

Block 28 Clongriffin

Architect's Design Statement

Clongriffin Strategic Housing Development 1 - Stage 3

An Bórd Pleanála

August 2019



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Architects & Urban Designers

Site Summary: Build to Sell

Total Residential Units	122 nr. (363 bed spaces)
Total Commercial Area	929sqm (gross)
Site Area	0.65 ha (1.60 acres)
Plot Ratio	2.21
Site Coverage (to back of pavement)	100%
Net Density	187 units/ha (76 units/acre)
Building Height (Res)	5-6 storeys + penthouse
External Amenity Space (Podium)	1,750 sqm
Parking	106 spaces off-street 6 spaces on-street 112 Total
Cycle Parking	242 spaces off-street

Schedule of Accommodation

1 Bed Units	42	(54.6sqm each)
2 Bed Units	71	(85.4sqm each)
3 Bed Units	9	(103.4sqm each)
Total	122	
Gym	254 sqm (gross)	
Retail	675 sqm (gross)	
Total	929 sqm (gross)	





Block 28 Site
SHD 1

Block 11 Site
SHD 1

Block 8 Site
SHD 1

Block 15 Site
(Planning Application)

Block 13 Site
(Planning Application)

Block 14 Site
(SHD 2)

Block 3 Site
(Planning Application)
Block 4 Site
(SHD 2)

Block 5 Site
(SHD 2)

Block 6 Site
SHD 1

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

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1.0 INTRODUCTION & GENERAL DESCRIPTION

1.1 Introduction & General Description

Block 28 is a 0.65 hectare site located at the heart of Clongriffin enclosed by Railway Lane South, Station Street and Station Hill. The block is made up of a mix of commercial and residential uses with 122 apartments, 929m² retail space and 109m² internal amenity space.

Block 28 is proposed to be Build To Sell and all units meet the full design standards necessary for the private market. In addition, some shared amenities are being provided, including a residential amenity and bulk storage room at ground floor. At first floor a concierge, two flexible amenity rooms and a laundry room.

The ground level drops approximately 3m along the length of Block 28, resulting in a semi-basement at ground floor. As a result the podium level at first floor can be entered from street level at the southern end of the plot or up a full flight of stairs at the northern end.

The proposed residential mix is 42no. 1 bed units, 71no. 2 bed units and 9no. 3 bed units. This generates a mix of 35% 1 beds, 58% 2 beds and 7% 3 beds.

The proposed commercial offer includes 944m² of retail space, broken up into five separate retail units and a gym. These units have potential for access into the parking podium for servicing, bins or deliveries.

External residential amenity space is provided at podium level in a shared courtyard 1,750m² in size. Residents can access their cores via this podium courtyard if they wish or directly from each street frontage.

Block 28 also has a green roof on the west block.





Marrisfield

Mayne River
Linear Park

Marrisfield
Attenuation
Pond

Marrisfield Avenue

Block 25

Block 27

Block 26

Block 8

Barina Sites
Blocks 7, 9 & 10
(outside of client's
ownership)

Block 11

Station Square with
Park&Ride below

Block 6

Block 28

Station Street

Clongriffin Dart
Station

Block 12
(Existing)

Block 16
(Existing)

Park Street

Block 5

Block 13

Block 17

Block 4

Lake Street

Block 15

Block 14

Main Street

Block 3

Park Avenue

Fr. Collins Park

Block 29

Bird's Eye View of Block 28 within local context

Beltree Park
(under construction)

Block 2
Reg Ref. 3776/15

1.2 Site Context & Site Description

The subject site was named 'Block 28' in the original masterplan layout for Clongriffin. Block 28 is a rectangular shaped site of 0.65 hectares located on the important road of Station Street with additional frontage onto the railway line. It is a brownfield site which will be bounded by Railway Lane South to the north, Station Street to the west and Station Hill to the south. Retail uses on Station Street provide important active frontage and activity on this important and strategic road.

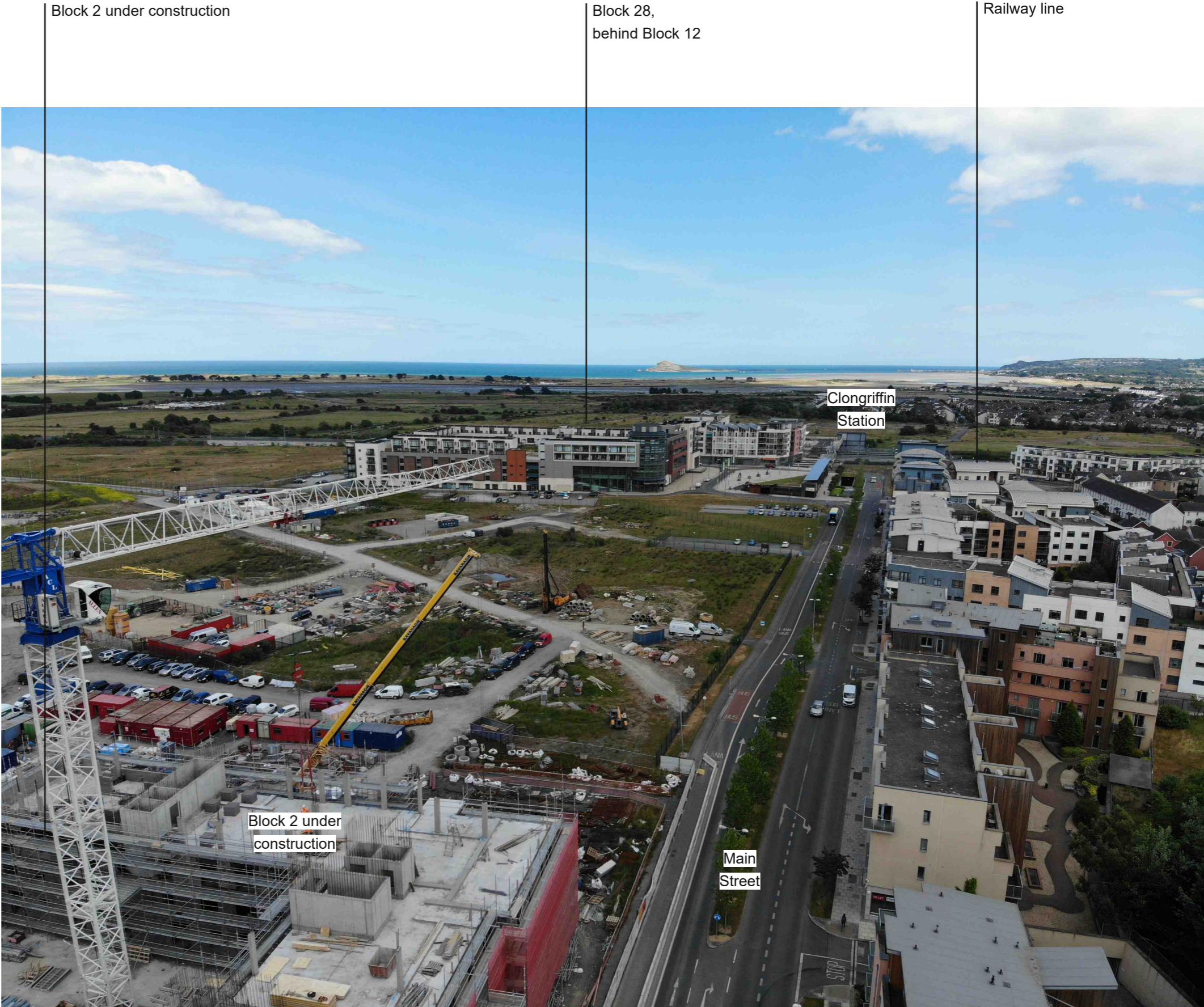
The adjacent site to the west is Block 12 and to the south lies Block 16. Built in 2007-08, these two blocks front onto Station Square and are situated above a two level car park and Park and Ride. These two buildings are 5 storeys with commercial uses at ground floor and residential units above.

To the north of Block 28 is Block 11, also subject to this application. To the east is the railway line.

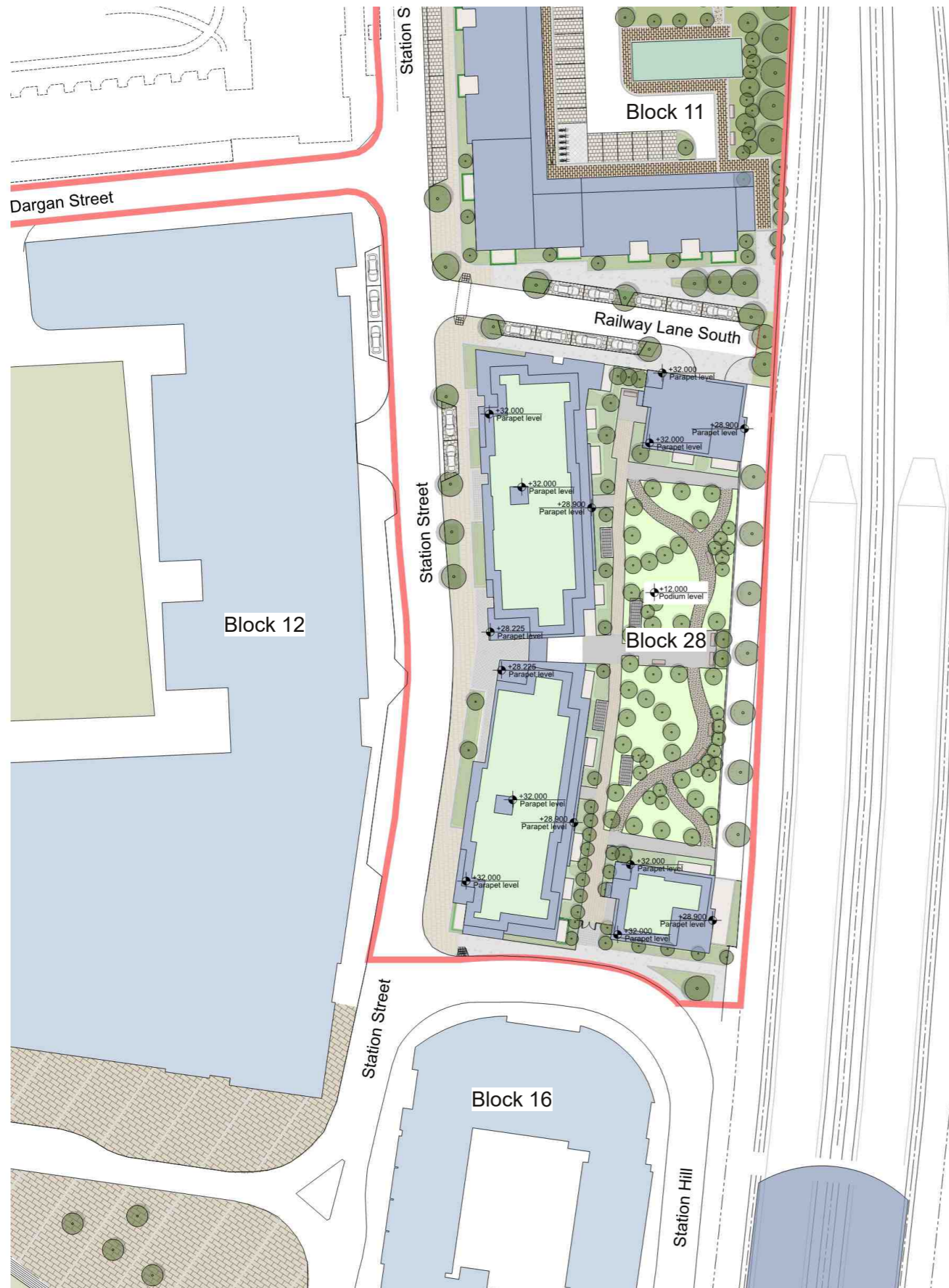
The site was cleared in 2002 and has remained a brownfield site since then. The topography of Clongriffin is quite flat, however Station Street rises approximately three metres along the frontage of Block 28.

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 discharge to the Clongriffin regional attenuation pond to the north of the Clongriffin development, prior to discharging to the River Mayne to the north again. 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.

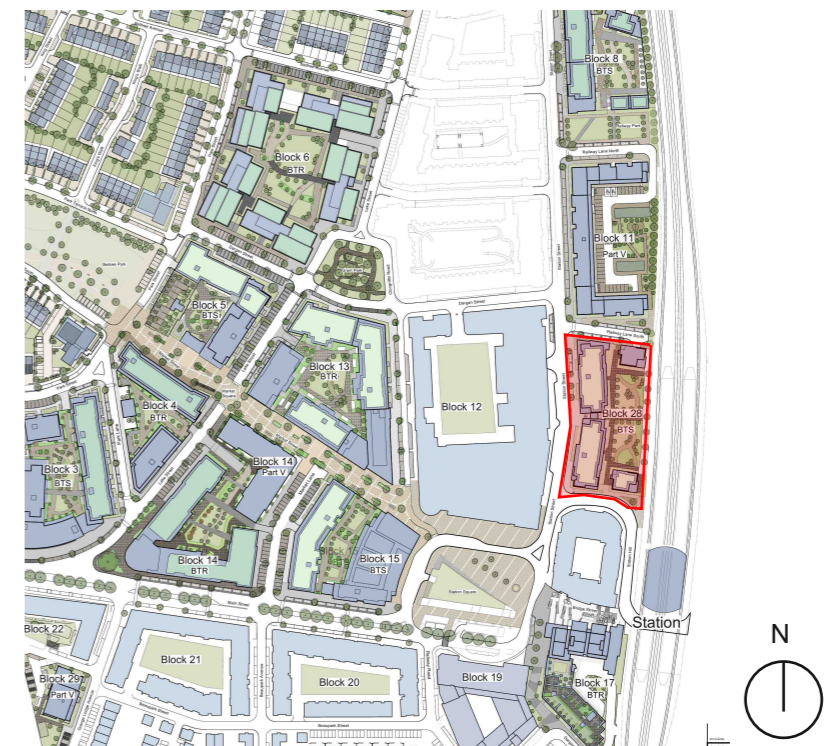
The current ESB network is sufficient for the proposed development and the site itself is free from overhead cables and power lines. All other utilities such as natural gas, telephone and broadband have been provided on-site.



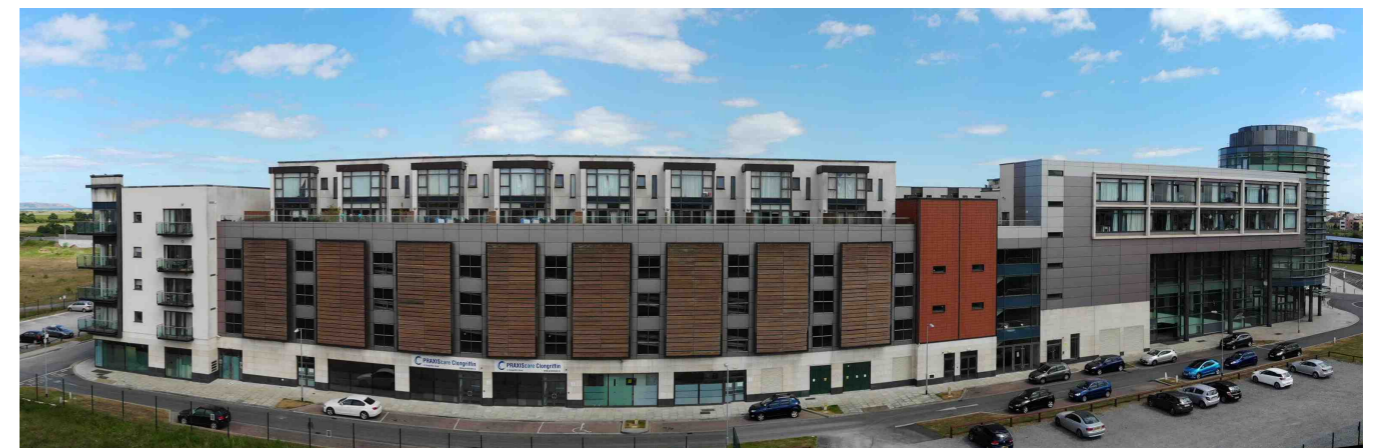
Aerial View of Block 28 site within local context, August 2018



Site Layout



Site Location Map



Block 12 was completed in 2008 and lies immediately west of Block 28



1.3 Planning History

Reg. Ref. 5470/08/ & 5470/08/X1

Block 28 was granted planning permission for 75no. of apartment, (4no. 1-bedroom units, 63no. 2-bedroom units 8no. 3-bedroom units) 1,740m² ground floor commercial space which comprises of 1 retail unit and a Supermarket and 75 car spaces on a basement car park.

Permission Granted in 2009.
 Granted an extension of duration of permission for Block 28 in February 2015



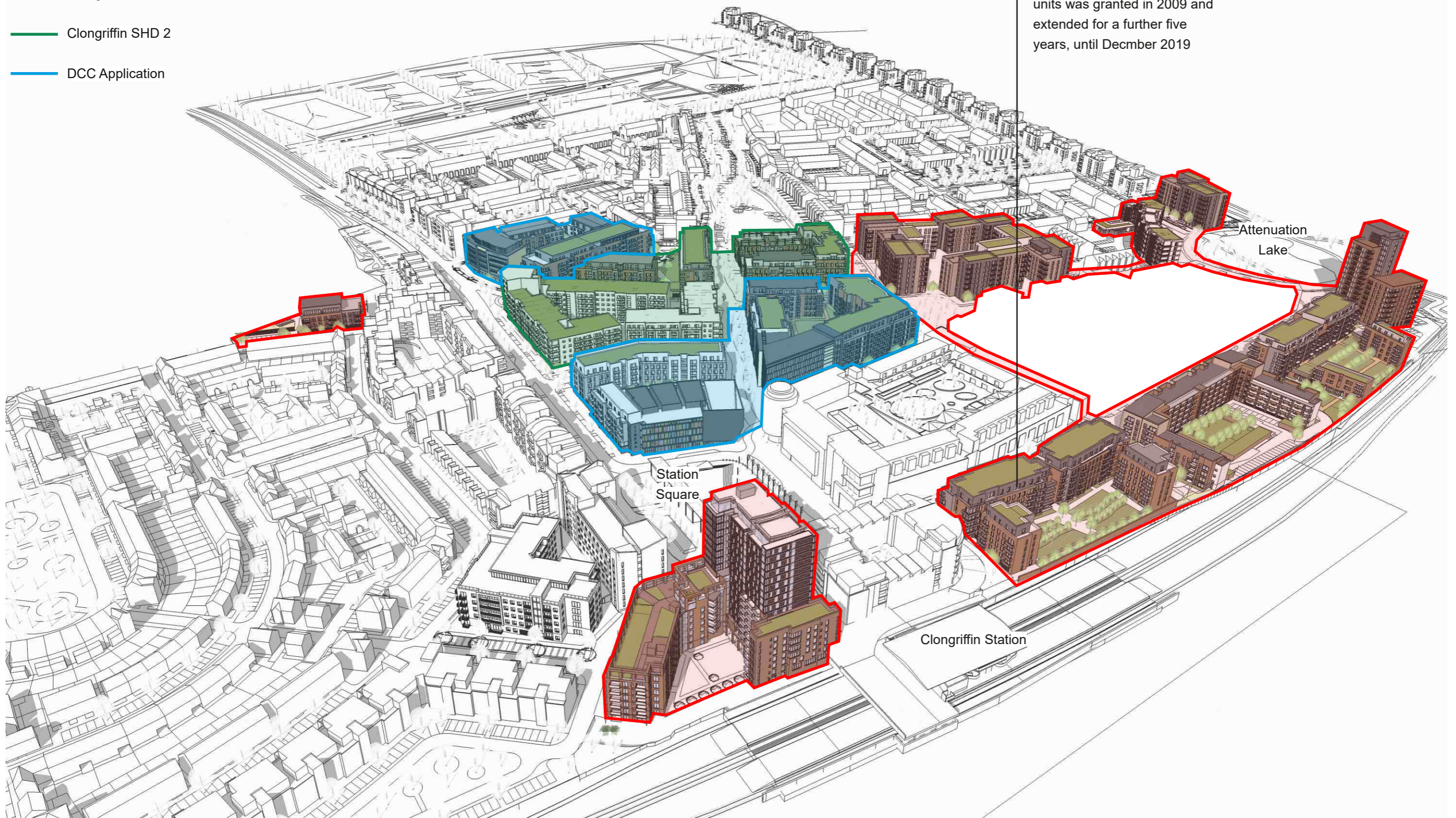
Previous Application: West Elevation



Previous Application: Ground Floor Plan

- Clongriffin SHD 1
- Clongriffin SHD 2
- DCC Application

- Block 28 is located close to Station Square and Clongriffin Station
- It is on the important strategic road of Station Street
- Planning permission for 75 units was granted in 2009 and extended for a further five years, until December 2019



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

2.1 PROPOSED DESIGN

2.1 Design Overview

The design concept for Block 28 is a perimeter style arrangement of blocks around a central courtyard. The block is broken into four distinct elements, each served by a separate core. Residential elements are clad in mixed bricks and commercial uses at ground floor are distinguished to present a more public facade with glazing and signage fascias where appropriate.

As a result of the level differences, along the Station Street frontage the southern end of Block 28 is effectively basement, whilst the northern end is street level. A large gym unit and plant rooms are located in this end with residential units above. The northern end has several retail units with active frontage onto Station Street. These units will form part of the activity and mixed uses of the Town Centre.

The residential sections of the building are legibly residential; made up of a mixture of red and darker brick elements, interspersed with recessed and protruding balconies. 122 apartments are accessed from four cores. Access is possible both from each street frontage and also centrally through the podium courtyard, which has three gated entrance points from the surrounding streets, including level access from Station Hill to the south.

Each residential core has direct access to a shared, highly landscaped, courtyard at podium level. In the western block there is a concierge which will serve all residents. Private residential amenity rooms, including a laundry, manager's office and flexible amenity room are located at first floor level. Each apartment also has a private open space of balcony or roof terrace and there is a green roof at roof level.

At penthouse level apartments are set back to allow larger roof terraces and reduce bulk to the street. This helps offer a mix of apartment types and sizes, with something to suit all tastes.



Block 28 frontage onto Station Street



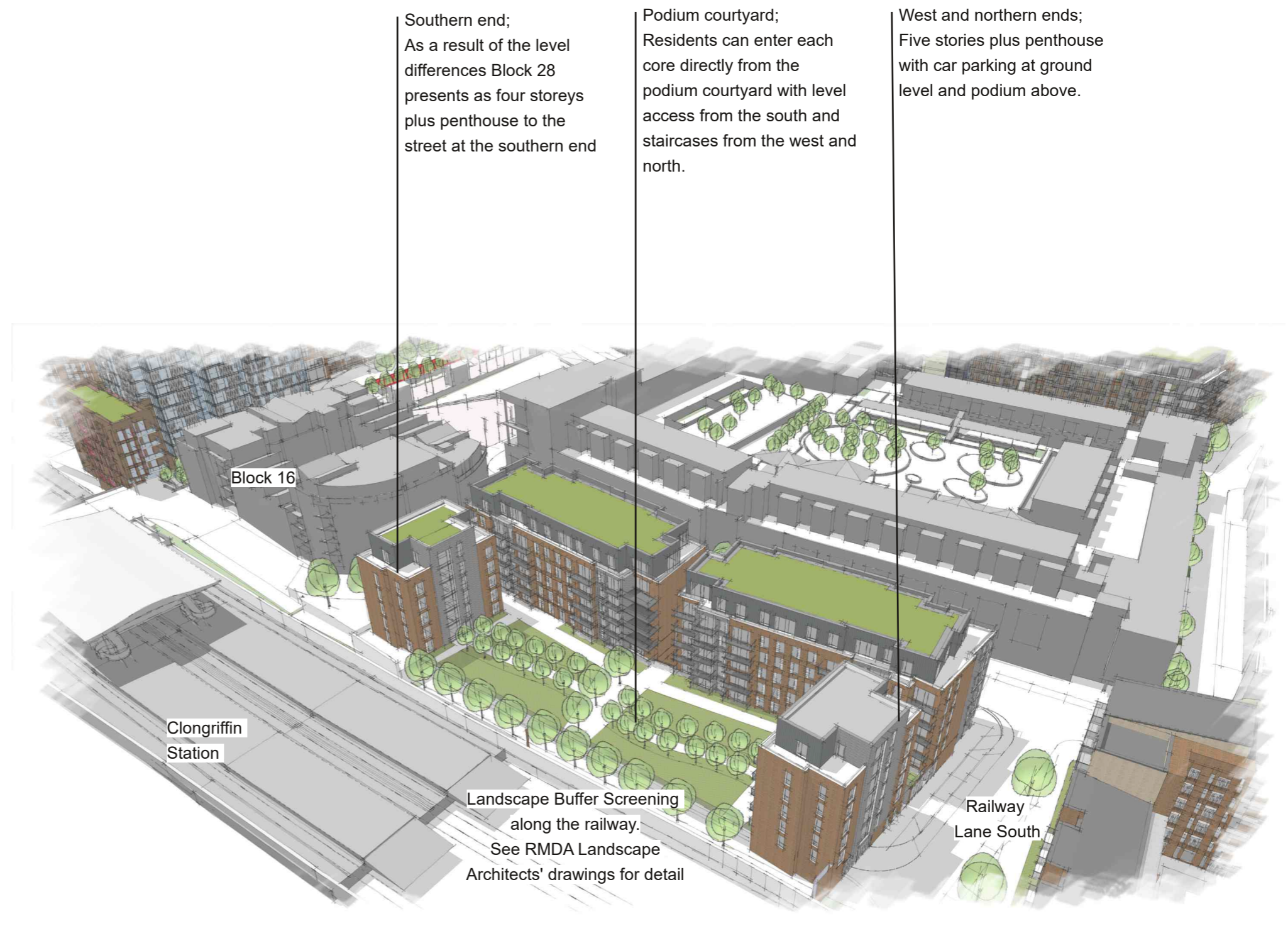
2.2 Massing & Height

The proposed massing of Block 28 is six storeys over ground with an additional, set back penthouse above. This will read as five storeys over ground with a penthouse on the southern end of the site, as a result of the level differences.

The block is broken along Station Street, with open stairs leading up to the landscaped courtyard. This adds diversity and dynamic to the streetscape. Glimpsed views will be possible up to the landscaped courtyard from the street.

Block 28 falls with 500m radius of Clongriffin Train Station and is also located on the important strategic road of Station Street. As such, it needs to present an active street frontage onto this street and subtly aid wayfinding and legibility of Clongriffin Town.

The building is six storeys plus penthouse on Station Street, in keeping with the LAP objective of 5 storeys or greater within the KDC zone. With the recessed penthouse level this sits comfortably within the context.



Bird's eye view of Block 28



BLOCK 28 - SECTIONAL ELEVATION D-D THROUGH PODIUM LOOKING WEST



BLOCK 28 - SECTIONAL ELEVATION B-B THROUGH PODIUM LOOKING SOUTH

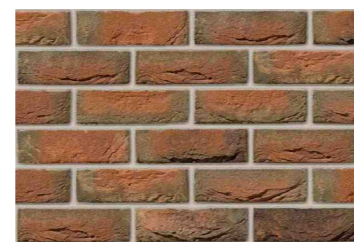
2.3 Material Palette & Precedents

The building finishes are designed to be robust, durable and maintenance free. Brick is chosen as the primary material for the residential accommodation over levels one to six. A mixture of bricks is employed to add interest and break down the scale and grain of the blocks, The block is open to the east side along the railway to enhance daylighting to the communal open space.

The residential facades are pushed and pulled over their length and height with balconies, recessed roof terrace and articulated shared concierge entrance. A light zinc or similar cladding will be used at the recessed penthouse level. Flat roofs will be single ply membrane or extensive sedum green roofs as indicated on roof plans. Glazing at retail units along Station Street will be powder coated aluminium frames. A glass and metal walkway connects the first floor level of the two blocks along Station Street. The podium at first floor level can also be accessed by a gated entry to steps beyond the overhead walkway.



Key precedent images of material palette for Block 28



BLOCK 28 - WEST ELEVATION TO STATION STREET

**Profiled Metal
Penthouse Cladding**

The penthouse level residential units are clad in profiled metal cladding and recessed to reduce overshadowing to neighbouring residents.



**Steel and Glass
Balconies**

Steel and glass is the primary materials used for balconies and balustrades. Translucent glass is used on certain balconies to provide more privacy. 1.8m high wind screens in transparent glass are provided to the ends of balconies adjacent to corners of the building which were highlighted by the wind report.

Brickwork facade

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

2.4 Apartment Design

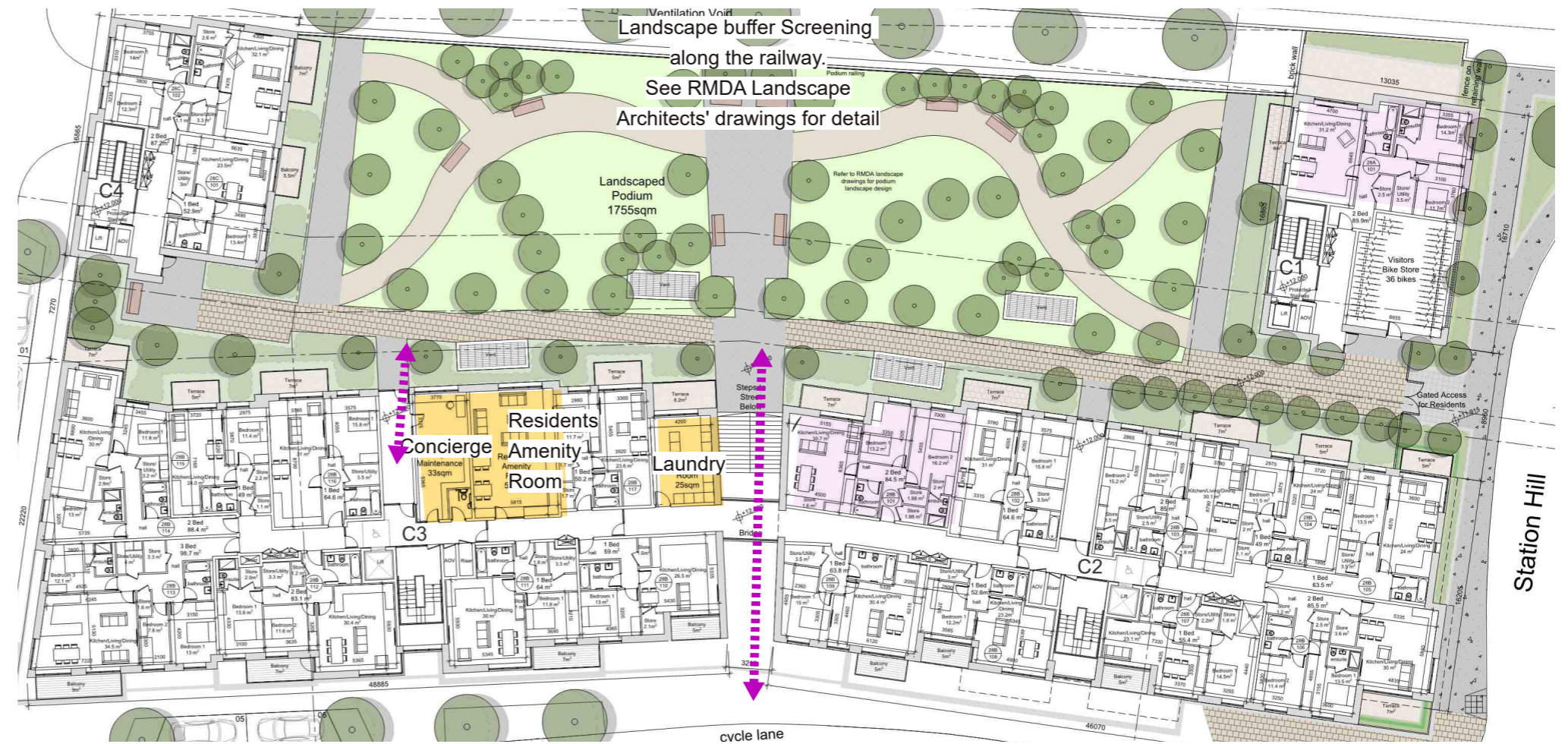
The apartment layouts are based on a build to sell model. Residents can enter their own lift and stair core from the private courtyard from the entrance on Station street. The podium parking entrance is located on Railway Lane South. There is also a shared concierge in the western block which will be available for all residents. Resident facilities are located at first floor level and include a bulk storage room, flexible amenity room and a laundry room. The journey through the resident access from surrounding streets is detailed on the right.

Block 28 offers residents the opportunity to enter straight up a flight of stairs from station Street, or level access from Station Hill, to the podium level communal open space. This offers an alternative route for those who wish to make use of this space, which is accessible from each circulation core.

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 which meet the full design standards necessary for the private market. Living spaces are generously designed with aspect maximised where possible and large windows providing lots of light.

A total of 57 apartments are dual aspect, which is a ratio of 47%. This is considered acceptable in this town centre, urban context and is in line with relevant standards. There are no north facing, single aspect units in Block 3. Block 28 forms part of a larger application package and the average dual aspect ratio across the full package is 58%.

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 landscaped courtyard, 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.



First floor plan showing the entrance and access stairs to podium from Station Street and shared residents' amenities



Sample floor plan, third floor, showing apartment layouts



Sample floor plan, Fourth floor, showing apartment layouts.

2.5 Entrances & Boundary Treatments

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

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

Threshold Condition 1

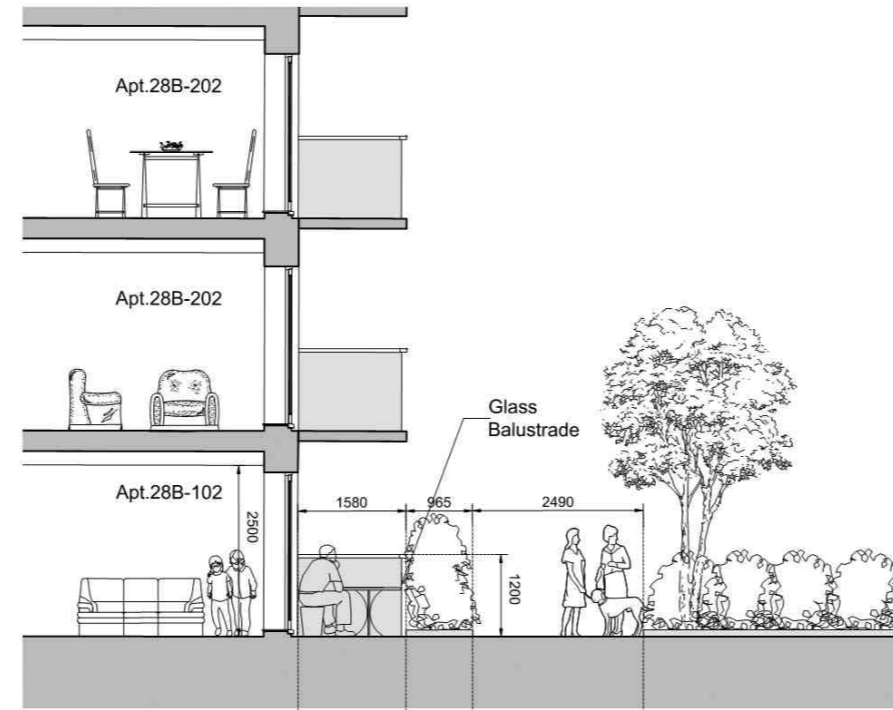
Where the planting strip between the outer edge of the residents private amenity space and the adjacent footpath is greater than 1.2m, own door apartments with the finished floor level with the footpath are considered appropriate, since there is sufficient landscape buffer and own door units provide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

Threshold Condition 2

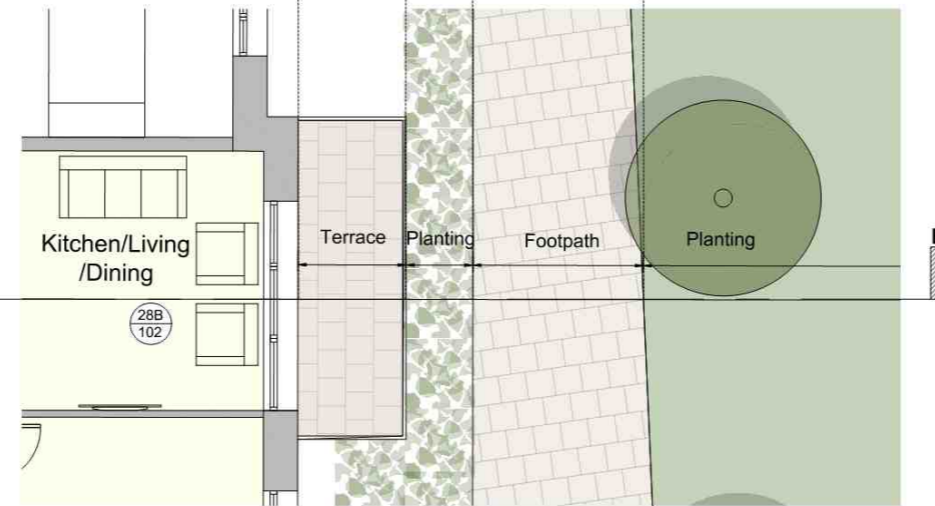
Where the overall distance between the building setback and public footpath is less than 2.5m, the ground floor units are accessed internally from the rear and are raised up so far as is possible with Part M compliance, to provide a level difference with the adjacent street and improved privacy for the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

Threshold Condition 3

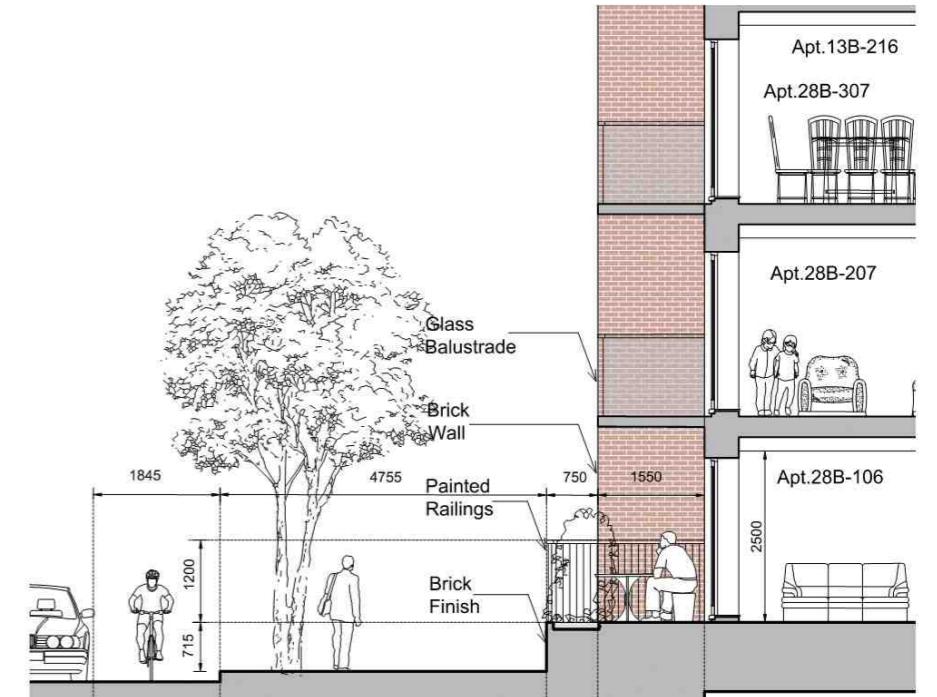
Fully recessed terrace at ground floor unit with painted railing and planting in front



Section B-B through Apt.28B-102



Threshold Condition 1, Block 28 - terrace with painted railing & planting level with street



Section A-A through Apt.28B-106



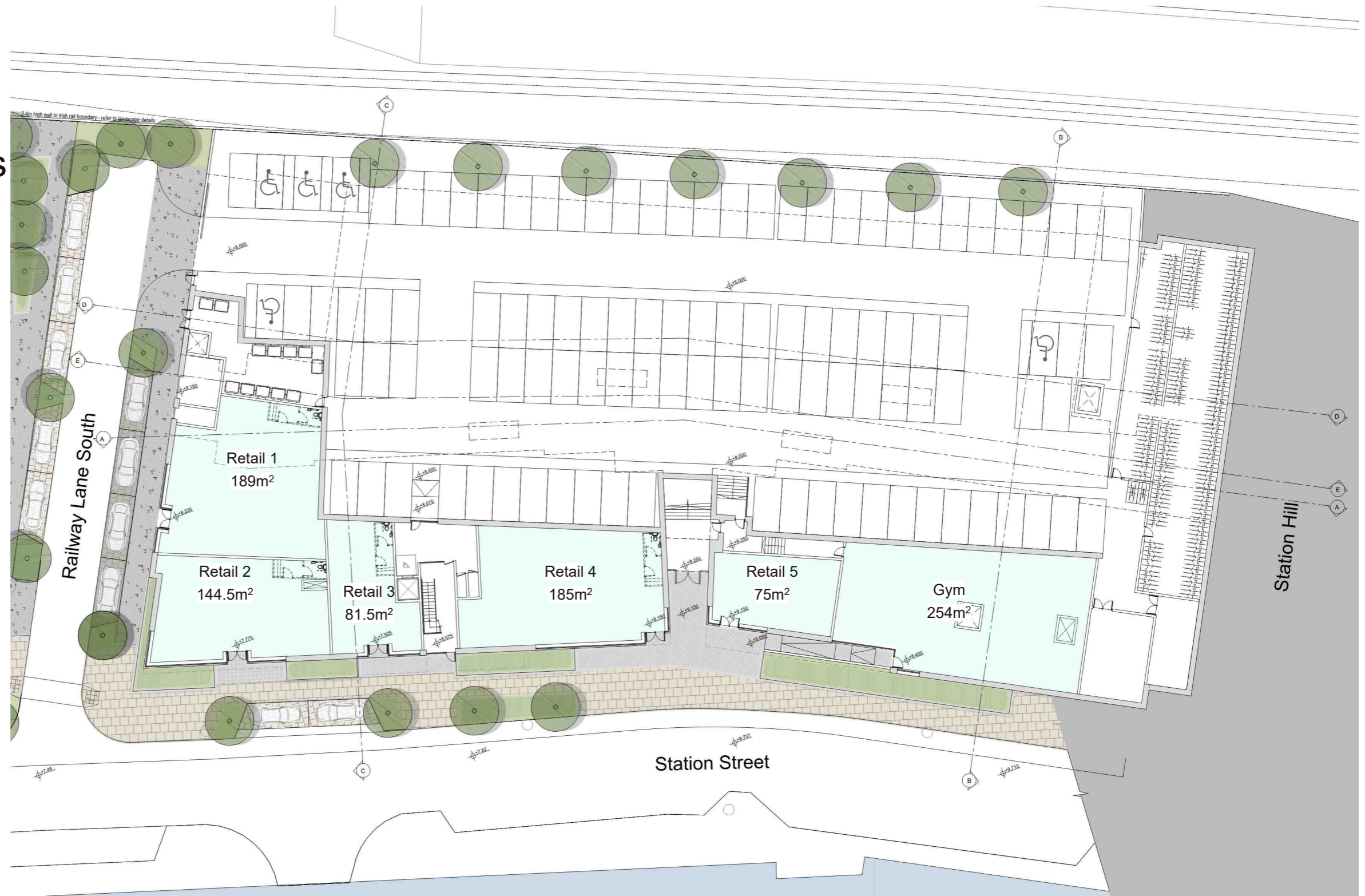
Threshold Condition 2, Block 28 - terrace raised above street level below

2.6 Commercial Uses

Block 28 provides retail uses at ground floor with frontage primarily onto Station Street. These are smaller units, suitable to convenience retail, cafés or service businesses.

A gym is proposed at the southern end of the site. This use is ideal as this part of the site will be semi-basement and this use does not require extensive street frontage.

To the north the largest retail unit will provide a glazed and prominent corner onto Station Street and Railway Lane South. This will distinguish Block 28, subtly aiding wayfinding in the area.



3.0 URBAN DESIGN STRATEGY

3.1 Streetscape & Urban Design

The rectangular site of Block 28 is enclosed by Railway Lane South to the north, Station Street to the west and Station Hill to the south. The urban form of the proposal consists of four separate elements, combining to create a perimeter block around a landscaped courtyard. The building is expressed as a four to six storey brick volume with a recessed, lightweight, penthouse level above.

The massing of the building will create a strong street edge along Station Street and Railway Lane South, with retail frontage in addition to parking access. On Station Hill the levels will result in a flush access to the First floor allowing for several own-door residential units.

Private access points to each core are located on each street. Residents have private access to the landscaped courtyard from the entrance on Station Street.

The railway to the east creates a hard boundary, however, it also provides an opportunity for views towards the sea and apartments are laid out to take advantage of this aspect. The orientation also allows opportunities for plentiful daylight and sunlight into both the landscaped podium and individual apartments.

The urban design strategy for Block 28 is in keeping with the objectives of Clongriffin Belmayne LAP 2012-2018 and the aims of the original Clongriffin Masterplan (Reg. Ref. 0132/02).

Further details on design adherence to the 12 principles in Urban Design Manual: A Best Practice Guide (2009) is detailed on the following pages.

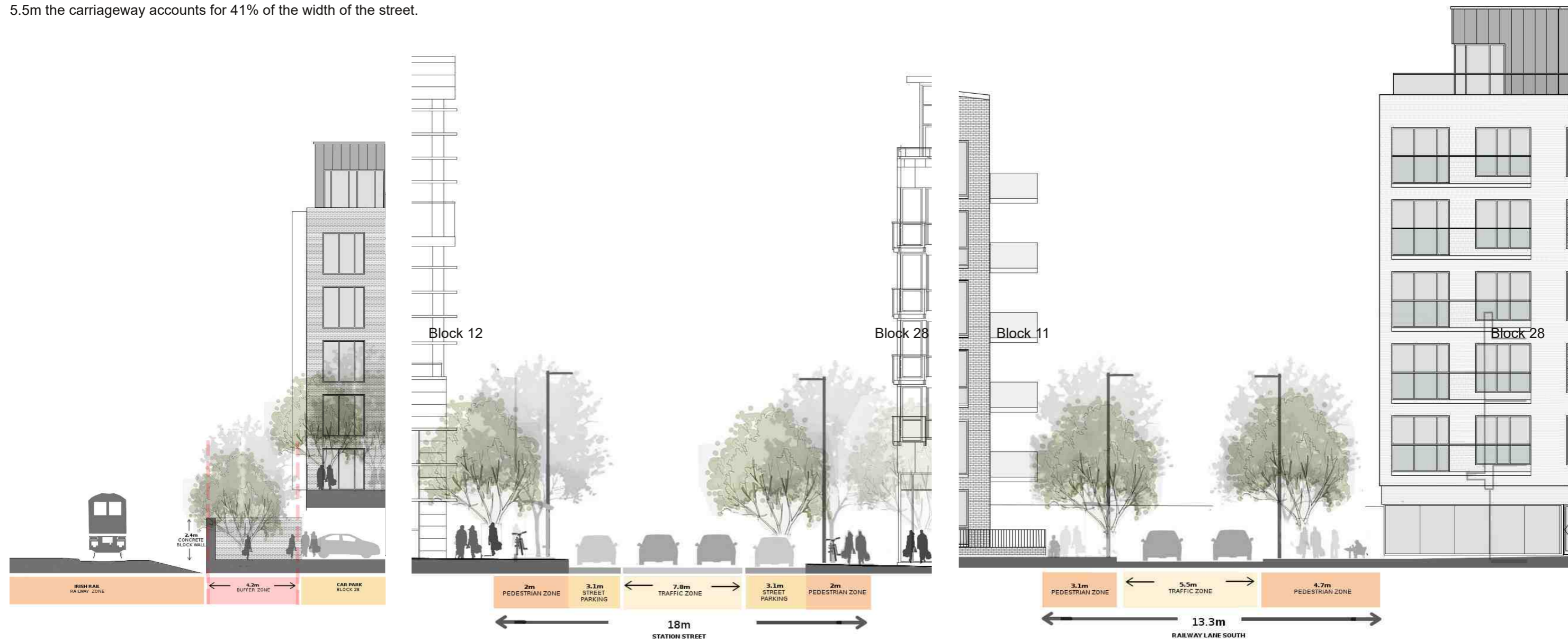


3.2 Street Sections & Boundaries

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

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

The second is taken through Railway Lane South. This will be a local access street and is narrower as a result. The section shows how Block 11, immediately to the north, steps down in scale along this street. At 5.5m the carriageway accounts for 41% of the width of the street.



3.3 Residential Amenity, Overlooking, Privacy

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

Buildings are laid out to minimise overlooking between apartments and maximise usability, privacy and aspect of private spaces, particularly between the linear west block and the end gables of the north and south blocks. Where balconies are adjacent opaque screening panels will be included to provide privacy whilst maximising light.

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

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



Dual Aspect Units
Magenta Arrows

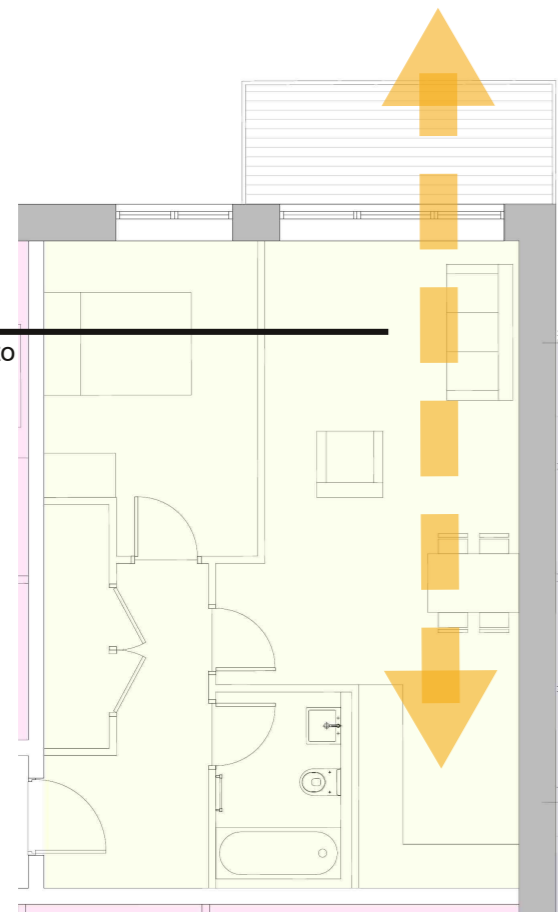
Single Aspect Units
Yellow Arrows

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

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.



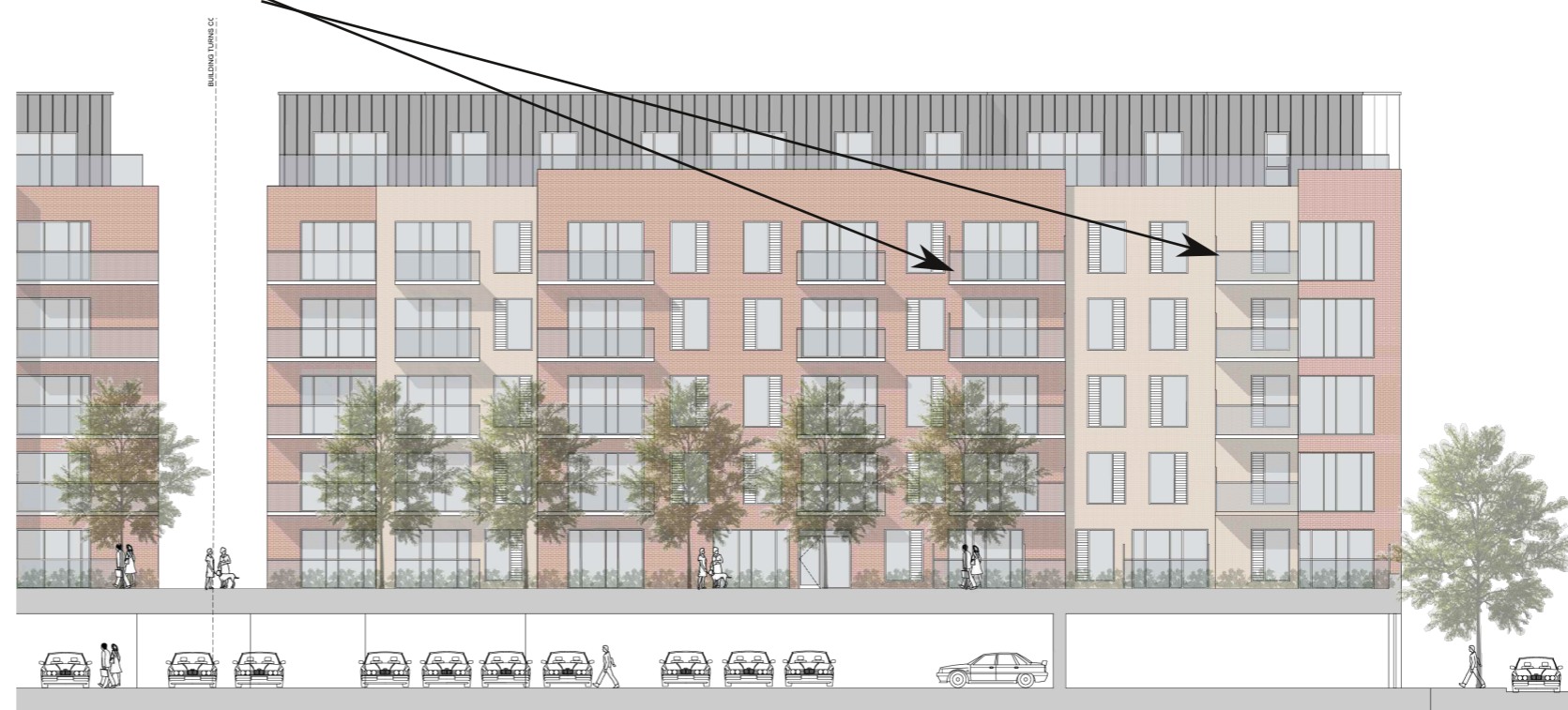
Block 28 unit plan showing private balconies opening from living areas



Opaque glazed screen



Courtyard view Block 28



Block 28 Elevation - East Facade design minimises overlooking between apartments and balconies.

3.4 Compliance With The 12 Urban Design Criterion

Context

Block 28 fits into its context in terms of scale and form. It is set up as a series of four smaller blocks, arranged around a landscaped podium courtyard. It is a similar scale to its neighbours. The material palette is similar, whilst not the exact same, as surrounding blocks. The building presents an appropriate frontage to Station Street with active uses and the primary residential access located here, including own-door units on Station Hill. To the south and north are quieter streets and Block 28 responds through the locating of residential uses here. To the east is the railway and beyond it views to the sea and Howth. Block 28 is set up to make the most of this aspect and views.

Connections

Block 28 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 28 responds by setting up a smaller, more local and residential scale on these streets. Station Hill is the primary vehicular access to the station and own-door units will provide activity onto this street. The primary frontage on Station Street subtly aids wayfinding by presenting a strong frontage onto the street and a defined and glazed corner to the north west.

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. Alternative access routes are also provided, which allows residents options, including passing the concierge or entering through the car and bicycle parking area or landscaped courtyard. A variety of apartments sizes will appeal to different people and requirements.

Variety

Block 28 offers a mix of residential accommodation, including all associated amenity. These units should be suitable for a diverse mix of residents at all life stages. In addition there will be some retail floor area. This provides an ideal mix of uses to provide a diverse population travelling to and from the building. The building varies in height and materiality, responding to its immediate context, this will add variety to the streetscape and the levels across the site. Steps up to the landscaped podium will allow glimpsed views of within and add interest to the streetscape and views for passers by.

Efficiency

Block 28 makes very efficient use of resources through high density residential development, at 187dph in addition to residential parking, bicycle stores and amenity space including a 1,750sqm of landscaped courtyard and 109sqm of internal amenity space. In addition there is will be 931sqm of commercial space. This provides the best possible use for this brownfield site in an urban location, well connected to public transport.



Distinctiveness

Block 28 is distinct from surrounding blocks through its form, which comprises four smaller blocks over a shared podium. In addition, the introduction of a glazed corner to the northwest retail unit will subtly distinguish Block 28 along Station Street. The levels and stepped access to the landscaped courtyard will further distinguish this block, with glimpsed view of the landscaped space available from the street. This distinctiveness will aid wayfinding and legibility in Clongriffin Town Centre.

Layout

The proposals are laid out to make the most of this site with ground floor retail extending to the back of pavement and high density residential uses above. The podium courtyard is oriented to receive maximum east and south light and enhance amenity value. Active frontages will focus activity on the street and provide passive surveillance. Views towards the sea will be available for many residents over the railway to the east.

Public Realm

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

Adaptability

Ground floor units can prove highly suitable for residents with additional mobility or accessibility concerns. Ground floor and podium level units have been designed with adaptability and own-door access in mind. As Block 28 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.

Parking

Car parking has been provided at a reduced rate of 0.92 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 podium car park with a single access point. Bicycle parking has been provided at a rate of 1.98 spaces per apartment and meets all relevant guidelines.

Detailed Design

Block 28 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. Access, levels and amenity have all been carefully considered in the detailed design process.



Sites outside
Gerard Gannon
Properties
ownership

4.0 OPEN SPACE STRATEGY

4.1 Public Open Space

The LAP makes provision in Section 7.7 for open space provision less than the development plan range of 12-15sqm per bedspace. This is in order to achieve the sustainable net residential density targets in the LAP. Precedent in Clongriffin has been 10sqm per bedspace and the required quantum is identified this way. There is an overall over provision of open space and this has been biased towards public use in recognition of the reality that Fr Collins Park will be the first open space destination of choice for the majority of residents. The proposals are also in close proximity to the River Mayne linear park and open space around the attenuation basins.

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

4.2 Private and Communal Open Space

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

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

In addition a communal, highly landscaped, podium courtyard is provided for all residents to enjoy. The design of this space is such as to encourage active use with all residents encouraged to enter their respective cores through this open space, with stepped and level access available from each of the surrounding streets.

The podium courtyard, at 1,750m² exceeds the minimum area required by Sustainable Urban Housing: Design Standards for New Apartments (March 2018). It will be landscaped to the highest standard and passive overlooked by the apartments above. A gap in the block to the south in addition to the layout being entirely open to the east will allow morning sunlight to penetrate into the space, and the broadly south aspect orientation will allow plenty of light all through the day.

A variety of indoor amenity spaces have also been provided for communal recreation in inclement weather conditions including ground and first floor internal amenity rooms.

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	42	8	63	9	122
Area Requirement	5	6	7	9	
TOTAL	210	48	441	81	780



Communal landscaped courtyard at first floor podium level



5.0 ACCOMMODATION & DWELLING MIX

5.1 Density & Mix

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

The original parent permission allowed for a range of densities across the whole of Clongriffin, resulting in a net density of 66dph, when seen as a whole. This is higher than average in a location such as this, especially when the quantum of individual family houses is taken into account.

In order to facilitate this level of density in Clongriffin Block 28 has a net density of 187dph. This is achieved through a marketable mix of 35% 1 bed units, 58% 2 bed units and 7% three bed units. All units provided are apartments.

Block 28 is located extremely close to Clongriffin Station. It is also located adjacent to bus stops and a connected, off-road, cycle network linking to Dublin City Centre and beyond.

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

Dwelling Mix

	No. of dwellings	%
1 Bedroom Apartment	42	35%
2 Bedroom Apartment	71	58%
3 Bedroom Apartment	9	7%
Total	122	100%

It is the objective of the Council:

UDO1 To achieve high quality and sustainable densities to consolidate the area, maximise access for residents and employees to public transport and successfully define important locations and routes including the Main Street access and town centres (KDC designated zones).

UDO2 To promote the development of family orientated, high quality, adaptable, life long homes within the LAP area through creative design that still delivers a sustainable density to support the provision of services.

UDO3 To promote public spaces that provide both passive and active recreation and a connection to those forms of activities in the surrounding area.

UDO4 To ensure high quality streetscapes are achieved through distinctive high quality street furniture, lighting, paving and public artwork that creates a distinctive character associated with the North Fringe.

UDO5 To design park spaces and all open spaces linkages to be part of the larger green network in particular from Father Collins Park to the surrounding area and along the River Mayne incorporating a dedicated network of cycle paths and pedestrian routes.

UDO6 To achieve creative and unique character through public realm enhancements in all key development sites through development contribution levies and partnership with the divisions of Dublin City Council.

UDO7 The height strategy for the LAP will seek positive integration of new building height with established character. Locations identified for special height character are the designated Key District Centres (in general 5 storeys minimum) and the Main Street Boulevard axis (in general four to five storeys). Heights of 2-6 storeys (including a set back at the top floor of a 5/6 storey building) may be facilitated subject to quality design criteria and set back requirements along the river corridor to complete the urban form of pavilion buildings to complete

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

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

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

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

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



6.0 DESIGN STANDARDS

6.1 Car Parking

A total of 112 car parking spaces are provided in Block 28, divided between 106 at podium level and 6 on-street. 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. 6 on-street. This equates to a ratio of 0.92 spaces per apartment.

Additional car parking space, included car share vehicles, are available for residents within Block 28 if necessary. The large commuter car park in Block 12 has capacity to accommodate visitors and overflow resident use. Block 12 is located immediately to the west of Block 28. Car share vehicles already located in this car park have proven very popular with the existing population and the scheme was recently extended. Further details of the overall proposed car parking strategy for Clongriffin can be found in the Engineers reports.



6.2 Bicycle Parking

A total of 242 resident bicycle parking spaces are provided in Block 28. This allows 1.98 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 podium car park where it will be secure and covered. Access to the car park will be restricted to residents only and the location of bicycles adjacent to cars should provide for passive surveillance and security for parked bicycles.

- Under-podium parking
- Street Parking
- Bicycle Parking



Parking plan - Ground Floor

6.3 Refuse Storage & Collection

A communal bin store is located in the podium car park of Block 28, easily accessible from Railway Lane South and all apartments. This location will be easily accessible for all residents as each core has direct access to the car park. Bins will be marshalled on Railway Lane South by the management company. In this way bin trucks will be able to collect refuse conveniently from a single location. Bin storage and management will be under control of the building management.

6.4 Minimum Floor Areas

All apartments and duplexes 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 Sell Apartments. However, no exemptions are being sought to the minimum storage area, private amenity space, average floor area requirements, dwellings per core or dwelling mix in Block 28.

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%.

6.5 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 47% of units in Block 28. This ratio is offset elsewhere in the suite of applications and an overall ratio of 58% has been achieved.

6.6 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.

6.7 Social & Affordable Housing

Gerard Gannon Properties have an ongoing commitment to provide the agreed percentage of social and affordable housing in Clongriffin. Care has been taken to ensure that social units are delivered in an integrated, tenure blind manner. It is also an aspiration to have the units distributed as widely as possible across the Town. In practice this has proven difficult in some of the larger blocks to subdivide the building in terms of management. 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 2 ground floor units in Block 29. As such, there are no social housing units proposed within Block 28.

