



Block 29 Clongriffin

Architect's Design Statement

Clongriffin Strategic Housing Development 1 - Stage 2

An Bórd Pleanála

August 2019



CONROY CROWE KELLY
Architects & Urban Designers

Site Summary: Build to Sell & Social Housing

Total Residential Units	20 nr. (76 bedspaces)
	18 nr. BTS, 2 nr. Social
Site Area	0.24 ha (0.59 acres)
Plot Ratio	0.85
Site Coverage (to back of pavement)	33%
Net Density	83.3 units/ha (34 units/acre)
Building Height (Res)	3 storeys + penthouse
External Amenity Space	212 sqm
Parking	9 spaces off-street, surface 11 spaces on-street 20 Total
Cycle Parking	49 spaces off-street

Schedule of Accommodation

1 Bed Units	3	(54sqm each)
2 Bed Units	15	(83.5sqm each)
3 Bed Units	2	(109sqm each)
Total	20	





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

Block 29 - Contents

1.0	INTRODUCTION & GENERAL DESCRIPTION	
1.1	Introduction & General Description	4
1.2	Site Context & Site Description	6
1.3	Planning History	8
2.0	PROPOSED DESIGN	
2.1	Design Overview	10
2.2	Massing & Height	12
2.3	Material Palette & Precedents	14
2.4	Apartment Design	16
3.0	URBAN DESIGN STRATEGY	
3.1	Streetscape & Urban Design	18
3.2	Compliance with the 12 Urban Design Criterion	19
3.3	Street Sections	20
3.4	Entrances & Boundary Treatments	21
3.5	Residential Amenity, Overlooking, Privacy	22
4.0	OPEN SPACE Strategy	
4.1	Public Open Space	24
4.2	Private Open Space	24
5.0	ACCOMMODATION & DWELLING MIX	
5.1	Density & Mix	25
5.2	Social & Affordable Housing	25
6.0	DESIGN STANDARDS	
6.1	Car Parking	26
6.2	Bicycle Parking	26
6.3	Refuse Storage & Collection	27
6.4	Minimum Floor Areas	27
6.5	Aspect	27
6.6	Separation Distances	27



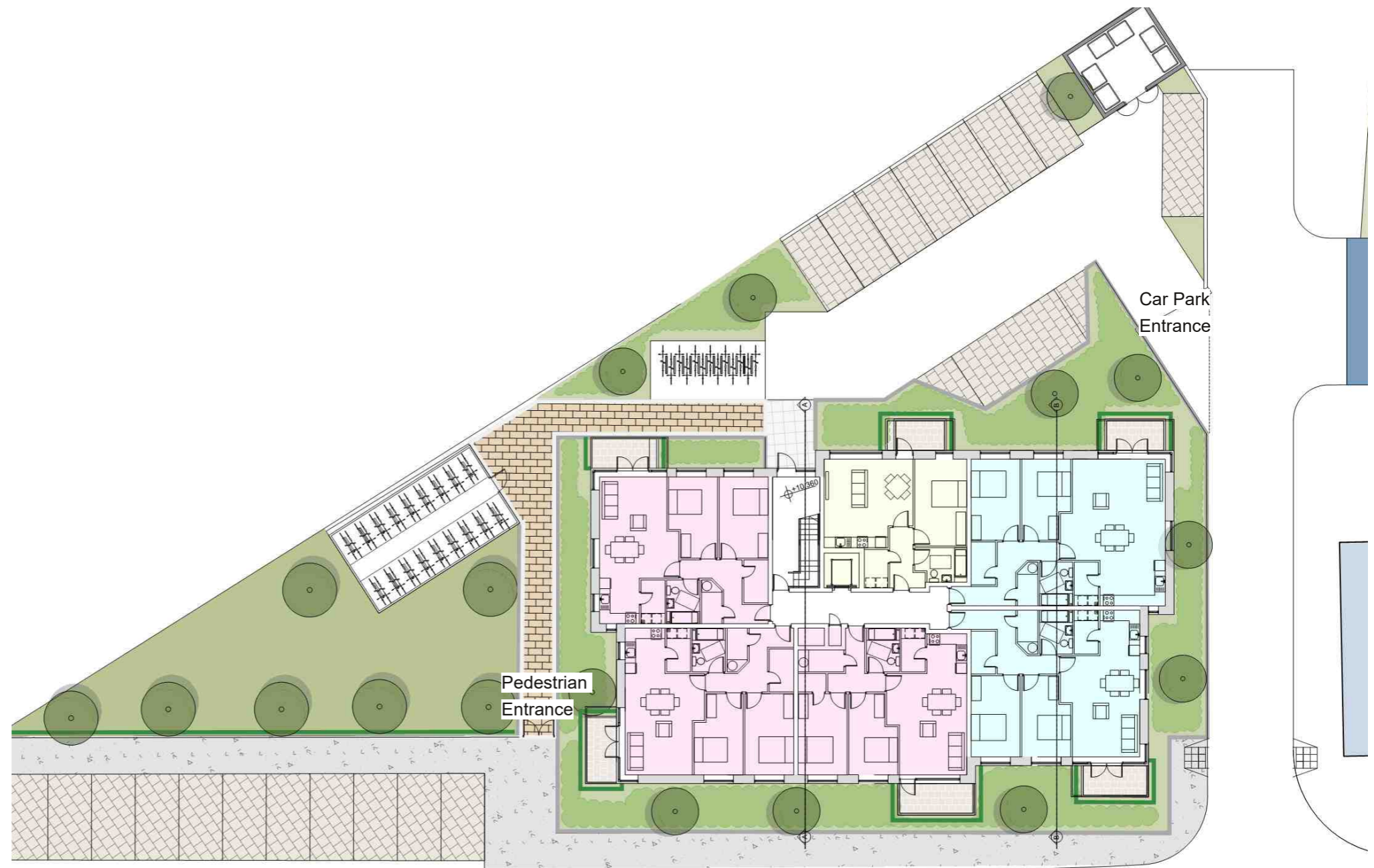
1.0 INTRODUCTION & GENERAL DESCRIPTION

1.1 Introduction & General Description

Block 29 is proposed to be Build To Sell and all units meet the full design standards necessary for the private market, located at the heart of Clongriffin, just south of Main Street on Grange Lodge Avenue. Block 29 is a 0.24 hectare site. The block is made up of 20no. of Residential units. 2 of these at the ground floor level will be allocated for Part V requirements, a one bed and a 2 bed apartment.

The proposed residential mix is 3no. 1 bed units, 15no. 2 bed units and 2no. 3 bed units. This generates a mix of 15% 1 beds, 75% 2 beds and 10% 3 beds.

Residential external amenity space is provided at Ground level in a surface level garden and is 212m² in size.



Ground Floor Site Layout Plan



Marrsfield

Mayne River
Linear Park

Marrsfield
Attenuation
Pond

Marrsfield 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

Station Street

Block 28

Clongriffin Dart
Station

Park Street

Block 5

Block 13

Block 17

Block 4

Block 15

Lake Street

Block 14

Main Street

Block 3

Fr. Collins Park

Park Avenue

Bird's Eye View of Block 29 within local context

Beltree Park
(under construction)

Block 2
Reg Ref. 3776/15

1.2 Site Context & Site Description

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

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

The site is bounded to the north Block 22, located on Main Street, to the east by Grange Lodge Avenue and to the west by playing fields behind Grange Community College, on land owned by the Department of Education. Block 29 is a triangular shaped site.

To the north, located on Main Street, Block 2 (Reg Ref. 3776/15), is currently under construction as a block of 84 social housing apartments and will be completed in early 2019. Block 2 was granted in 2015. This block is being occupied and managed by the Iveagh Trust once complete.

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 onsite.

Clongriffin Station

Block 12, completed

Block 29 Behind

Main Street

Park Street Housing in construction (Reg. Ref. 2903/16)

Block 2 under construction



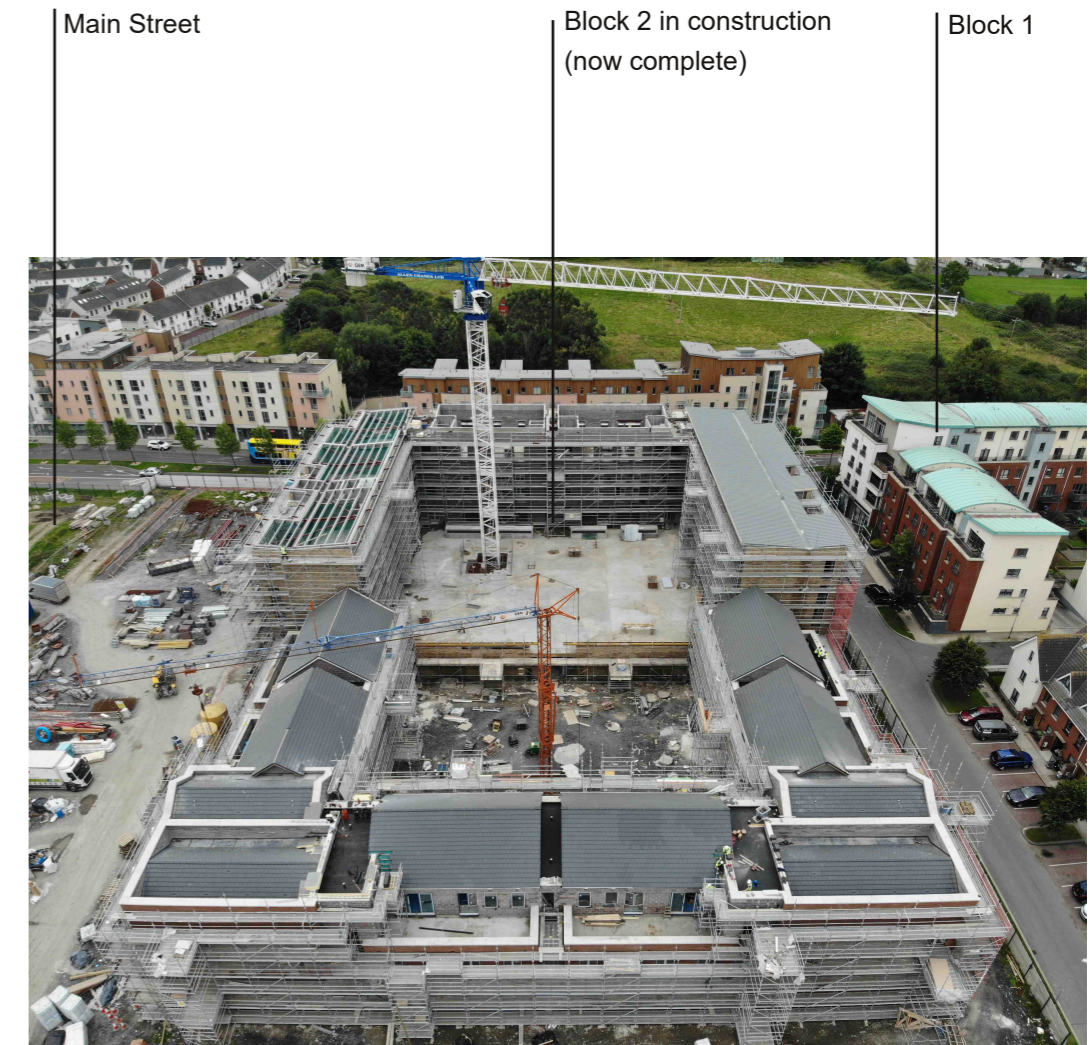
Aerial View of Block 29 site within local context, August 2018



Site Layout

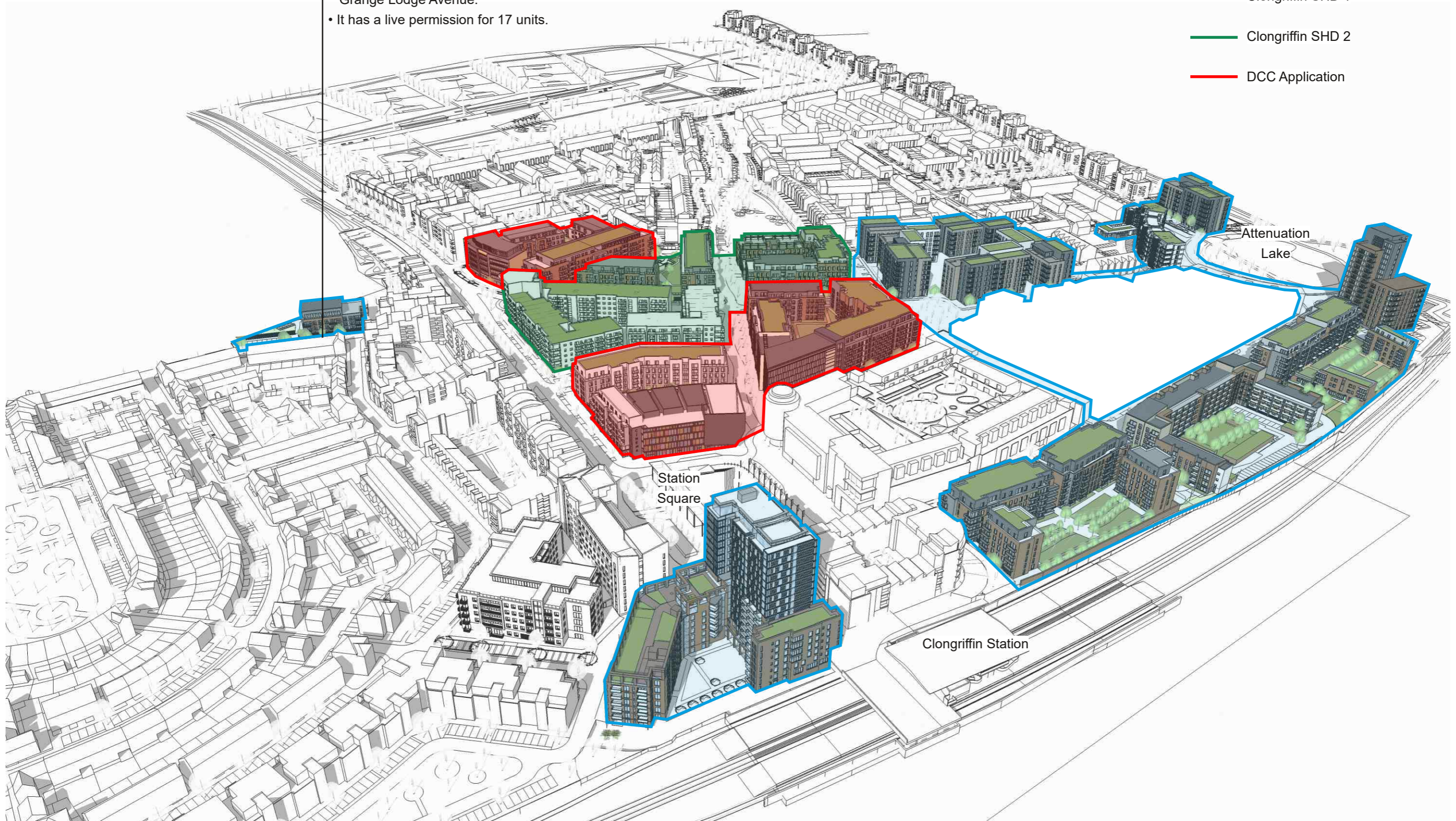


Site Location Map



Aerial View of Block 2 looking south, August 2018

- Block 29 is located to the south of Main Street.
- It is on the buffer with the housing at Beau Park and its scale drops accordingly.
- It was previously referred to as 'Grange Lodge Avenue.'
- It has a live permission for 17 units.



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

2.1 PROPOSED DESIGN

2.1 Design Overview

The design concept for Block 29 is a simple rectangular plan, which is efficient in layout, with a recessed penthouse level above. The block is served by one core, with six units on each floor. The landscaping surrounding the block accommodates shared open space, bicycle parking and surface level car parking spaces.

Block 29 is residential in style, with a simple, pitched, lightweight roof on top in a profiled metal. 20 apartments are accessed from one core.

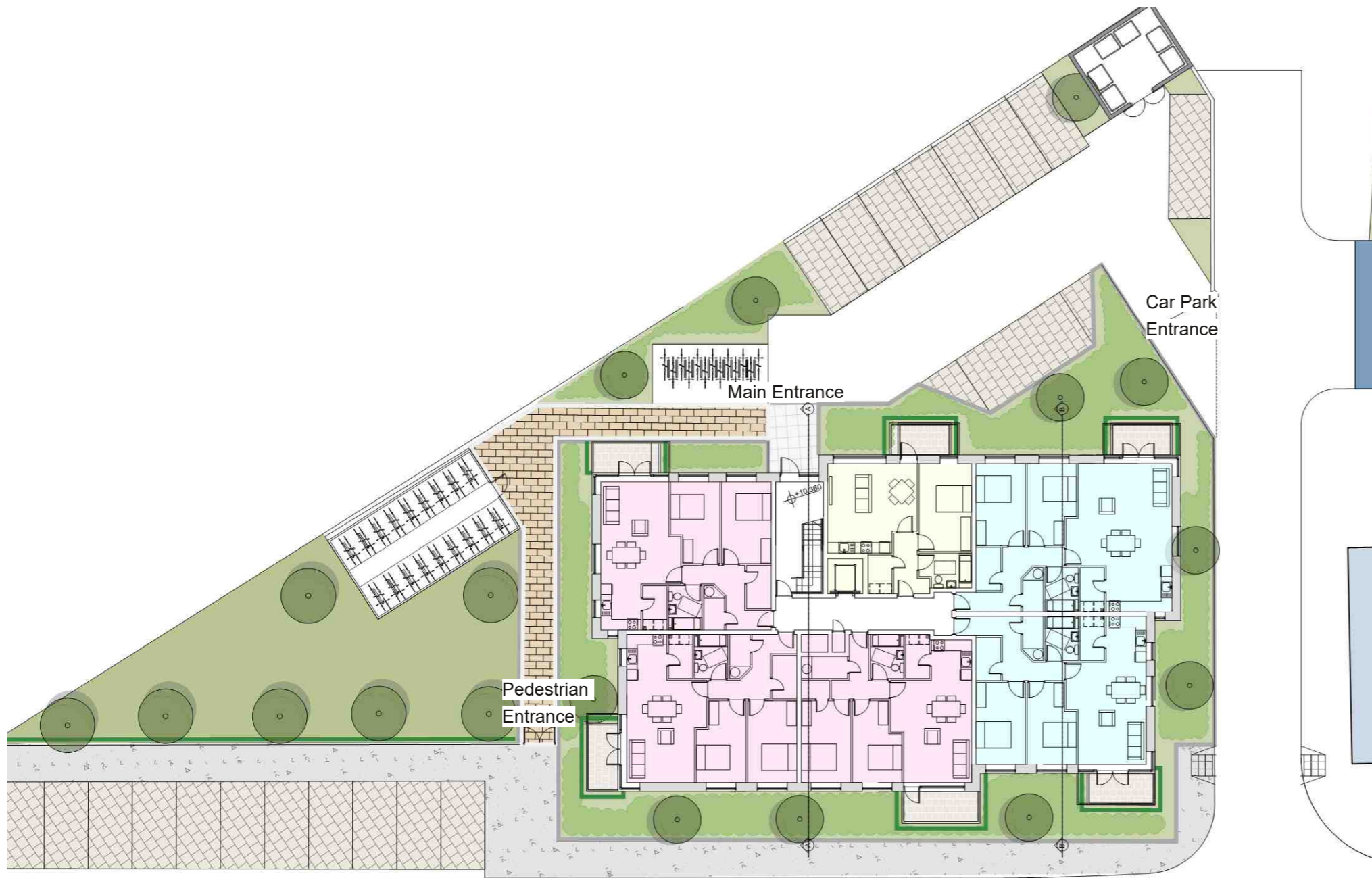
Each apartment is designed to the latest space standards and includes open plan living spaces, storage and private open space of balcony or roof terrace which meet the full design standards necessary for the private market.

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 residents.

A total of 14 units are dual aspect, which equates to 70%.



View of Block 29 from Grange Lodge Avenue



Ground Floor Site Layout Plan

2.2 Massing & Height

The proposed massing of Block 29 is three storeys with an additional, set back penthouse above, thus comprising 4 storeys overall. The form of the building responds to the plan, pushing and pulling to allow maximum opportunities for dual aspect and daylight.

Block 29 falls with 500m radius of Clongriffin Train Station and very close to Main Street.



Bird's eye view of Block 29



EAST ELEVATION - GRANGE LODGE AVENUE



SOUTH ELEVATION

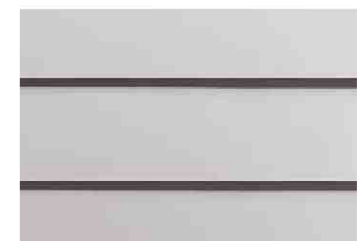
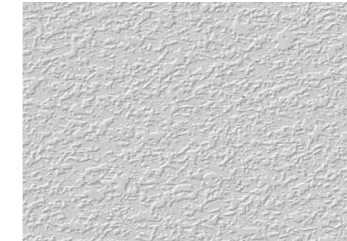
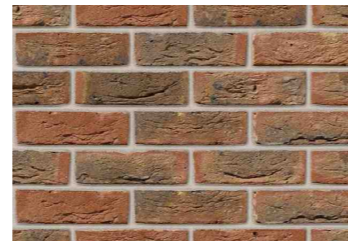
2.3 Material Palette & Precedents

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 block. Fibre cement linear cladding panels will be used at the recessed penthouse level.

The building form of this 4 storey block is uncomplicated. The scale and materials help to transition between the Main Street scale of the existing apartment blocks to the north at 5-6 storeys and the adjacent existing housing across the street on Grange Lodge Avenue at 2-3 storeys.



Key precedent images of material palette for Block 29



**Linear Fibre Cement
Penthouse Cladding**

The penthouse level residential units are clad in linear fibre cement cladding and recessed to reduce overshadowing to neighbouring residents.



Brickwork facade

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

**Painted Steel
Balconies &
Balustrades**

Prefinished off site for durability and high quality finish. 1.8m high wind screens in transparent glass are provided to the ends of balconies adjacent to corners of the building which were highlighted by the wind report.

2.4 Apartment Design

The apartment layouts are based on a build to rent model. The residents' main entrance is gated, along Grange Lodge Avenue, allowing private access to both the parking and the block's main entrance.

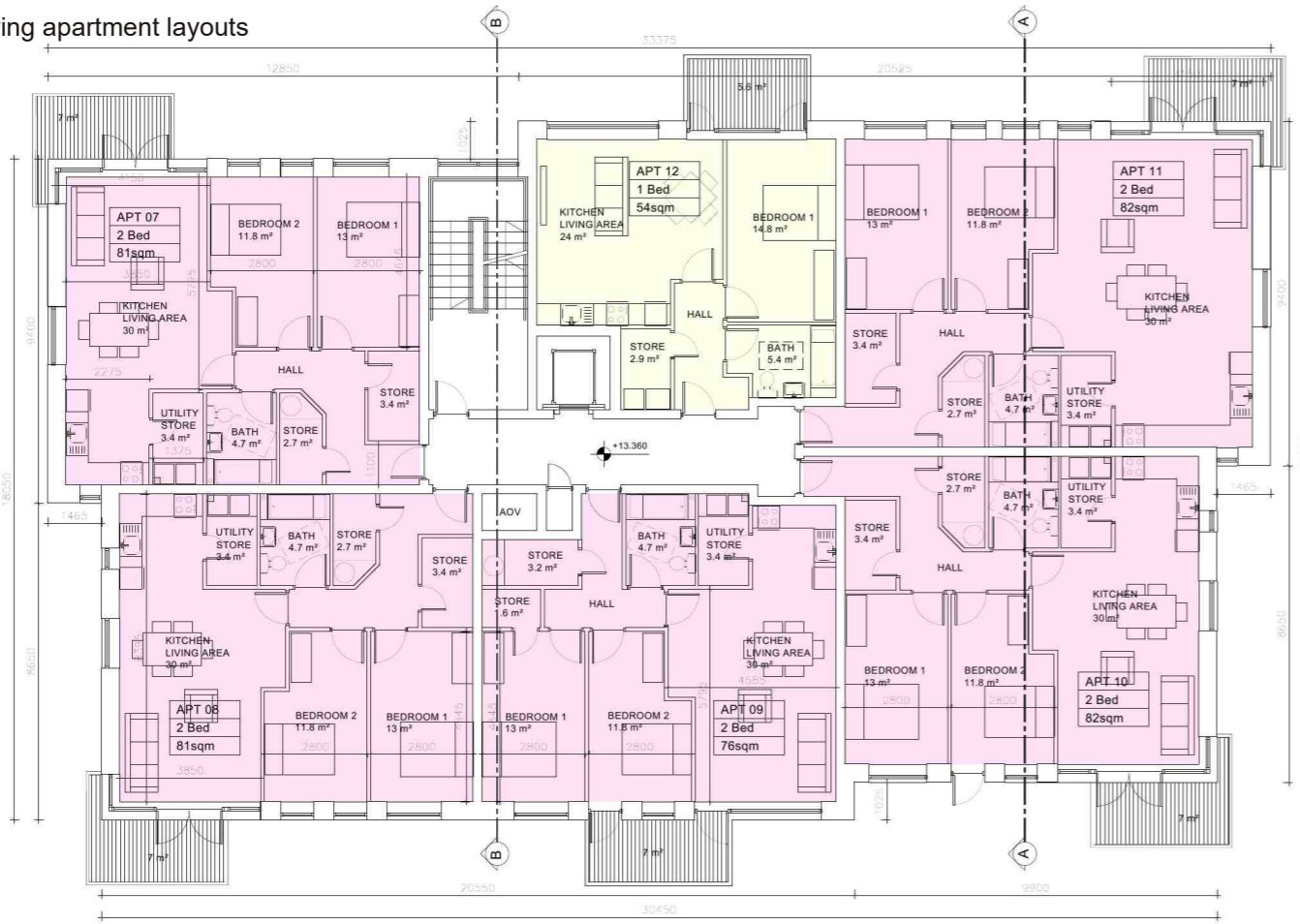
A total of 212m² of external amenity space has been provided for the residents.

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.

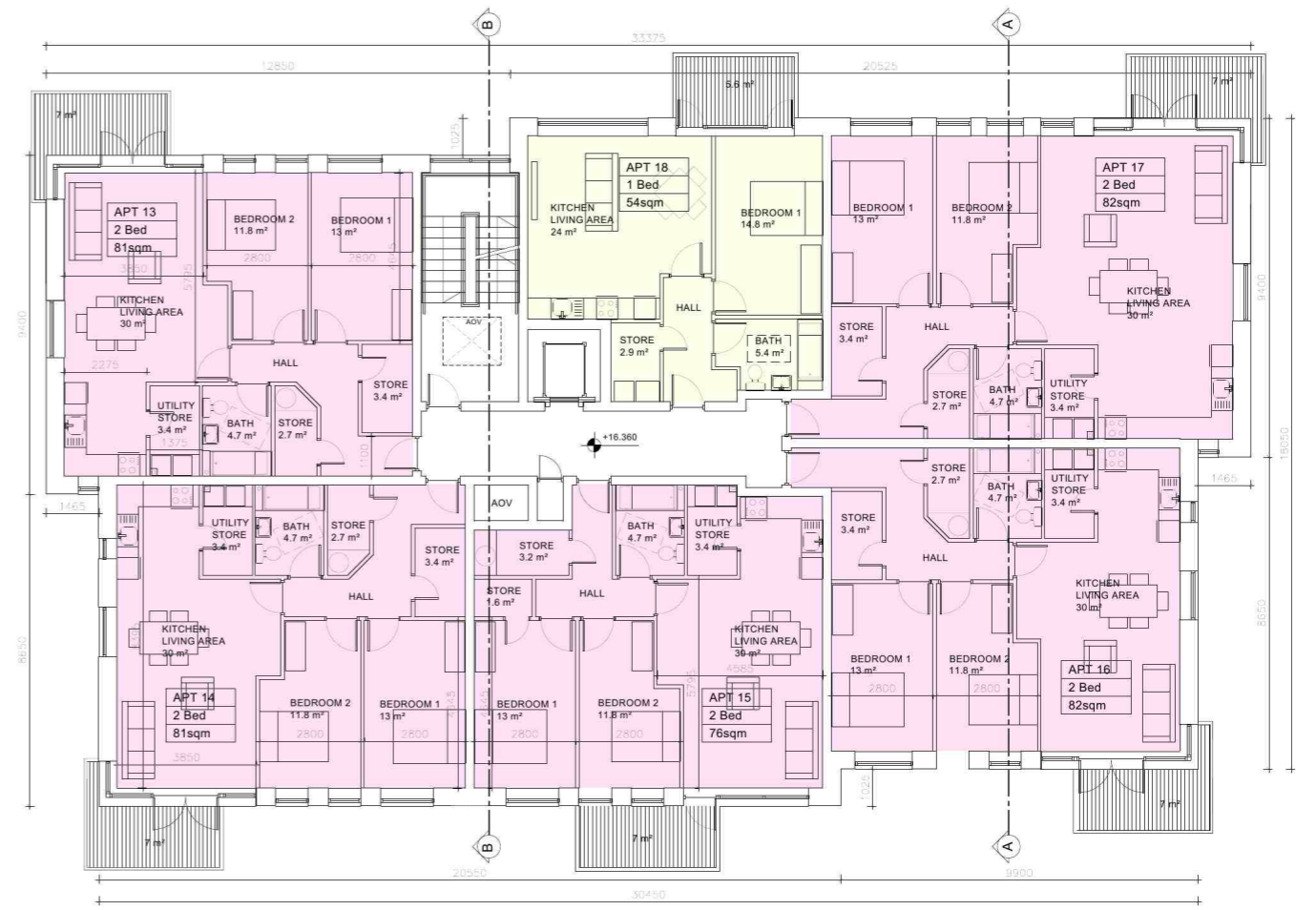
A total of 14 apartments are dual aspect, which is a ratio of 70%. This is considered acceptable in this town centre, urban context and is in line with relevant standards. There are no north facing, single aspect units in Block 29. Block 29 forms part of a larger application package and the average dual aspect ratio across the full package is 55%.



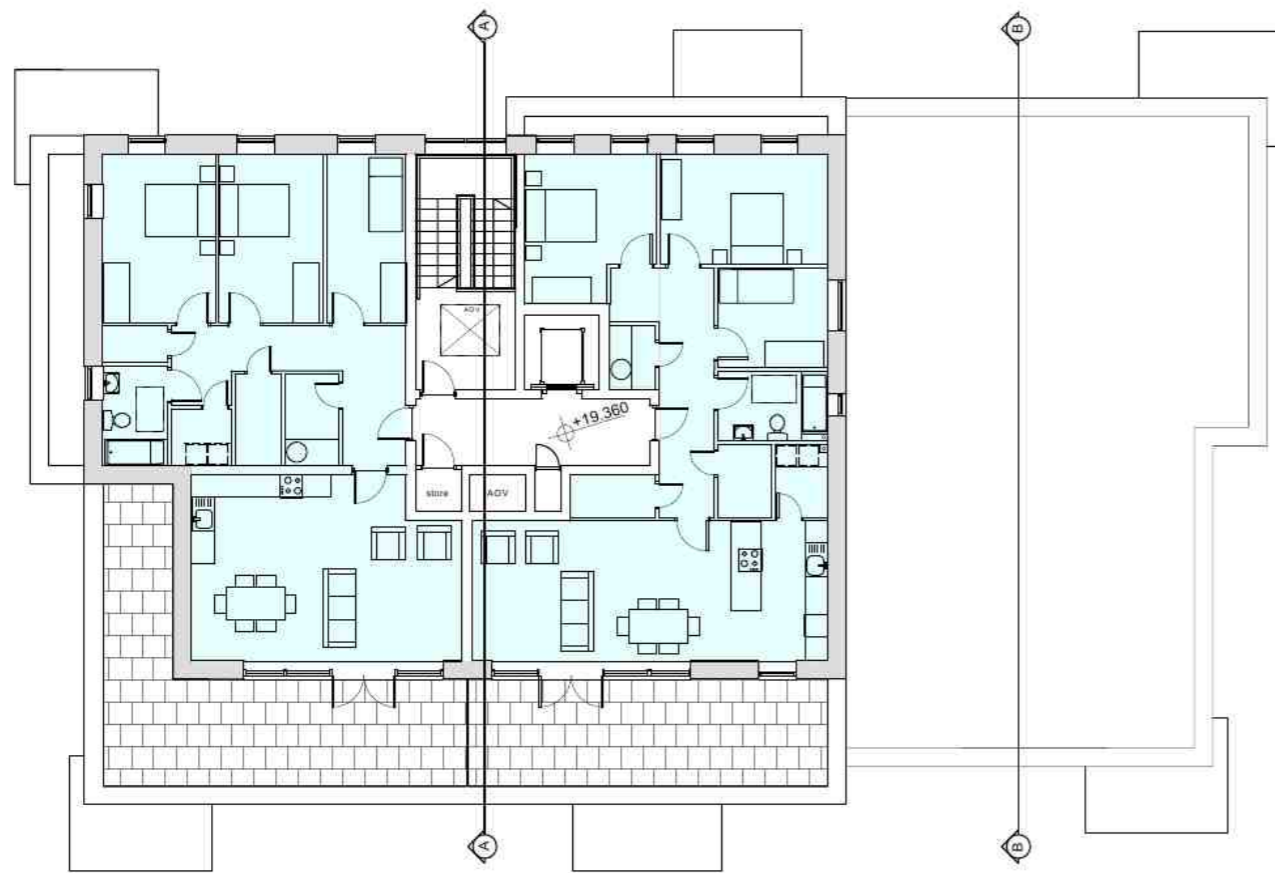
Floor Plans, showing apartment layouts



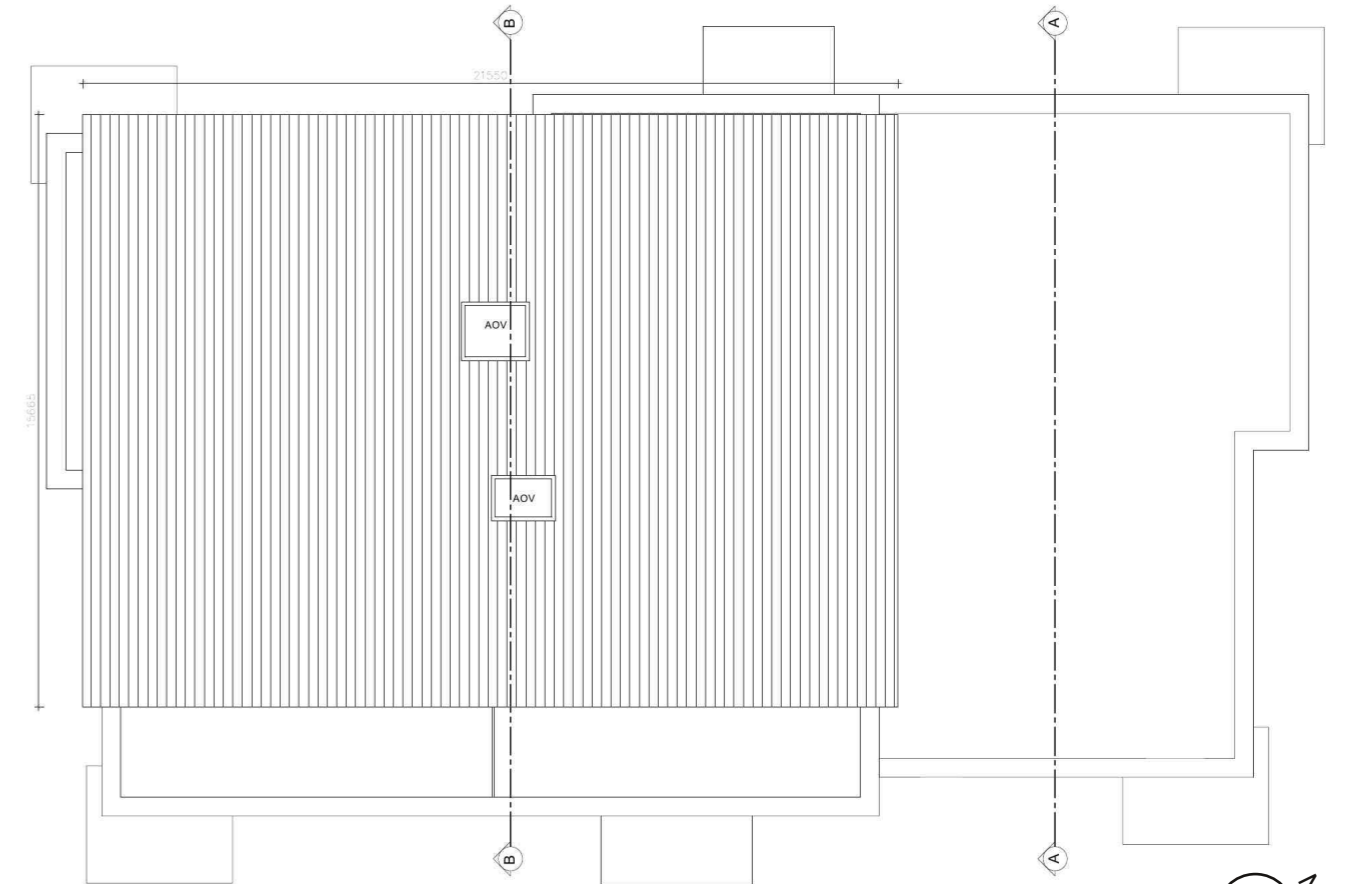
FIRST FLOOR PLAN



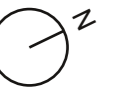
SECOND FLOOR PLAN



THIRD FLOOR PLAN



ROOF PLAN



3.0 URBAN DESIGN STRATEGY

3.1 Streetscape & Urban Design

The triangular site of Block 29 is enclosed by playing fields to the west, Grange Lodge Avenue to the east and Block 22 to the north. The urban form of the proposal consists of one simple block sitting within a landscaped plot. The building is expressed as a 3 storey brick volume with a lightweight, set back penthouse level above, thus comprising 4 storeys overall.

The massing of the building will create a strong street edge along Grange Lodge Avenue, in keeping with the grain of the wider urban fabric, while the amenity space with its high quality boundary treatment will create a new extension to the public realm to the south.

The primary entrance is located within the plot, from the car park. The urban design strategy for Block 29 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.

On-street parking is an important tool for slowing traffic and activating streets, including Grange Lodge Avenue. The provision of parking on this street will increase security and activity.



3.2 Compliance With The 12 Urban Design Criterion

Context

Block 29 fits into its context in terms of scale and form. It is a small triangular block, bridging between the high density development to the north and lower density housing in Beau Park to the south. The material palette is similar to its neighbours, whilst not the exact same, as surrounding blocks. The building presents an appropriate frontage to the street with residential units protected by private amenity space.

Connections

Block 29 sits into a context of permeable streets. The form of the plot is a result of desire lines and linkages in the wider area.

Inclusivity

All apartments have been designed to the latest standards and are extremely accessible for every user. Residents will be provided with a central access point from the car park. Circulation is fully accessible with level access, wide doors, lifts to each floor and level access to all communal spaces including the garden.

Variety

Block 29 offers a mix of residential accommodation, including all associated amenity. The residential units are designed to 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 29 makes very efficient use of resources through high density residential development, at 83dph in addition to residential parking, bicycle parking and amenity space including a 212sqm landscaped courtyard at ground level. This provides the best possible use for this brownfield site in an urban location, well connected to public transport.

Distinctiveness

Block 29 is distinct from surrounding blocks through its roofscape and form, which compromises a mono pitched roof over a simple block form, surrounded by a surface level garden and parking area. This distinctiveness will aid wayfinding and legibility in Clongriffin Town Centre.

Layout

The proposals are laid out to make the most of this site, maximising light into all units and opportunities for dual aspect.

Public Realm

The proposals locate on-street parking at surface level. 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.

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 29 will be centrally managed 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 rate of 1 spaces per unit. This is in line with relevant guidelines and experience to date in Clongriffin. Parking is provided communally in a surface level car park with a single access point. Bicycle parking has been provided at a rate of 2.45 spaces per apartment and meets all relevant guidelines.

Detailed Design

Block 29 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.

3.3 Street Sections

The sections show the horizontal arrangement of space on both Grange Lodge Avenue and Grange Lodge Lane.

The first is taken through Grange Lodge Avenue and shows the division of space horizontally. The street will be well enclosed by buildings on each side, with a generous width of 18.3m. With Tree planting and a wide pedestrian and bicycle street and high quality finishes will combine to create a pedestrian friendly zone. At 6.1m the carriageway accounts for 34% of the width of the street. This width allows for comfortable flow of vehicles and bicycles, and pedestrians.

The second is taken through Grange Lodge Lane. This will be a local access street and is narrower as a result, At 5m the carriageway for 62% of the width of the street.



3.4 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

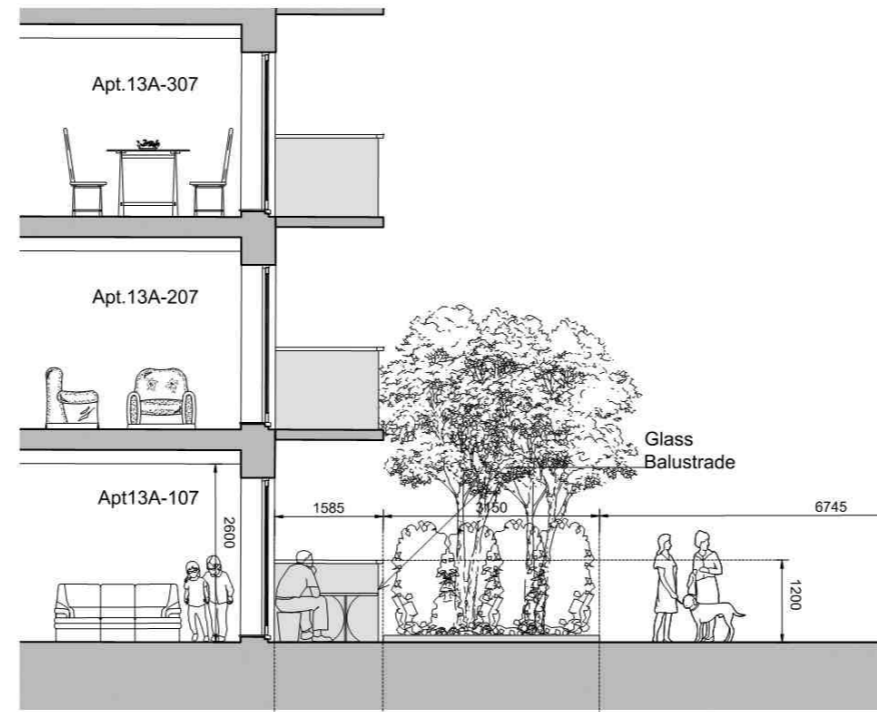
Where the planting strip between the outer edge of the residents private amenity space and the adjacent footpath is greater than 1.2m, own door apartments with the finished floor level with the footpath are considered appropriate, since there is sufficient landscape buffer and own door units provide 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. 13A-107

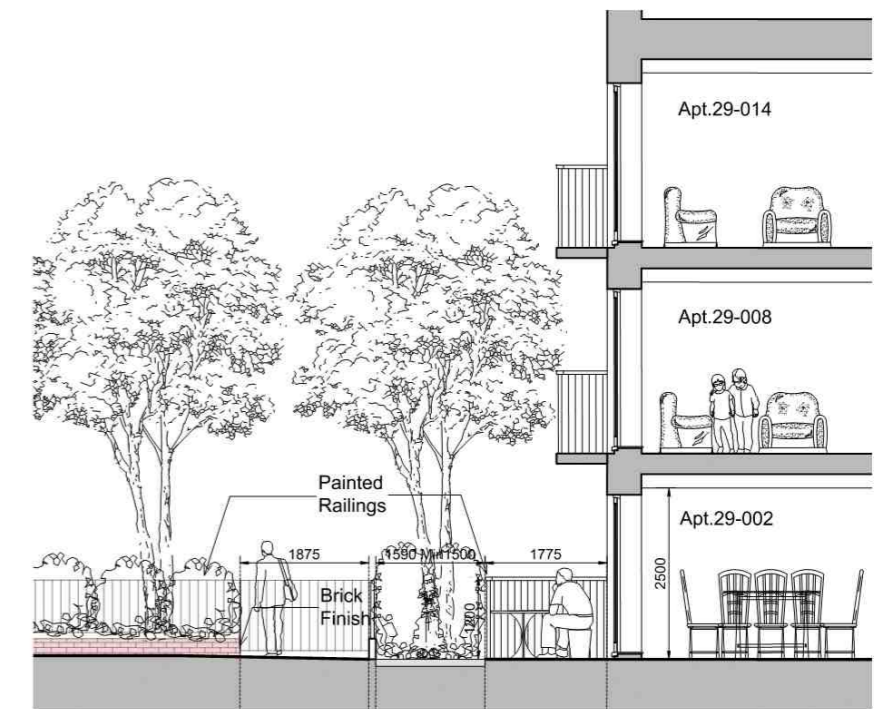


Part Plan Apt. 13A-107 Podium Level

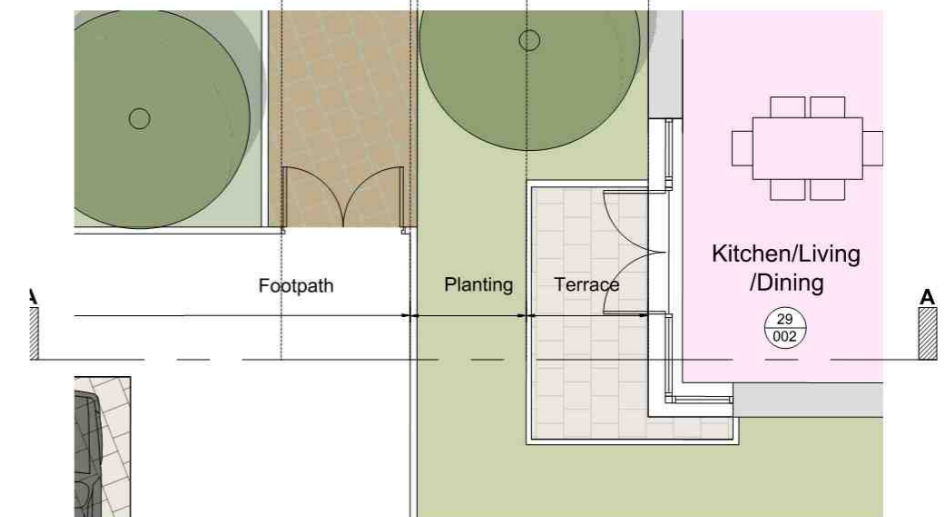
Threshold Condition 1 example, Block 3 - terrace with level with street



Threshold Condition 1 example on, Block 11



Section A-A through Apt. 29-002



Threshold Condition 2, Block 29 - terrace raised above street level below



Threshold Condition 3 example on, Block 6 - fully recessed terrace with planting

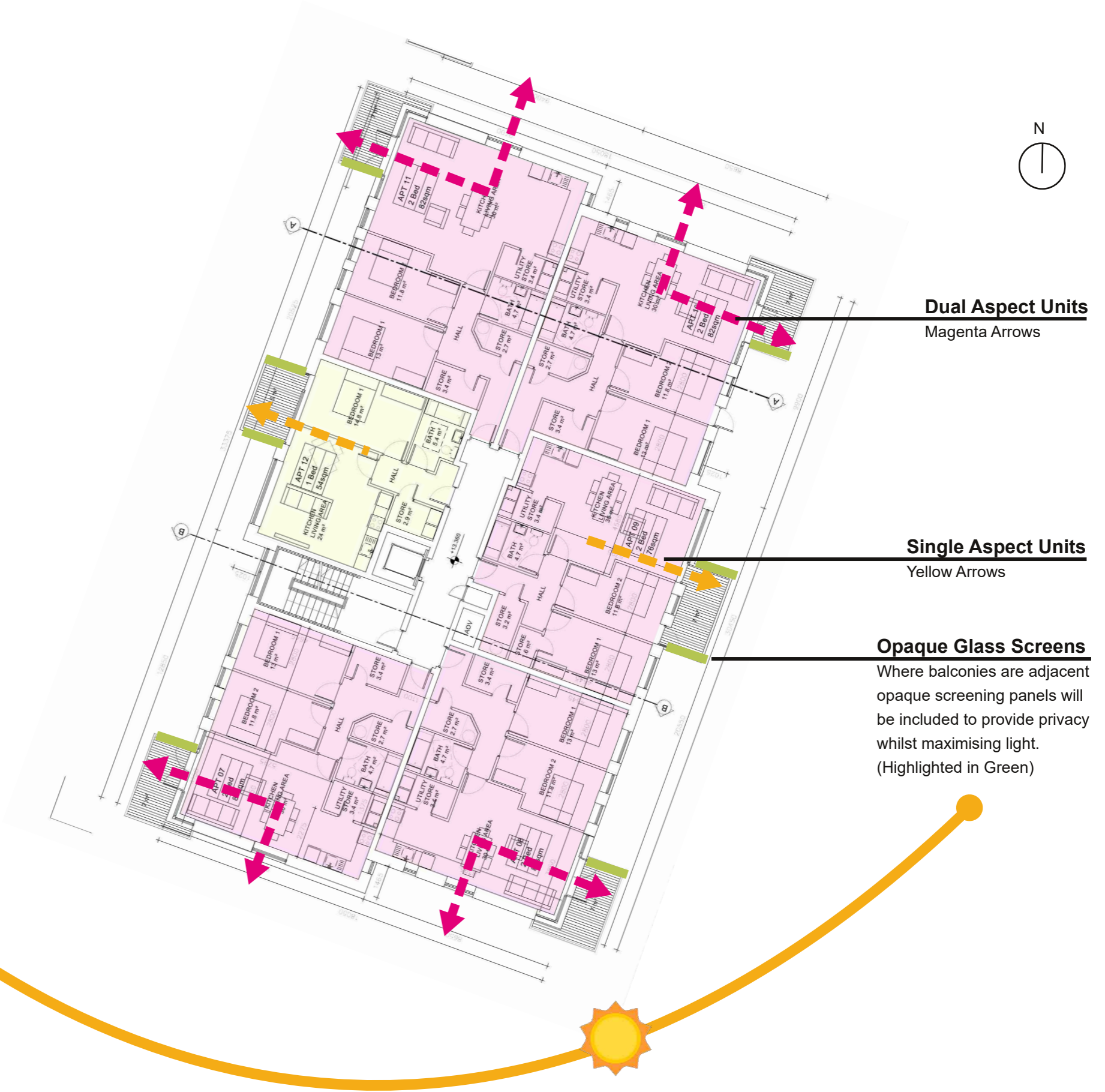
3.5 Residential Amenity, Overlooking, Privacy

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

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

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

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

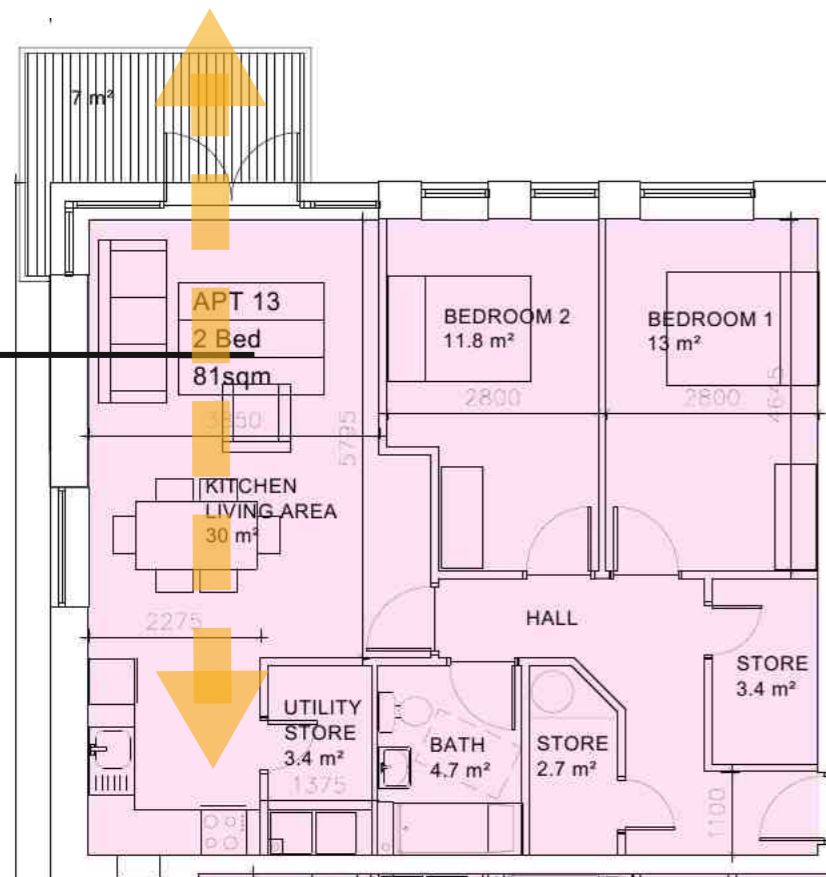


Block 29 upper floor plan showing private balconies opening from living areas



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



Block 29 unit plan showing private balconies opening from living areas



Opaque glazed screen



Location of Opaque glazed screen - Block 29



Block 29 Elevation

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 occupiers of these dwellings with a few minutes walk.

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, Bellpark (formerly 'Panhandle 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 town centre, 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.

The surface level garden, 212m² in size, 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. It should receive sunlight all through the day as a result of its southern aspect.



Communal Open Space Requirement

	1 Bed	2 Bed (4P)	3 Bed	TOTAL
Number	3	15	2	20
Area Requirement	5	7	9	
TOTAL	15	105	18	138

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 29 has a net density of 83dph. This is achieved through a sustainable mix of 15% 1 bed units, 75% 2 bed units and 10% 3 bed units. All units provided are apartments.

Block 29 is located within 500m of Clongriffin Station. It is also located close to bus stops and a connected, off-road, cycle network linking to Dublin City Centre and beyond.

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


5.2 Social & Affordable Housing

Gannon Homes 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 and 14 in their entirety and 2 ground floor units in Block 29. Therefore, there are 2 social housing units proposed within Block 29, locations shown adjacent.

Dwelling Mix

	No. of dwellings	%
1 Bedroom Apartment	3	15%
2 Bedroom Apartment	15	75%
3 Bedroom Apartment	2	10%
Total	20	100%

 Social Housing Units
(1x1 Bed, 1 x 2 Bed)



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 (10-11 storey office height equivalent) is designated adjacent to Clongriffin Rail Station. In other locations, where 4 storey 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 development on planning conditions, completion of infrastructure adherence to phasing policy, taking in charge standard building control and fire regulations and seek more effective mechanisms for Dublin City Council to see 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 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 20 car parking spaces are provided in Block 29, all at surface level both on the street and within the plot. This equates to a ratio of 1 spaces per apartment. This ratio 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.

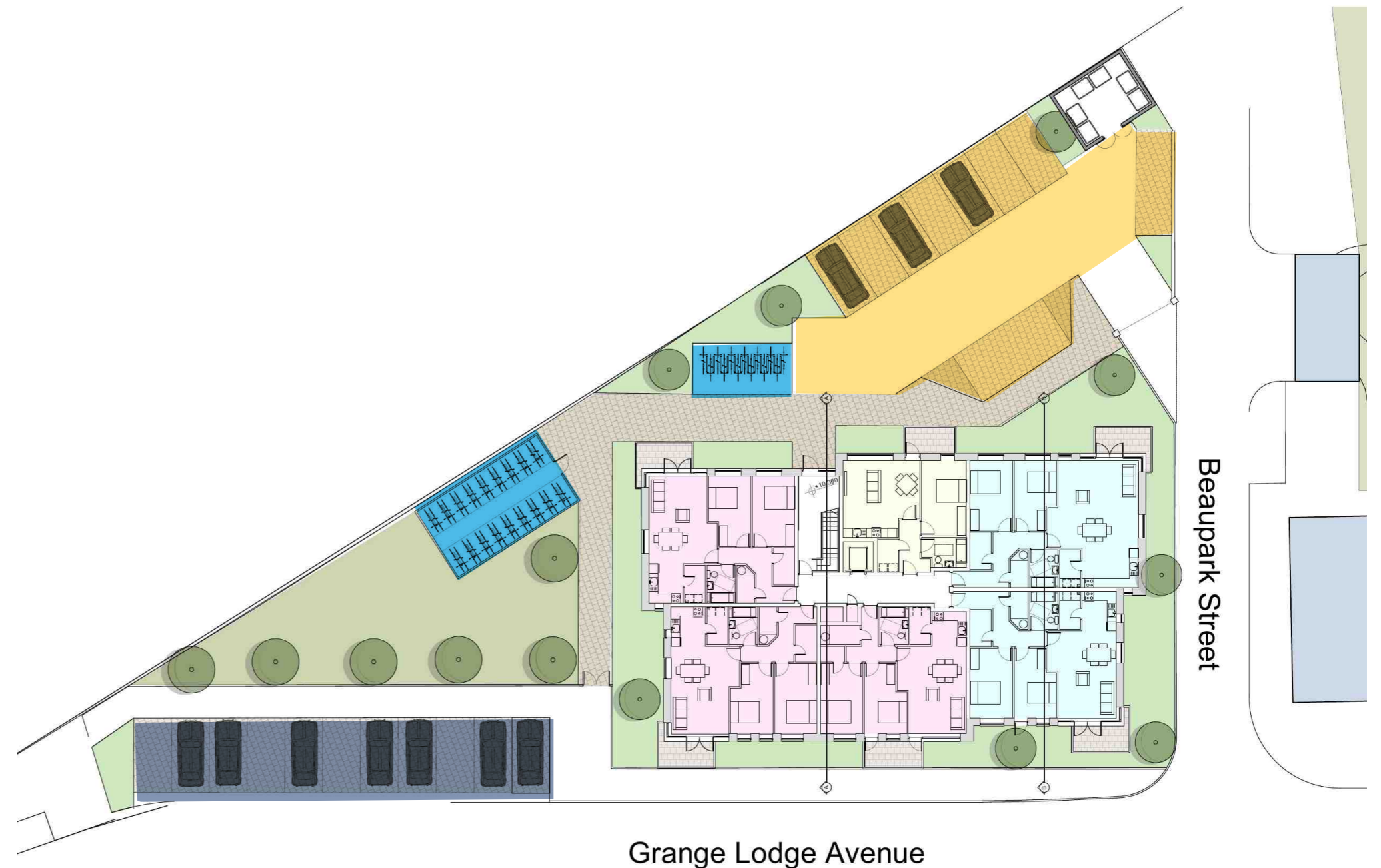
Additional car parking space, included car share vehicles, are available for residents within Block 29 if necessary. The large commuter car park in Block 12 has capacity to accommodate visitors and overflow resident use. Car share vehicles already located in this car park have proven very popular with the existing population and the scheme was recently extended.

6.2 Bicycle Parking

A total of 49 bicycle parking spaces are provided at surface level, in sheltered bike stores, in Block 29. Spaces are provided in accordance with the requirements set out in Sustainable Urban Housing: Guidelines for Planning Authorities (March 2018). The guidelines require one bicycle parking space per bedroom and one visitor space between each two apartments.

	No.	Spaces needed	Visitor Spaces	Total
1 Bed Apts	3	3	1.5	4.5
2 Bed Apts	15	30	7.5	37.5
3 Bed Apts	2	6	1	7
TOTAL Required	20	39	10	49

- Surface Parking
- Street Parking
- Bicycle Parking



Parking plan

6.3 Refuse Storage & Collection

A communal bin store is located in the surface car park of block 29. This location will be easily accessible for all residents as the car park is within close proximity to the building.

Bins can be easily collected from the gate on Beaupark Street. Bin storage and management will be under the 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.

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 streetscape and allowing for as much passive surveillance and podium views as possible.

Dual aspect units make up the majority of units in Block 29 at 70%. There are no northern facing single aspect units in this block.

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.