

# Block 8 Clongriffin

## Architect's Design Statement

Clongriffin Strategic Housing Development 1 - Stage 3

An Bórd Pleanála

August 2019



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### Site Summary: Build to Sell

Total Residential Units	114 nr. (375 bed spaces)
Site Area	0.73 ha (1.80 acres)
Plot Ratio	1.6
Site Coverage (to back of pavement)	100%
Net Density	156 units/ha (68 units/acre)
Building Height	3 to 7 storeys + penthouse
External Amenity Space (Podium)	1,409 sqm
Parking	72 spaces off-street, under podium 31 spaces on-street 103 Total
Cycle Parking	179 spaces off-street

### Schedule of Accommodation

1 Bed Units	39	(avg. 54sqm each)
2 Bed Units	72	(avg. 82.7sqm each)
3 Bed Units	3	(avg. 131.7sqm each)
<b>Total</b>	<b>114</b>	

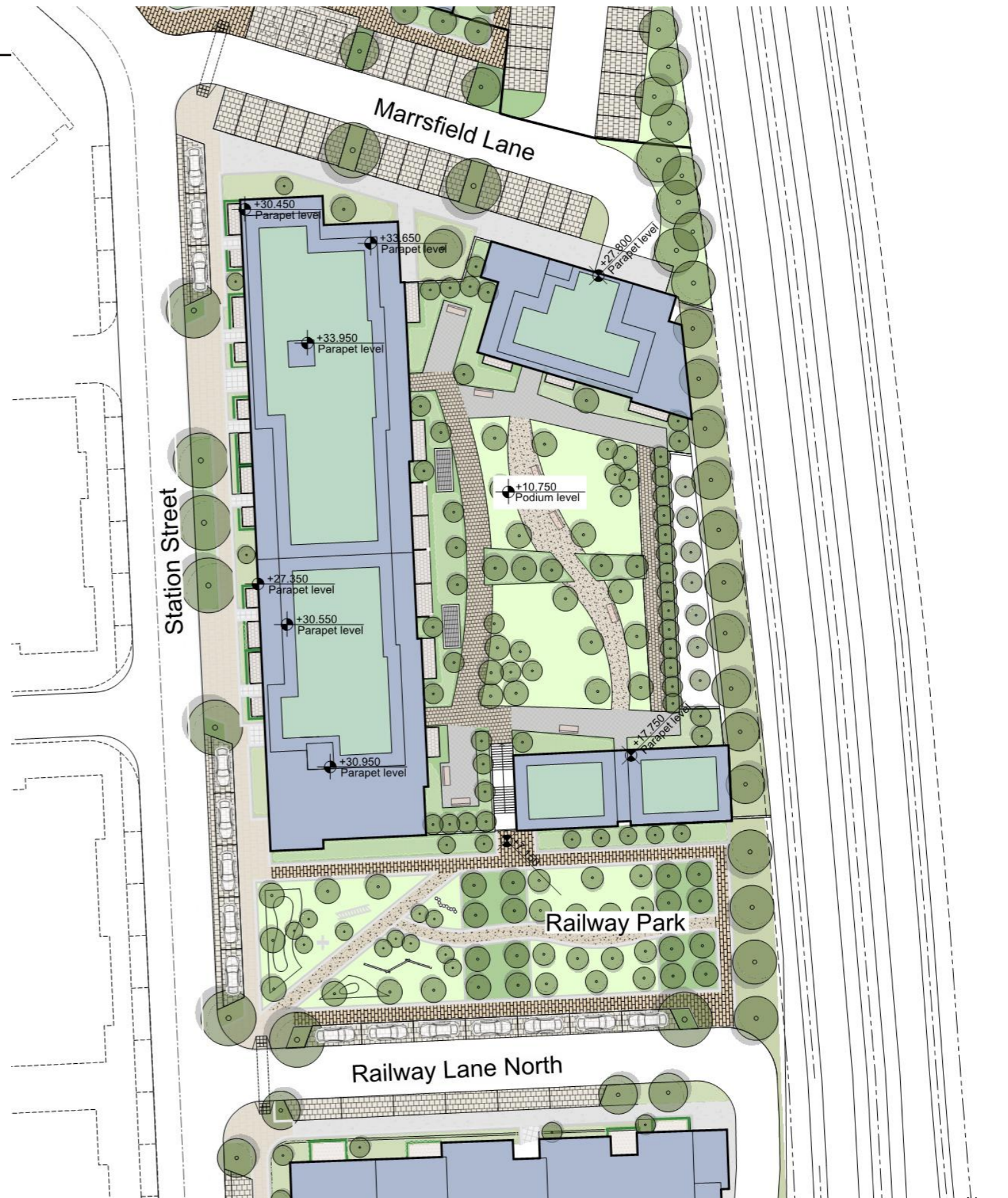




Please Note; All drawings within the report are for reference only. Please refer to full scale drawings for detail.

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Block 8 site layout

# 1.0 INTRODUCTION & GENERAL DESCRIPTION

## 1.1 Introduction & General Description

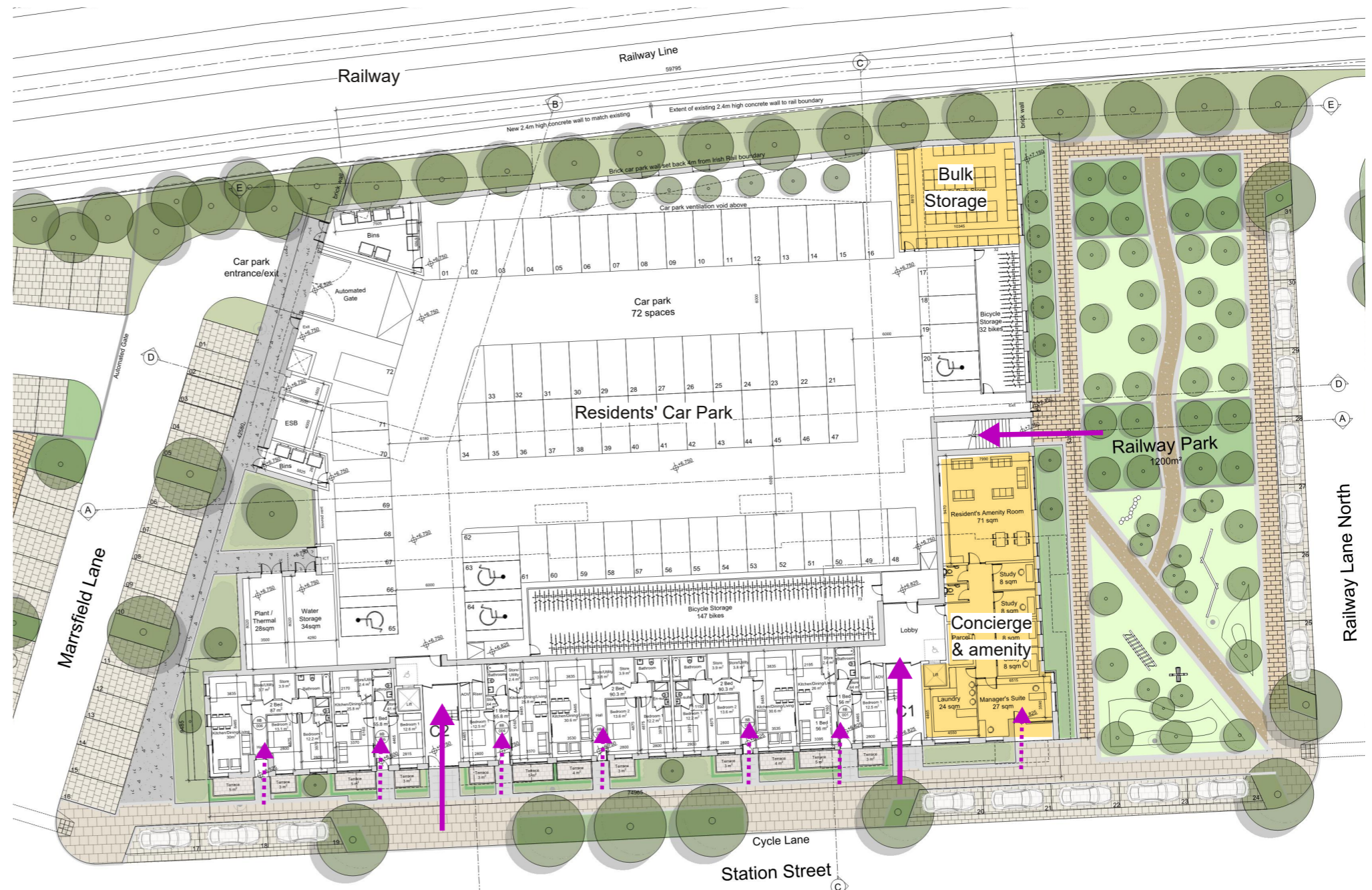
Block 8 is a 0.73 hectare site located at the heart of Clongriffin enclosed by Station Street to the west, the railway line to the east and two laneways to the north (Marrsfield Lane) and south (Railway Lane North). The block is made up of Build to Sell residential units, with 114 apartments and 1,661m<sup>2</sup> internal and external amenity space for residents.

Block 8 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 at ground level, including a concierge, bulk storage, laundry and flexible amenity room. These amenities and the shared entrance they surround will add activity and an active street frontage. Combined with a long frontage of own-door units, Block 8 will contribute to the activity and street life along the busy Station Street.

The proposed residential mix is 39 no. 1 bed units, 72 no. 2 bed units and 3 no. 3 bed units. This generates a mix of 34% 1 beds, 63% 2 beds and 3% 3 beds.

Residential external amenity space is provided at podium level in a shared courtyard 1,409m<sup>2</sup> in size.

A public park is proposed to the south of the block on Railway Lane North. This park is called Railway Park and is 1,200sqm in size. This park will provide high quality open space for surrounding blocks.



Ground Floor Site Layout Plan



Marrsfield

Mayne River  
Linear Park

MARRSFIELD  
ATTENUATION  
POND

Station Square with  
Park&Ride below

Clongriffin Dart  
Station

Block 25

Block 26

Block 8

Block 27

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

Block 11

MARRSFIELD AVENUE

Block 6

Block 28

STATION STREET

PARK STREET

Block 5

Block 13

Block 17

Block 4

Block 15

LAKE STREET

Block 14

Block 3

MAIN STREET

PARK AVENUE

FR. COLLINS PARK

Block 29

Bird's Eye View of Block 8 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 8' in the original masterplan layout for Clongriffin. Block 8 is a rectangular shaped site of 0.73 hectares located on the busy street of Station Street. It is a brownfield site which will be bounded by Block 26 and Marrsfield Lane to the north, Block 11 and Railway Lane North to the south, and the railway line to the east. Block 8 has a long frontage onto Station Street to the west. It's prominent location on this junction provides a good opportunity for wayfinding and legibility with the new mixed use town centre.

The site is easily accessible by the existing road and rail network and close to Station Square. From this transport hub the 15 bus can be caught into the City or train via Clongriffin Dart Station.

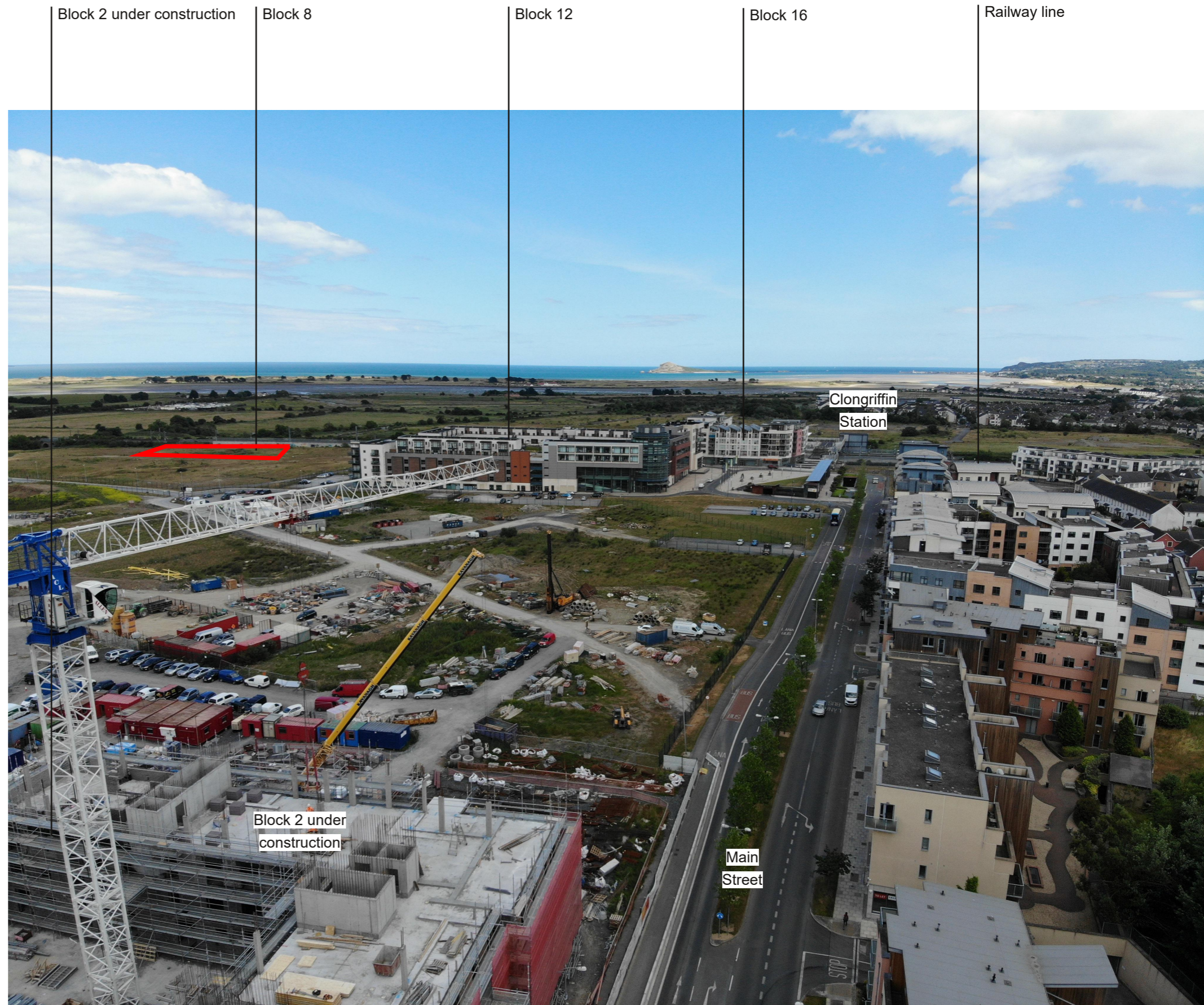
To the south of the site are blocks 12 & 16, built in 2007-08. These front the town square and are situated above a two level car parking and Park and Ride. These two buildings are 5 storeys with commercial uses at ground floor and residential units above.

Immediately to the north is Block 26, to the immediate south Block 11, both of which are subject to this application. To the west lies Block 7, which is outside this application package as it is in different ownership.

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.

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 8 site within local context, August 2018



Block 12 was completed in 2008

# 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 8 was granted planning permission for 84no. of apartment, (24 1-bedroom units, 60 2-bedroom units) and 1448m<sup>2</sup> ground floor commercial space and 86 car space on a basement car park.

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

Residential Accommodation:

	1 Bed	2 Bed	3 Bed	TOTAL
No. of Apartments	24	60	-	84

Non-Residential Accommodation:

Unit Type	No. of Units	Total gross floor area (m <sup>2</sup> )
Enterprise Units	14	882
Community Hall subdivided with information library		566
<b>TOTAL</b>		<b>1448</b>

Off-Street Parking: (Zone 2 standards)

No. of spaces	No. of Res Units	Rate per Unit
24	24 (1 bed. apts.)	1.0
60	60 (2 bed apts.)	1.0
2	Visitor	
<b>86</b>	<b>TOTAL</b>	

On-Street Parking:

14	Enterprise	1 per 125 sq. m.
4	Community centre	1 per 150 sq. m.
26	Visitor	
44	<b>Total spaces (refer to site layout)</b>	

Private/Communal Open Space:

Res. Units	Private/Communal Open Space (m <sup>2</sup> )	Rate per Unit (m <sup>2</sup> )
84	3,056	36.3

Bicycle parking: (Underground)

No. of spaces	No. of Res Units	Rate per Unit
84	Residential	1.0
9	Enterprise	1 per 100 sq.m
6	Community centre	1 per 100 sq.m
<b>99</b>	<b>TOTAL</b>	



Section A - A 0101 B08 105 / SECTION A - A - SCALE 1:200



Section B - B 0101 B08 105 / SECTION B-B - SCALE 1:200



North Elevation 0101 B08 107 / WEST ELEVATION - SCALE 1:200



South Elevation 0101 B08 107 / SOUTH ELEVATION - SCALE 1:200



East Elevation 0101 B08 106 / EAST ELEVATION - SCALE 1:200



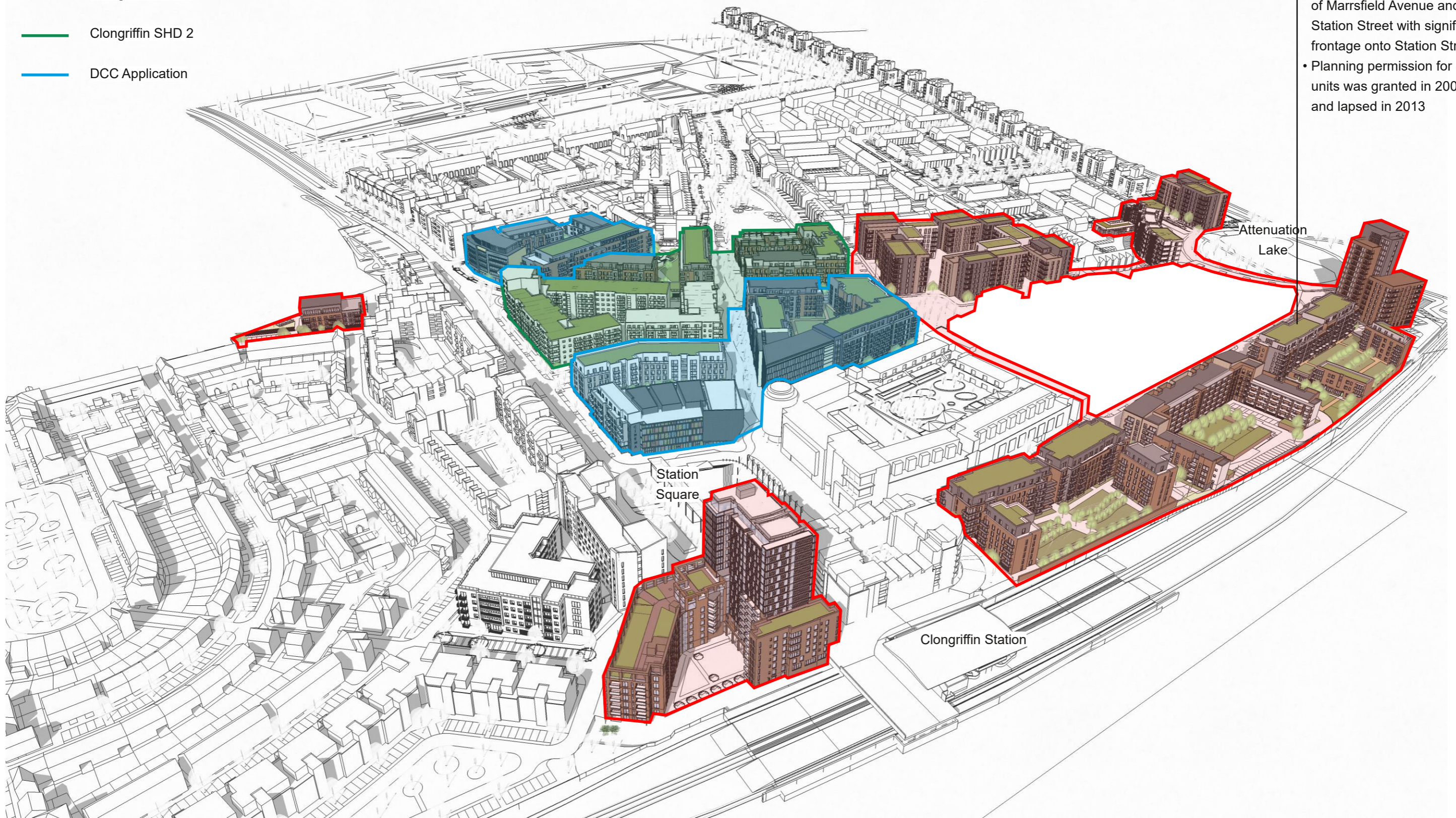
West Elevation 0101 B08 106 / WEST ELEVATION - SCALE 1:200

Previous Application drawings and stats



- Clongriffin SHD 1
- Clongriffin SHD 2
- DCC Application

- Block 8 is located close to the Attenuation Lake and River Mayne Linear Park
- It is on the prominent junction of Marrisfield Avenue and Station Street with significant frontage onto Station Street
- Planning permission for 84 units was granted in 2003 and lapsed in 2013



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

# 1.4 Land Use Zoning

In the Dublin City Council zoning map set (2016), all of Clongriffin is identified as SDRA 1 and the centre around the station as KDC 1. The majority of the subject application lands are identified as residential. Educational uses are identified adjacent to and including the site of Grange Community College, on Old Grange Road.

The suggestion that a school might be located on the Block 8 site originates from the Inspector's Report for the parent applications (PL 29N.131058) (2003).

The Inspector noted that no provision was made for a school within the masterplan site. As such, in concluding the report, condition 29 recommended that that;

*"A portion of sites 08 & 26 shall be reserved for future use as a primary school – until such time as it may be established that there is no need for such a facility."*

*Reason: To comply with the provisions of the North Fringe Action Area Plan in the interest of proper planning and development."*

The Clongriffin-Belmayne LAP (2011) took this recommendation and added indicative zoning for a school in the location of Block 8. This is identified on the Phasing map at the end of that document (see below).

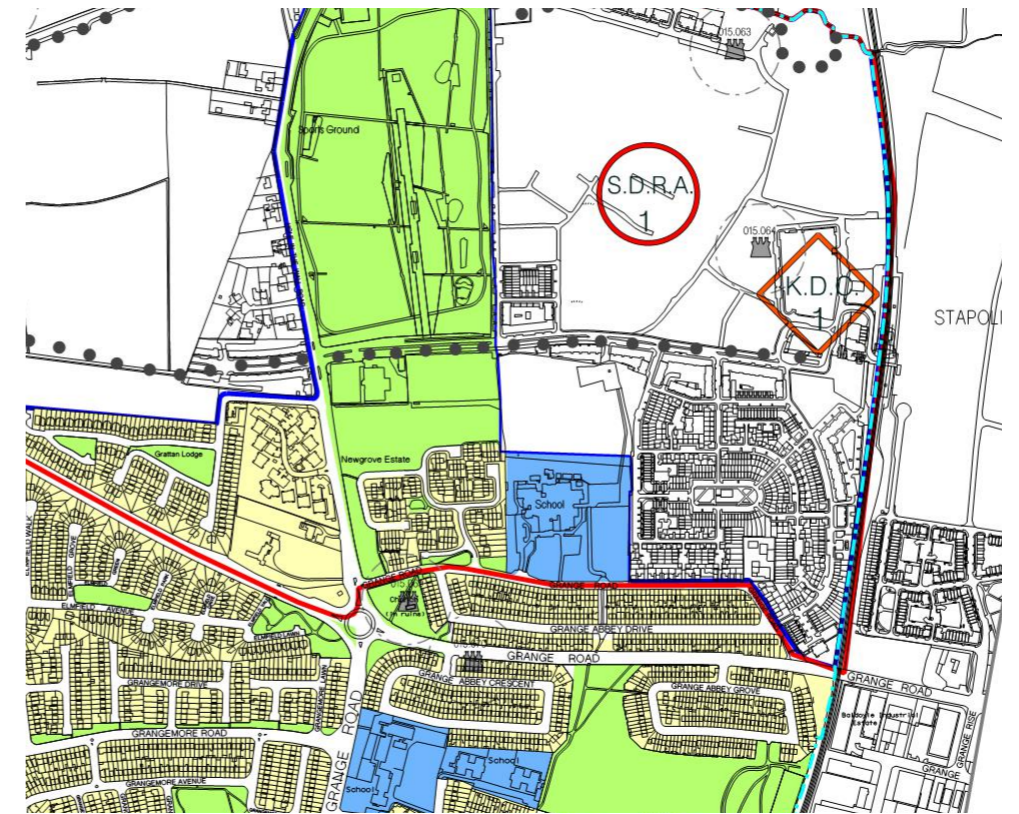
In 2016 the Dublin City Development Plan 2016-2022 was published. The SDRA 1 map, which covers Clongriffin-Belmayne (North Fringe) has removed any indication of school use on the site of Block 8. The balance of the lands within the Department of Education ownership, adjacent to the existing Community College, have now been zoned for education use. Block 8 and surrounding plots are all zoned residential.

This application proposes that any zoning of education uses on the site of Block 8 is historic and has been superseded by the current DCC Development Plan and SDRA 1 map (right).

The site at Main Street, which is overwhelming suitable for a school due to its location immediately north of and bordering onto the lands currently in education use, make it the obvious choice for a school. This site is already in the ownership of the Department of Education.

The proposed site is located central to the wider community of Clongriffin, Belmayne and Donaghmede. The site is adjacent to the playing fields, leisure centre and large amenity space of Fr. Collins Park. It is also ready to go with street frontage on the Main Street and linked into the excellent public transport facilities including bus stops and cycle lanes. A school in this location could serve as a community hub, with the school hall suitable for community uses and gathering.

A suggested layout for a 16 classroom primary school on this plot is indicated on the opposing page.

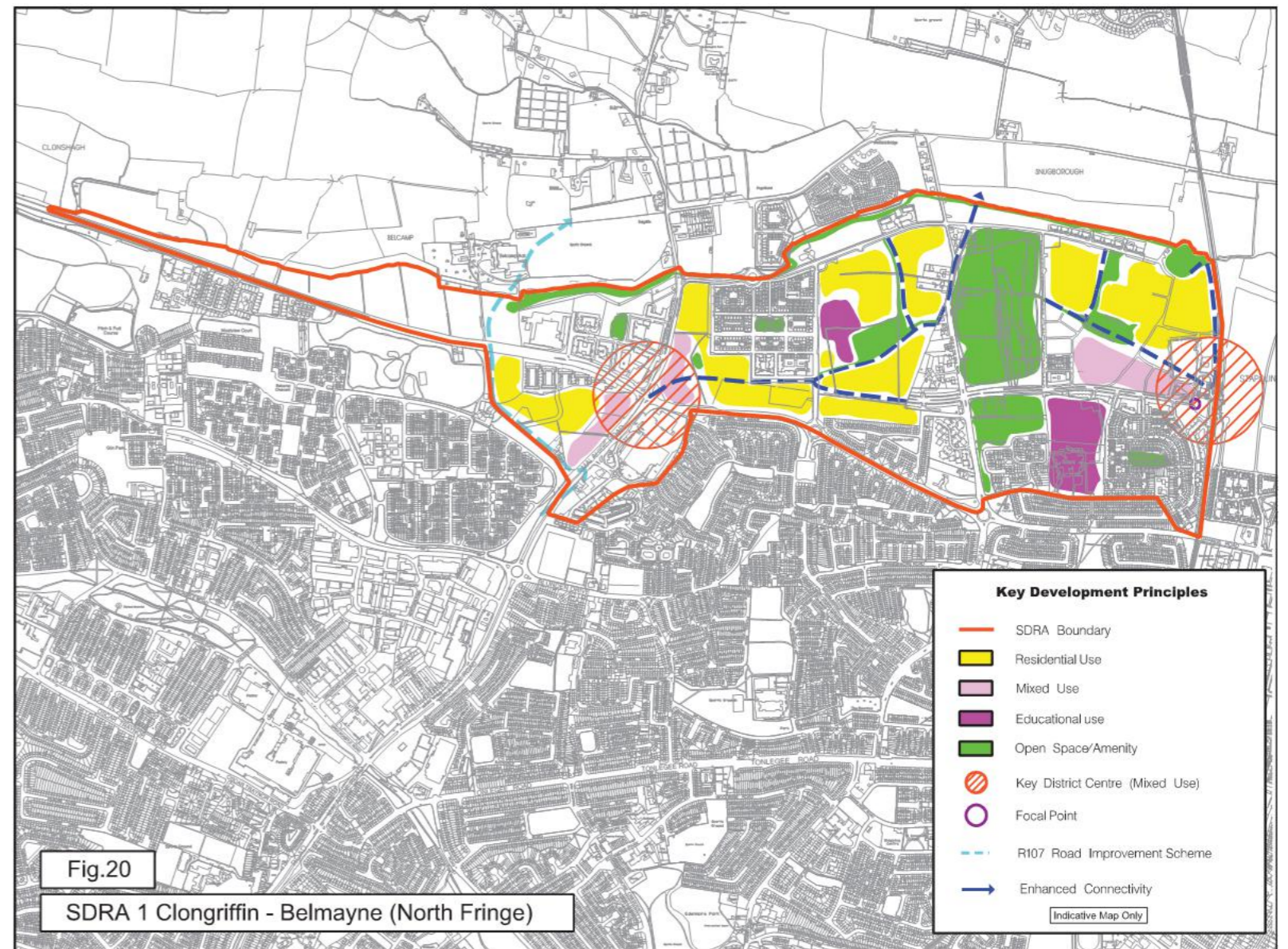


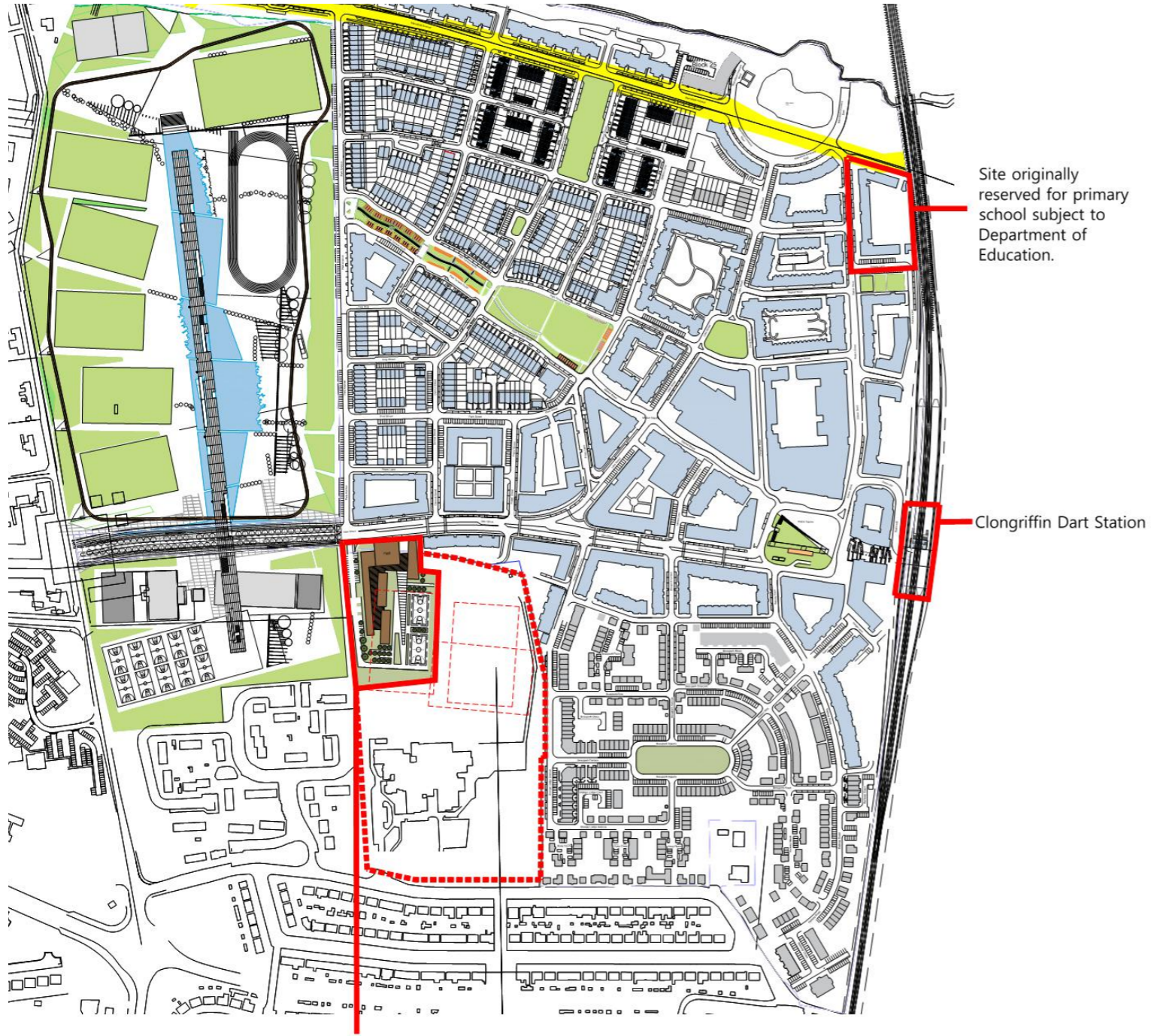
Extract from DCC Map C, top right, showing the location of SDRA 1 and KDC 1. Education zoning is indicated to the south of the proposed school site, on Grange Abbey Road.

SDRA 1 Clongriffin - Belmayne (North Fringe) map from Dublin City Development Plan 2016-2022, right, showing Education Zoning on the lands on Main Street; including the existing school to the south and proposed new school site to the north of this plot. The Block 8 site is clearly zoned for Residential Use.

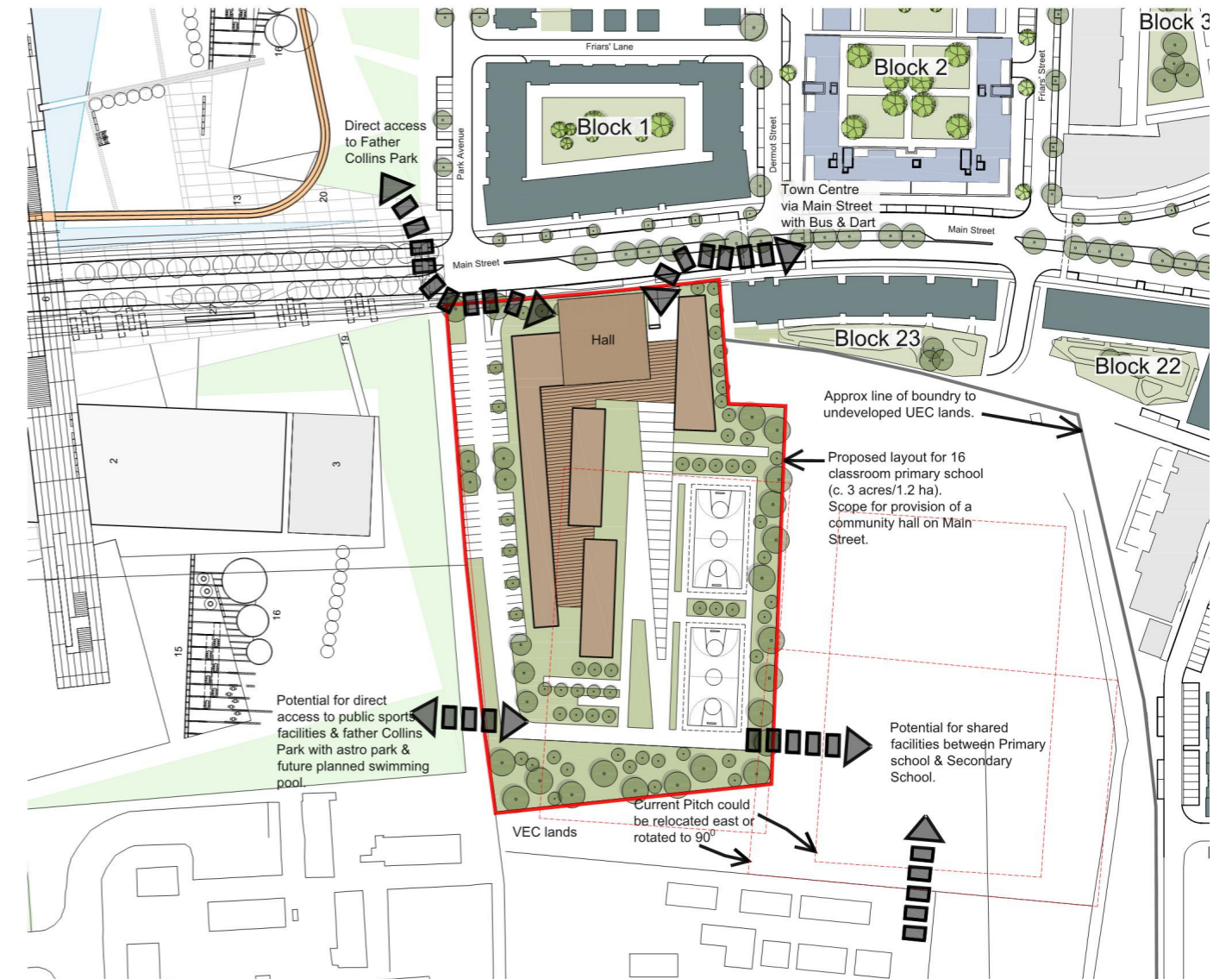


Extract from Clongriffin-Belmayne LAP (2011) Phasing Map, left, showing indicative location of school on Block 8.





Potential Site of new primary school next to Father Collins Park, Bus Stops. Shared facilities with adjacent Grange Community College.



Sketch proposal for the school site in Clongriffin

## 2.0 PROPOSED DESIGN

### 2.1 Design Overview

The design concept for Block 8 is a series of three small blocks arranged around a communal open space, open to the railway in the east. The block is broken into three distinct elements, served by a total of four separate cores. Each block is clad in a palette of mixed brick with aluminium or similar full height glazing to living spaces, to maximise light penetration.

The building is legibly residential; made up of a mixture of red and darker black brick elements, interspersed with recessed and protruding balconies. Penthouse level is lightweight and sits above. 114 apartments are accessed from four cores.

Each residential core has direct access to a shared, highly landscaped, courtyard at podium level. In the south west corner of Block 8, located on Station Street, residents can enter via a concierge where they will find shared residential amenities, including a laundry room and concierge. Each apartment also has a 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 tastes.

A 1,200sqm pocket park, called Railway Park, is located to the immediate south of Block 8, as designated in the Clongriffin-Belmayne LAP. The southern portion of Block 8 steps down to three stories adjacent to this pocket park. Block 8 will have green roofs.



Railway Park at street level as approached along Station Street at Railway Lane North



Bird's eye view of Block 8  
 CONROY CROWE KELLY  
 Architects & Urban Designers



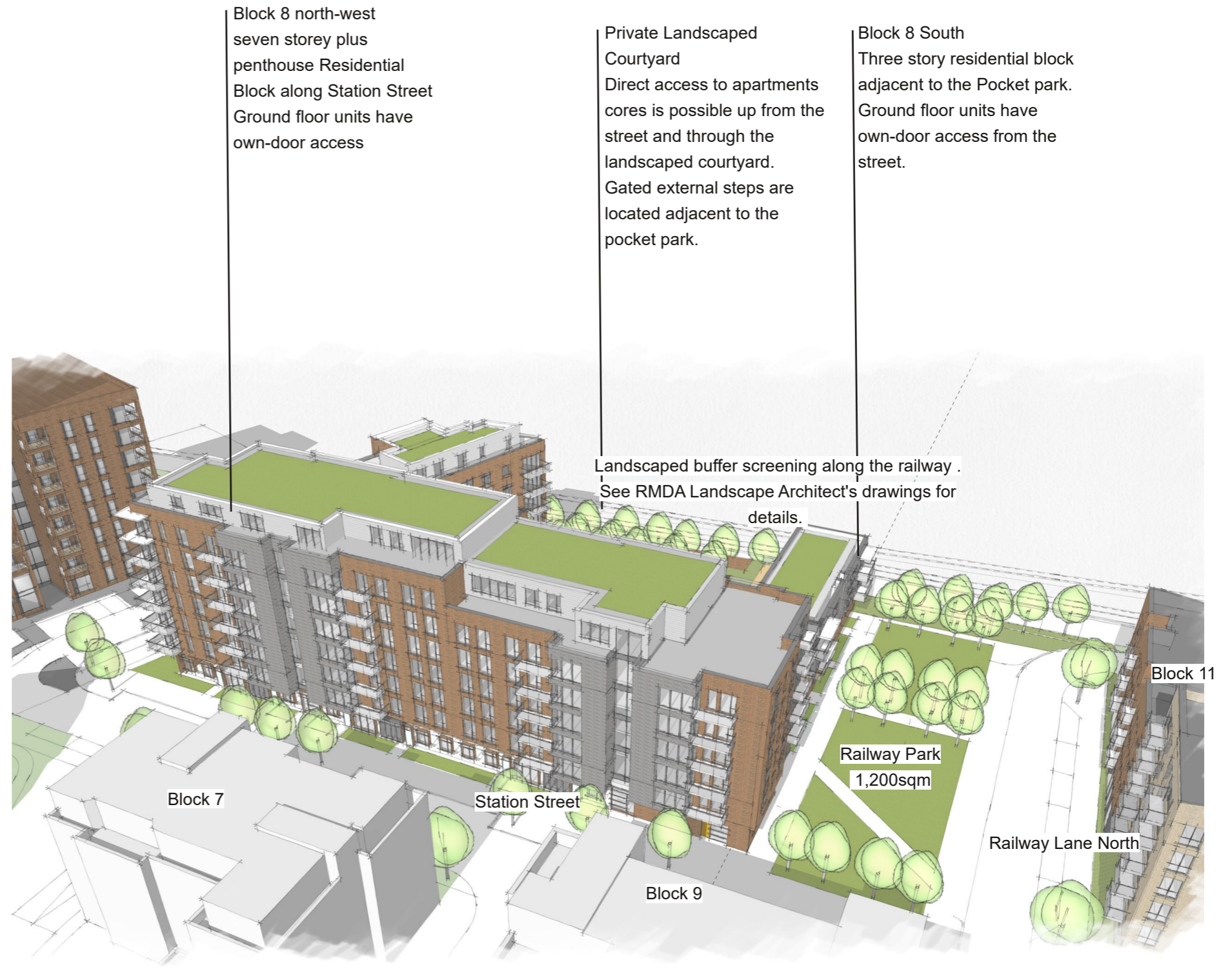
View of Block 8 podium level landscaped courtyard

## 2.2 Massing & Height

The proposed massing of Block 8 is a three story block to the south, adjacent to the pocket park. To the west and north are two six story blocks, with set back penthouse level above. The north west steps up an additional storey to seven stories plus set back penthouse. This arrangement of different height elements helps the building relate to its context including Station Street to the west, the railway line to the east and the pocket park to the south. Block 26 to the north is one of two landmark towers in the masterplan.

Block 8 falls with 500m radius of Clongriffin Train Station and is located on Station Street, which will be a busy route for all traffic. As such, it needs to present an active street frontage, which is achieved through a tight building line and own-door residential units at ground floor, including private amenity space onto the street.

The building is a maximum seven storeys 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 8



BLOCK 8 - WEST ELEVATION TO STATION STREET



BLOCK 8 - SOUTH ELEVATION TO RAILWAY LANE NORTH

## 2.3 Material Palette & Precedents

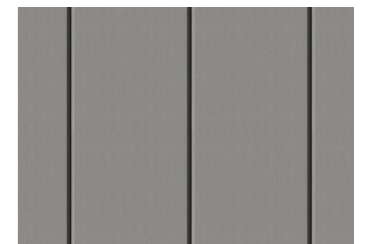
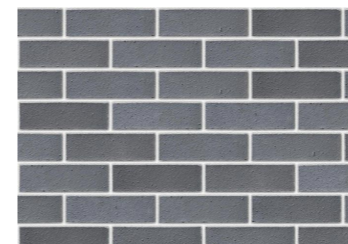
The building finishes are designed to be robust, durable and maintenance free. Brick is chosen as the primary material for the residential accommodation over levels one to six. A mixture of bricks is employed to add interest and break down the scale and grain of the blocks. The use of render is minimal and only limited to the internal courtyard elevations in selected blocks. The building form steps down at the south end to the new Railway Park to allow excellent daylighting in the semi-private communal open space at podium level.

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.

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



Key precedent images of material palette for Block 8



BLOCK 8 - 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.

**Brickwork facade**

The primary facade cladding palette is a mixture of dark grey bricks and rustic bricks which create a variation in the facade of the block and break down the scale and grain of the blocks.

**Rustic Permeable  
Paving for parking  
spaces**

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



**Steel and Glass  
Balconies**

Steel and glass is the primary materials used for balconies and balustrades. Opaque glass privacy screens is used on certain balconies to provide more privacy for adjacent apartments. 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 sell model. Residents can enter their own lift and stair core directly from the street or podium parking if they wish. There is also a shared access point at the south west corner, prominently located on Station Street, where residents can pass a shared concierge.

Block 8 offers residents the opportunity to enter straight up a flight of stairs 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.

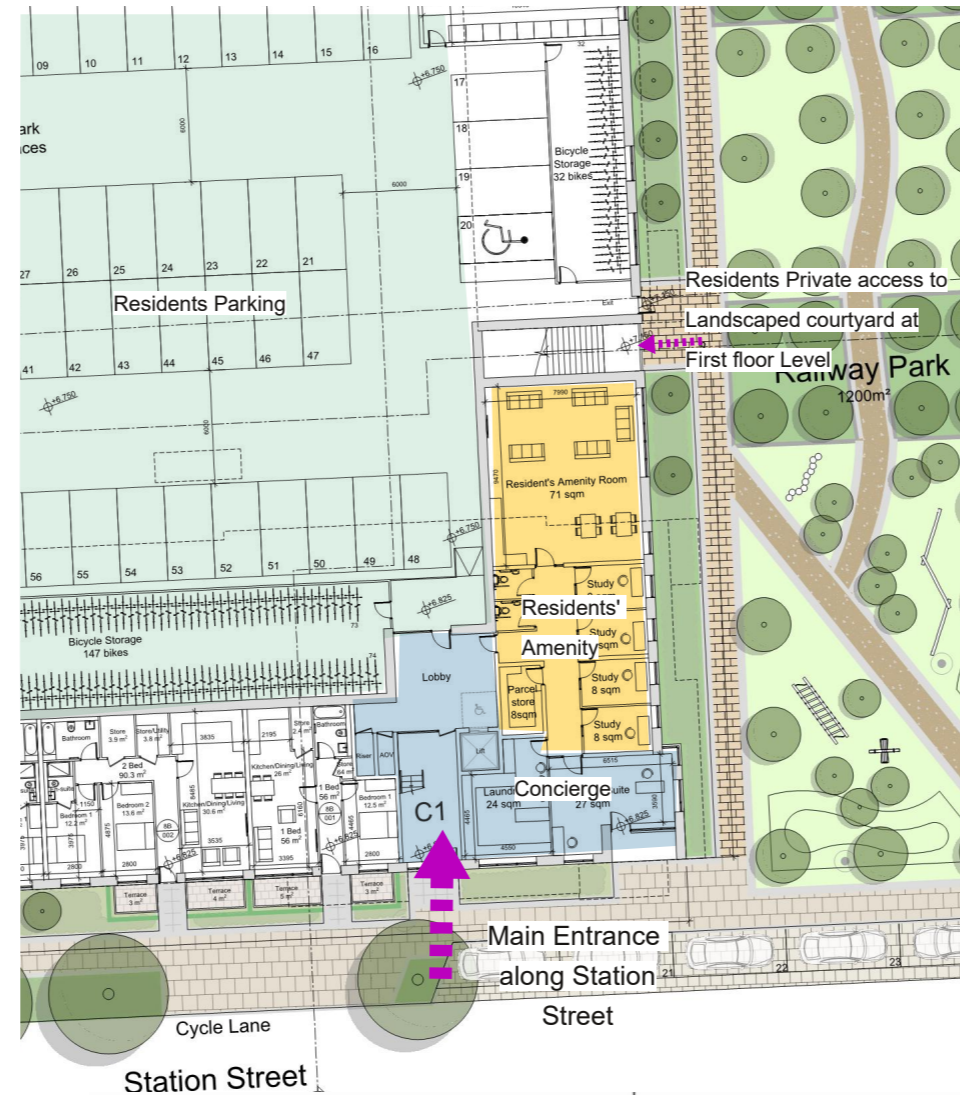
Additional facilities and amenities for residents are provided, located at ground floor, adjacent to the concierge. The journey through the resident access on Station Street is detailed on the right.

A total of 252m<sup>2</sup> of internal amenity space has been provided for the residents. This includes one large residents' amenity room, a concierge, a bulk storage room and a laundry room. All facilities will be available for use by residents and be centrally managed.

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 52 apartments are dual aspect, which is a ratio of 46%. 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 8.

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 and open space, allow residents ample opportunities to for spontaneous meetings and exchanges. The concierge provides additional amenities as residents can have parcels and deliveries securely received during the day.



Sample core



View of landscaped podium at Block 8

Sample floor plan, fifth floor, showing apartment layouts, penthouse apartment layouts and Roof of south block adjacent to Railway Park



## 3.0 URBAN DESIGN STRATEGY

### 3.1 Streetscape & Urban Design

The rectangular site of Block 8 is enclosed on three sides by streets and on the fourth side by the railway line. This provides one primary street frontage and two secondary street frontages. The 1,200sqm pocket park, immediately to the south, will add local activity and interest to this otherwise quiet street.

The urban form of the proposal consists of three distinct blocks over a plinth base containing car and bicycle parking below a communal landscaped courtyard. The six and seven storey frontage onto Station Street, with set back penthouse above, will provide a strong edge to this important route through Clongriffin Town.

The primary residential access is located on the western side, on Station Street. When combined with a number of own-door units along this frontage this will aid active frontage and activity on this busy street.

Secondary access points, including steps directly to podium level, allow residents quieter routes and options.

The urban design strategy for Block 8 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 8 - WEST ELEVATION TO STATION STREET



BLOCK 8 - SOUTH ELEVATION TO RAILWAY LANE NORTH

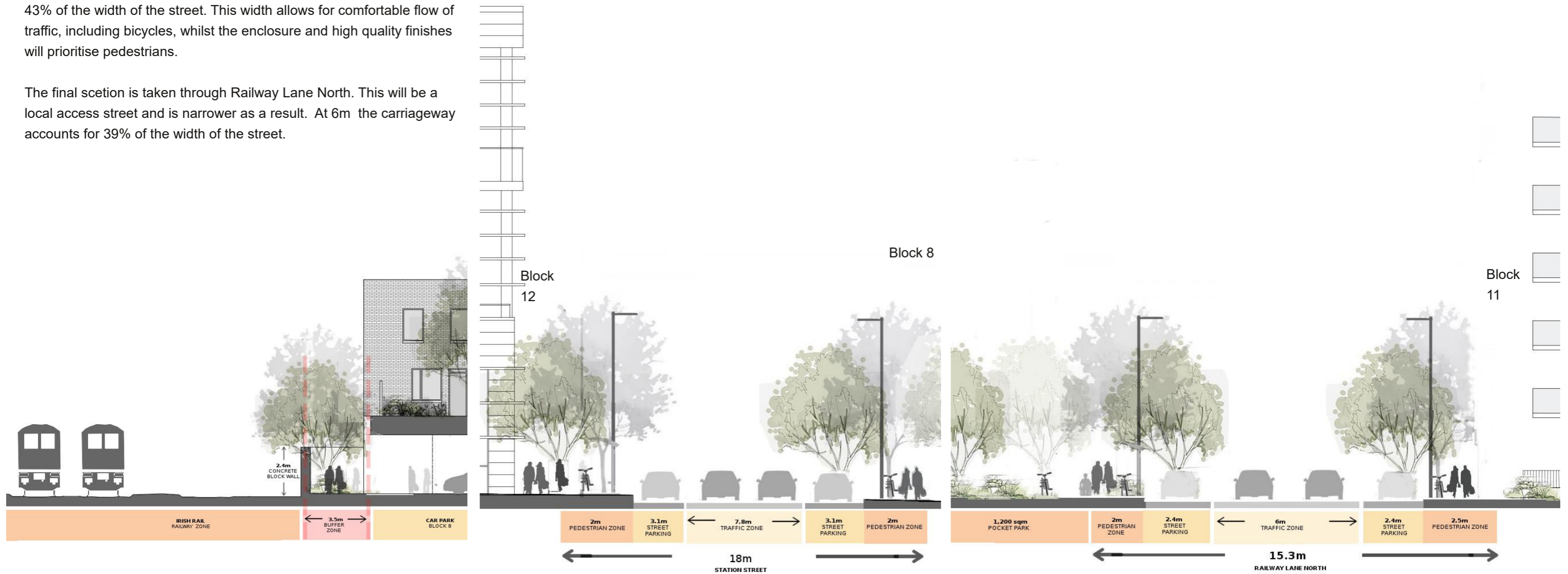
# 3.2 Street Sections & Boundaries

The sections show the horizontal arrangement of space on both Station Street and Railway Lane North, as well as the boundary treatment to the railway.

The first section shows the interface with the railway, which will include a 2.4m block built wall, to Irish Rail specification. Behind this wall the building, including landscaped podium, set back from this boundary. A railing will edge the landscape podium.

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

The final section is taken through Railway Lane North. This will be a local access street and is narrower as a result. At 6m the carriageway accounts for 39% of the width of the street.



# 3.3 Entrances & Boundary Treatments

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

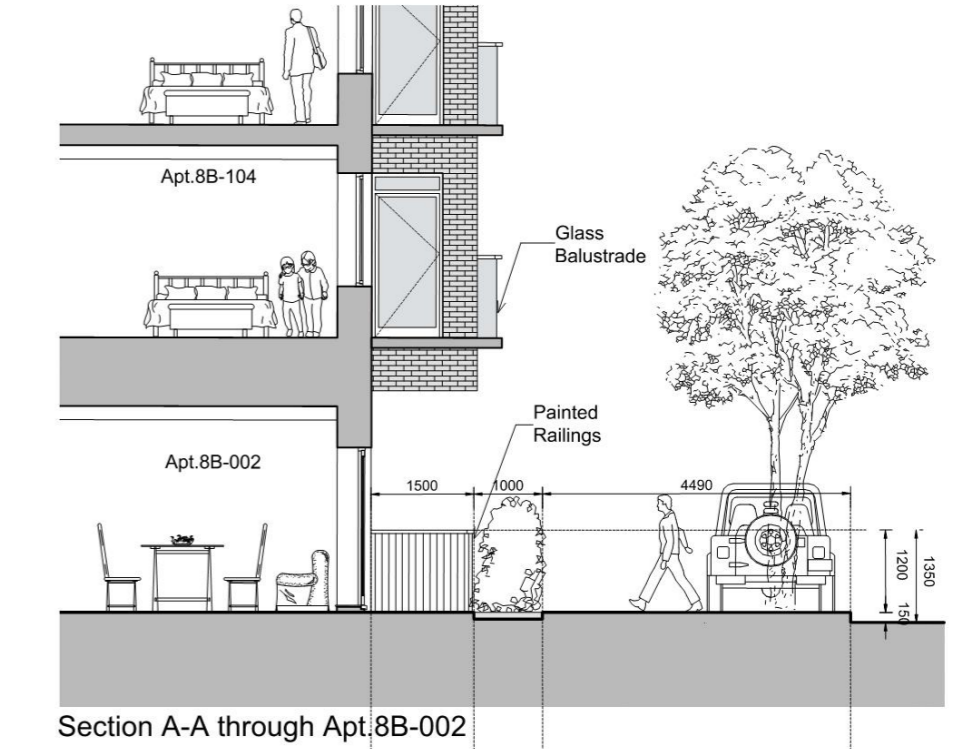
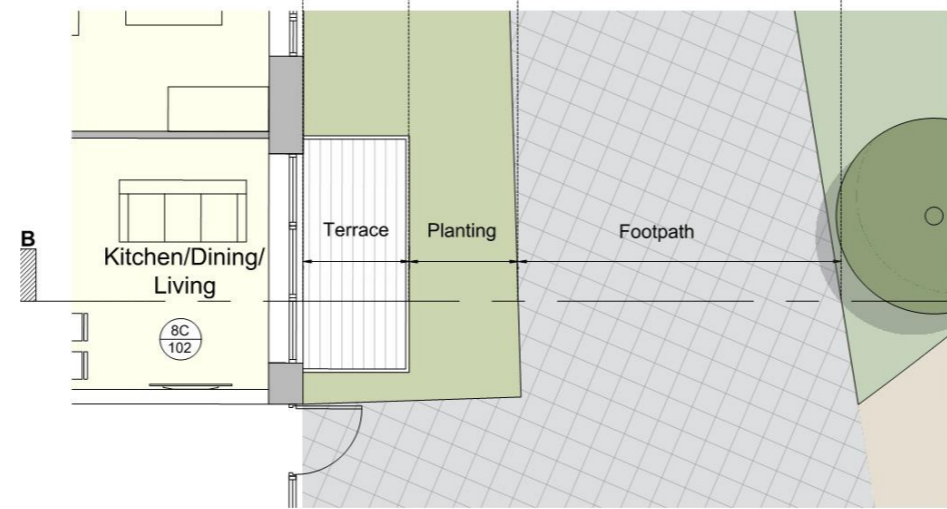
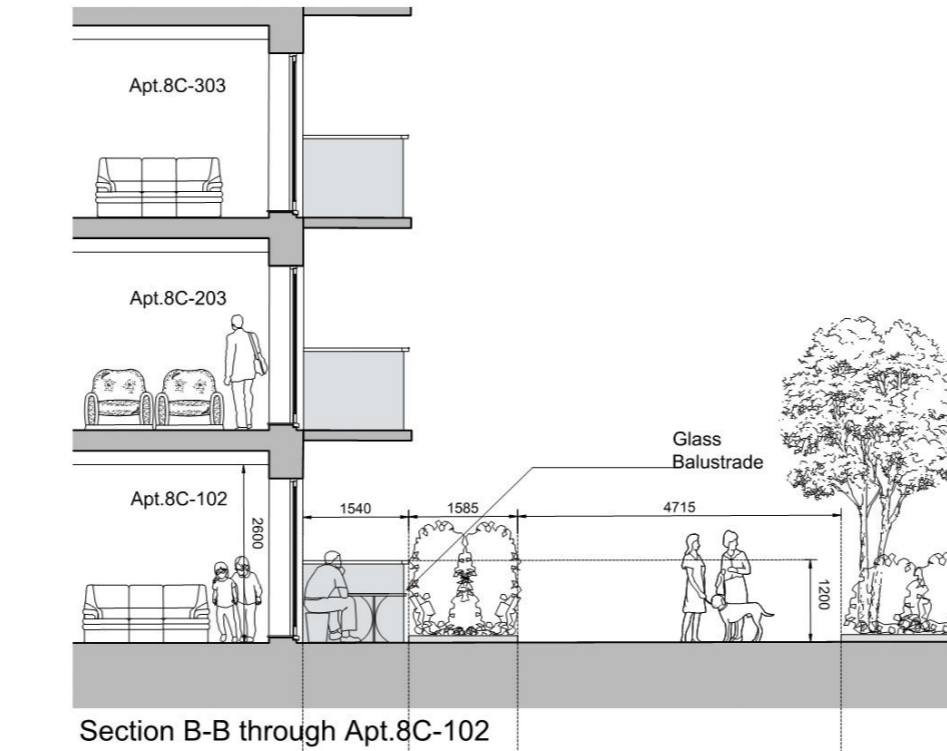
Facades at street level have been designed with privacy as one of the primary aims. Building setbacks in conjunction with landscape planting are used to maximise privacy to residents in ground floor units. A number of different approaches have been taken to maximise privacy depending on the building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

### Threshold Condition 1

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

### Threshold Condition 2

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



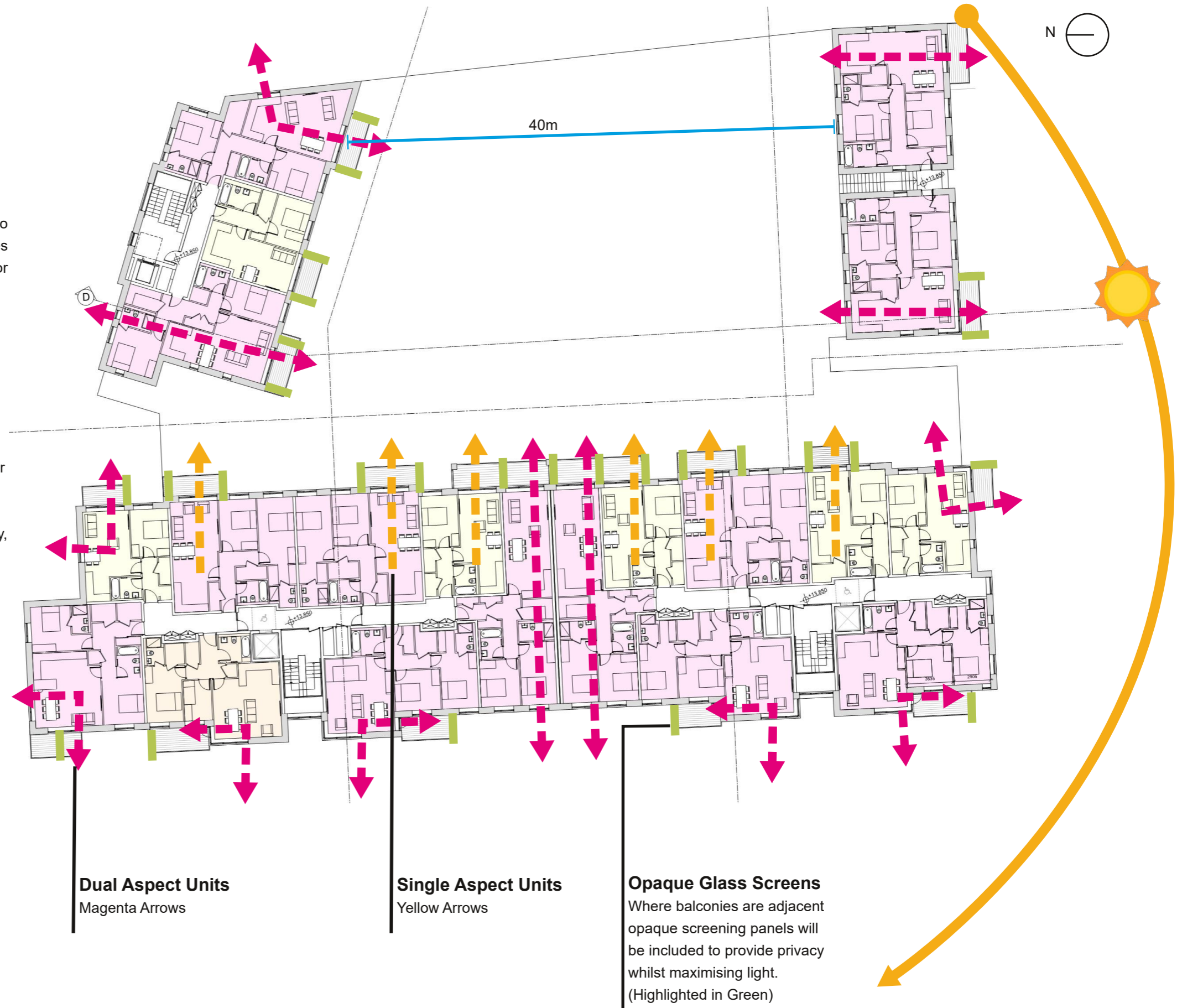
### 3.4 Residential Amenity, Overlooking, Privacy

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

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

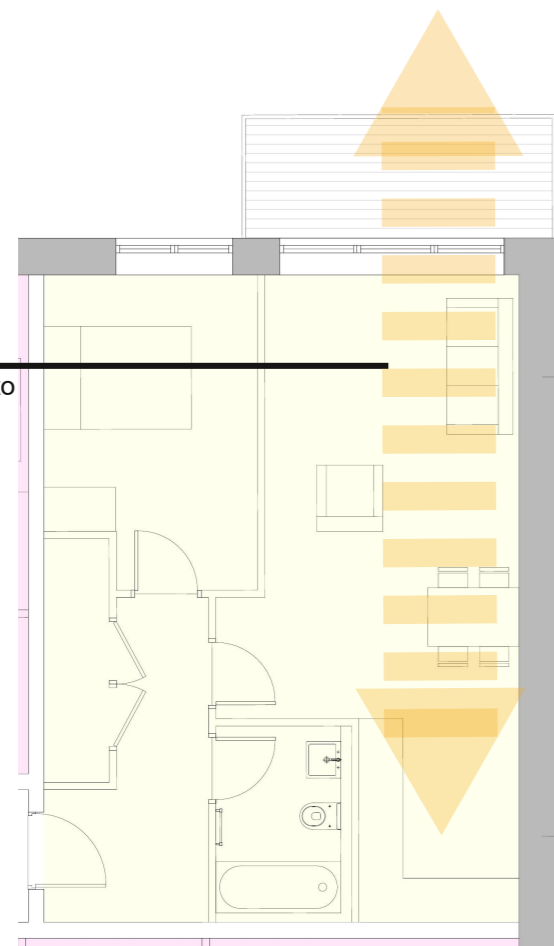
A mix of design approaches are taken to ensure privacy is maintained for residents in the design of the balconies. This creates a varied feel for the different neighbourhoods within Clongriffin.

Separation distances of more than 22m have been maintained internally, between directly opposing windows.





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



**Living Space**

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

Block 8 unit plan showing private balconies opening from living areas



Opaque glazed screen



Location of Opaque glazed screen - Block 8



Block 8 Elevation. Facade designed to minimise overlooking between apartments and balconies.

## 3.5 Compliance With The 12 Urban Design Criterion

### Context

Block 8 fits into its context in terms of scale and form. It is set up as a series of three 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. To the south and north are quieter streets and Block 8 steps down in scale. In particular the height reduces to three stories adjacent to the pocket park, which is residential scale, appropriate for a neighbourhood play area. To the east is the railway and beyond it views to the sea and Howth. Block 8 is laid out to make the most of this aspect and views.

### Connections

Block 8 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 8 responds by setting up a smaller, more local and residential scale on these streets. The primary frontage on Station Street subtly aids wayfinding by presenting a strong frontage onto the street.

### Inclusivity

The layout of Block 8 makes it extremely accessible for every user. Residents are provided with a central access point and concierge service, located on a prominent street. This access will be clearly visible in the streetscape and the provision of concierge should be useful for less able or more nervous residents. All cores are fully accessible with level access, wide doors, lifts to each floor and level access to all communal spaces including the landscaped courtyard. Alternative access routes are also provided, which allow residents options, including entering through the landscaped courtyard at podium level.

### Variety

Block 8 offers a mix of BTS residential accommodation, with a mix of one, two and three bedroom units, dual or single aspect, own-door access, podium access, upper floor and penthouse units available. The building should attract 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 8 makes very efficient use of resources through high density residential development, at 156dph in addition to residential parking, bicycle stores and amenity space including a 1,409sqm landscaped courtyard at podium level. This provides the best possible use for this brownfield site in an urban location, well connected to public transport.

### Distinctiveness

Block 8 is distinct from surrounding blocks through its form, which comprises three smaller blocks over a shared podium. The pocket park to the south will distinguish this block from surrounding blocks in the town. 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 and pocket park. Active frontages will focus activity on the street and provide passive surveillance.

### Public Realm

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

### Adaptability

Ground floor units can prove highly suitable for residents with additional mobility or accessibility concerns. Ground floor units have been designed with adaptability and own-door access in mind. As Block 8 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 reduced rate of 0.9 spaces per unit. This is in line with experience to date in Clongriffin, with earlier phases. Parking is provided communally in a below podium level car park with a single access point. Additional parking is available for residents in the large car park in Block 12 and car share vehicles are available within the town. Bicycle parking has been provided at a rate of 1.6 spaces per apartment.

### Detailed Design

Block 8 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 8 - EAST ELEVATION TO RAILWAY



BLOCK 8 - NORTH ELEVATION TO MARRSFIELD CRESCENT EAST



# 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. This proposals are located adjacent to the Attenuation Lake and River Mayne Linear Park. In addition Railway Park is immediately south of Block 8.

There is an overall over provision of open space in Clongriffin and this has been biased towards public use in recognition of the reality that Fr Collins Park and the River Mayne Linear Park will be the first open space destinations of choice for the occupiers of these dwellings, with the park only a few minutes walk from Block 8.

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. The masterplan, as noted, over provides public open space.

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

## 4.2 Private and Communal Open Space

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 podium provides 1,409m<sup>2</sup> of communal open space for residents to use. The design of this space is such as to encourage active use. Whilst all residents have the option to enter their stair and lift core directly from the street, they may also choose to enter through the alternative access points to the south and north. These access points will lead them up to first floor level, where they can access their individual cores through the landscaped podium courtyard.

The podium courtyard 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. The lower height of the the block to the south will allow 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 at ground floor, for communal recreation in inclement weather conditions.

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



View of Block 8 landscaped podium

### Communal Open Space Requirement

	1 Bed	2 Bed (3P)	2 Bed (4P)	3 Bed	TOTAL
<b>Number</b>	39	6	66	3	114
<b>Area Requirement</b>	5	6	7	9	
<b>TOTAL</b>	195	36	462	27	720



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 houses is taken into account.

In order to facilitate this level of density in Clongriffin Block 8 has a net density of 156dph. This is achieved through a marketable mix of 34% 1 bed units, 63% 2 bed units and 4% 3 bed units. All units provided are apartments.

The site coverage, to back of pavement, of Block 8 is 100% and the plot ratio is 1.6. 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 8 is located within 500m of Clongriffin Station. It is also located close to bus stops and a connected, off-road, cycle network linking to Dublin City Centre and beyond.

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

### Dwelling Mix

	No. of dwellings	%
1 Bedroom Apartment	39	34%
2 Bedroom Apartment	72	63%
3 Bedroom Apartment	3	4%
Total	114	100%

It is the objective of the Council:

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

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

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

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

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

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

Extract from Clongriffin-Belmayne LAP



# 6.0 DESIGN STANDARDS

## 6.1 Car Parking

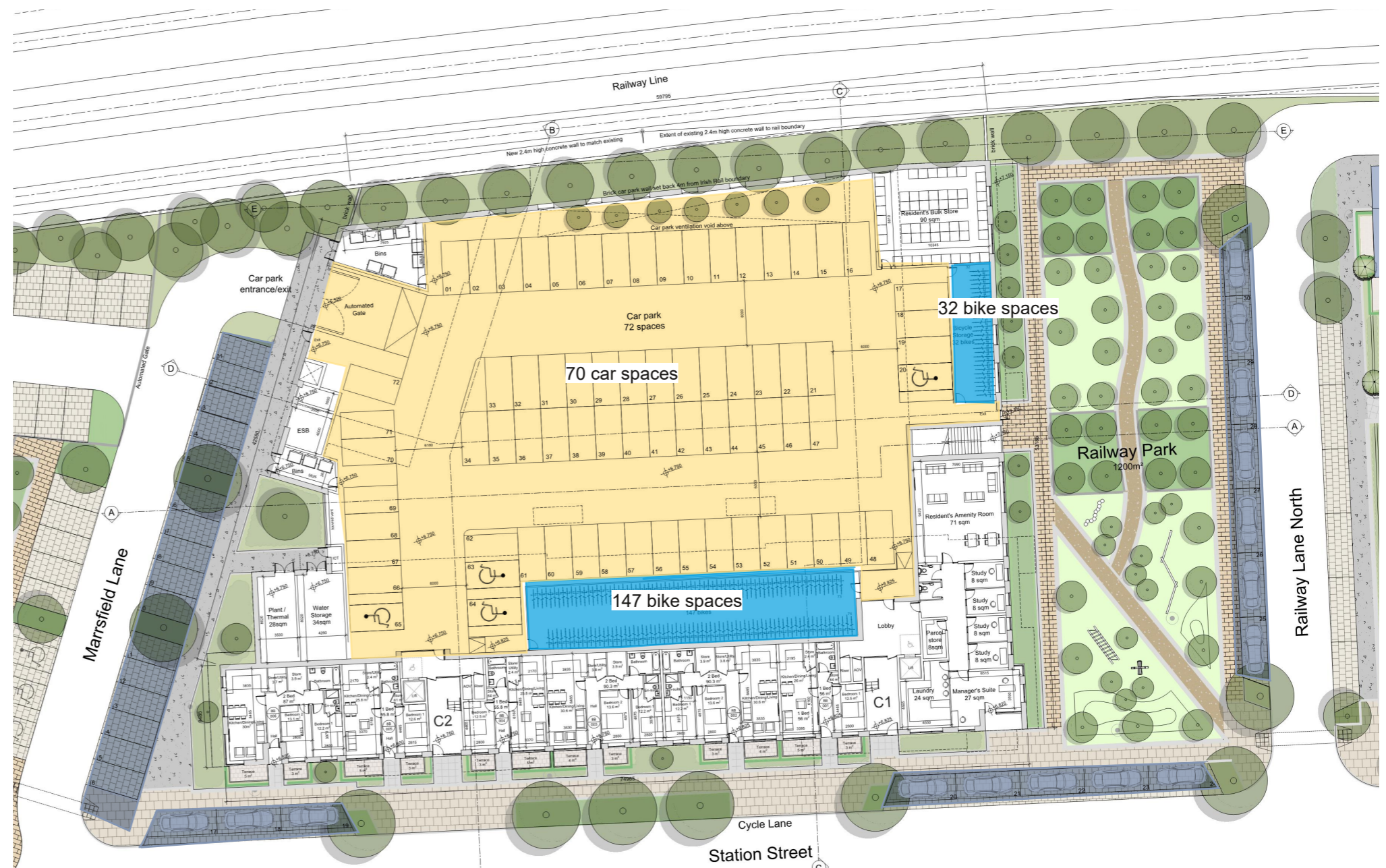
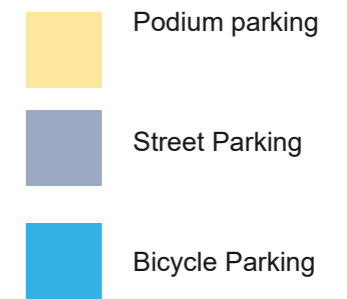
A total of 103 car parking spaces are provided in Block 8, divided between 70 at podium level and 33 on-street. This equates to a ratio of 0.9 spaces per apartment. The parking management strategy for the development as a whole has been agreed on after discussion with the local authority, and taking 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 8 if necessary. The large commuter car park in Block 12 has capacity to accommodate visitors and overflow resident use. Car share vehicles already located in this car park have proven very popular with the existing population and the scheme was recently extended. Further details of the overall proposed car parking strategy for Clongriffin can be found in the Waterman Moylan Engineering reports.

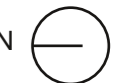
## 6.2 Bicycle Parking

A total of 179 resident bicycle parking spaces are provided in Block 8. This allows 1.6 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 car should provide for passive surveillance and security for parked bicycles.



Parking plan





## 6.3 Refuse Storage & Collection

A communal bin store is located in the podium car park of Block 8, easily accessible from Marrsfield Lane. This location will be easily accessible for all residents as each core has direct access to the car park. Bin storage and management will be under control of the building management.



## 6.4 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.

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 46% of units within Block 8. Within Clongriffin SHD 1 a dual aspect ratio of 58% has been achieved when all the blocks are taken together.

In block 8, there are no single aspect units which are north facing.

## 6.6 Separation Distances

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

## 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 two ground floor units in Block 29. As such, there are no social housing units proposed within Block 8.