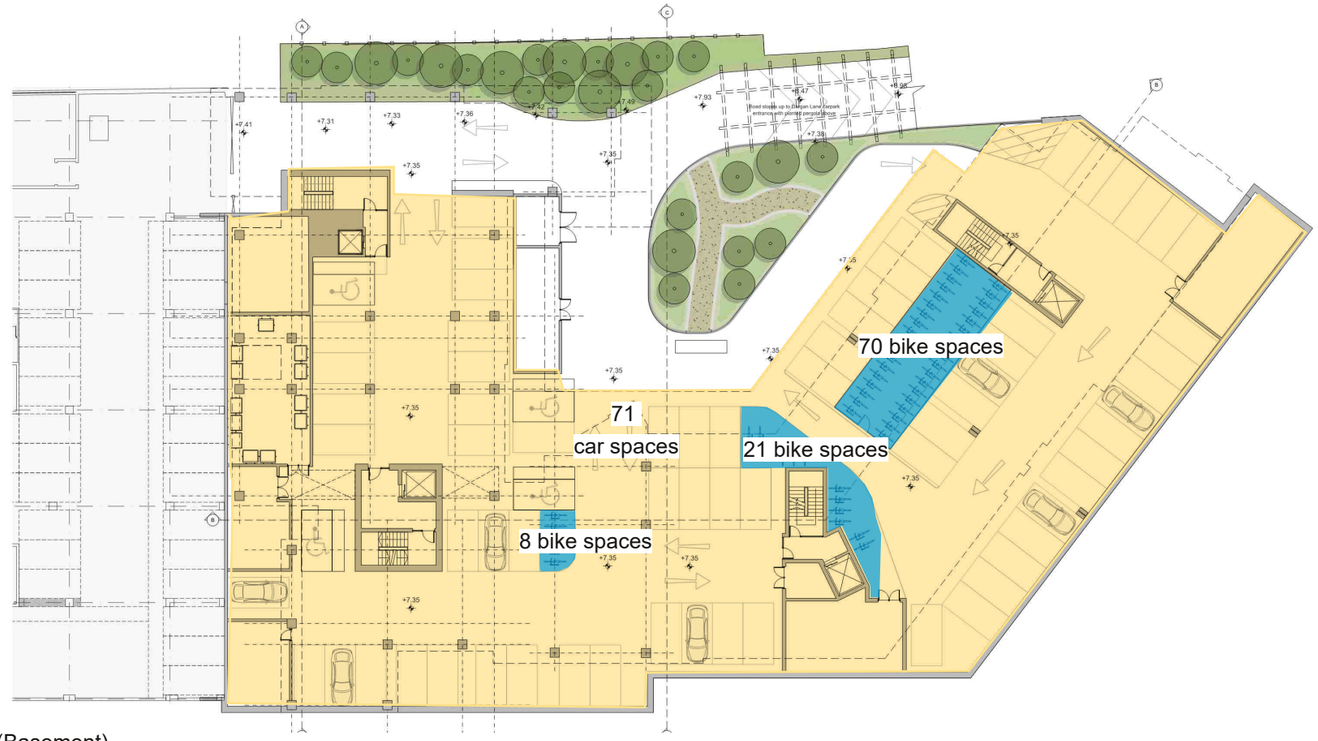
A total of 225 resident bicycle parking spaces are provided in Block 17. This allows 1.07 bicycle spaces per apartment. Whilst the guidelines set out in Sustainable Urban Housing: Guidelines for Planning Authorities (March 2018) suggest a higher provision this number is considered sufficient when taken in the context of local walking links, bus stops and Clongriffin Station.

Resident bicycle parking has been located within the basement car park and at ground level, where it will be secure and covered. Access to the bike stores will be restricted to residents only and the location of bicycles adjacent to cars should provide for passive surveillance and security for parked bicycles.

Basement parking

Street Parking

Bicycle Parking



Parking plan (Basement)

7.3 Refuse Storage & Collection

A communal bin store is located in the basement car park of Block 17. This location will be easily accessible for all residents as each core has direct access to the car park. Bins will be marshalled on Dargan Street by the management company. In this way bin trucks will be able to collect refuse conveniently from a single location.

7.4 Minimum Floor Areas

All apartments have been designed to accord with the current Dublin City Development Plan and Sustainable Urban Housing: Design Standards for New Apartments, complying with or exceeding the minimum standards. Allowance is made within the standards for Build To Rent Apartments. An allowance has been made in Block 17 for Amenity space, where some internal space has been provided in place of external space.

Room areas are noted on each floor plan drawing. Where bedroom areas are noted they are exclusive of the overall storage requirement for each unit (wardrobes are not counted as part of the general storage areas). The majority of apartments in the proposed scheme exceed the minimum standards by a minimum of 10%.

7.5 Aspect

The proposals have been designed to maximise opportunities for dual aspect units, whilst also balancing this desire with maintaining an appropriate and viable building form. Dual aspect units make up 46% of units in Block 17. This ratio is offset elsewhere in Clongriffin SHD 1 and an overall ratio of 58% has been achieved.

7.6 Separation Distances

Within the block 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 is generally considered acceptable in urban environments.

7.7 Social & Affordable Housing

Discussion with social housing providers indicates that there is a preference for distinct blocks with their own core and amenity areas, as this facilitates streamlined management. A strategy has been agreed upon as part of this and concurrent applications to provide the balance of social housing units in three blocks; Blocks 11, 14 and 29. As such, there are no social housing units proposed within Block 17.