

Block 5 Clongriffin

Architect's Design Statement

Clongriffin Strategic Housing Development 2 - Stage 3

An Bórd Pleanála

May 2019



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Architects & Urban Designers

Site Summary: Build to sell

Total Residential Units	138 nr. (397 bed spaces)
Total Commercial Area	393sqm (gross)
Site Area	0.70 ha (1.72 acres)
Plot Ratio	2.13
Site Coverage	100%
Net Density	197 units/ha (80 units/acre)
Building Height	3 to 6 storeys + penthouse
External Amenity Space	1,561 sqm (including roof terrace)
Parking	54 spaces off-street, under podium 42 spaces on-street 96 Total
Cycle Parking	224 spaces off-street

Schedule of Accommodation

1 Bed Units	52	(avg. 55.1sqm each)
2 Bed Units	83	(avg. 86.3sqm each)
3 Bed Units	3	(avg. 117.4sqm each)
Total	138	
Retail	393 sqm (gross)	
Total	393 sqm (gross)	

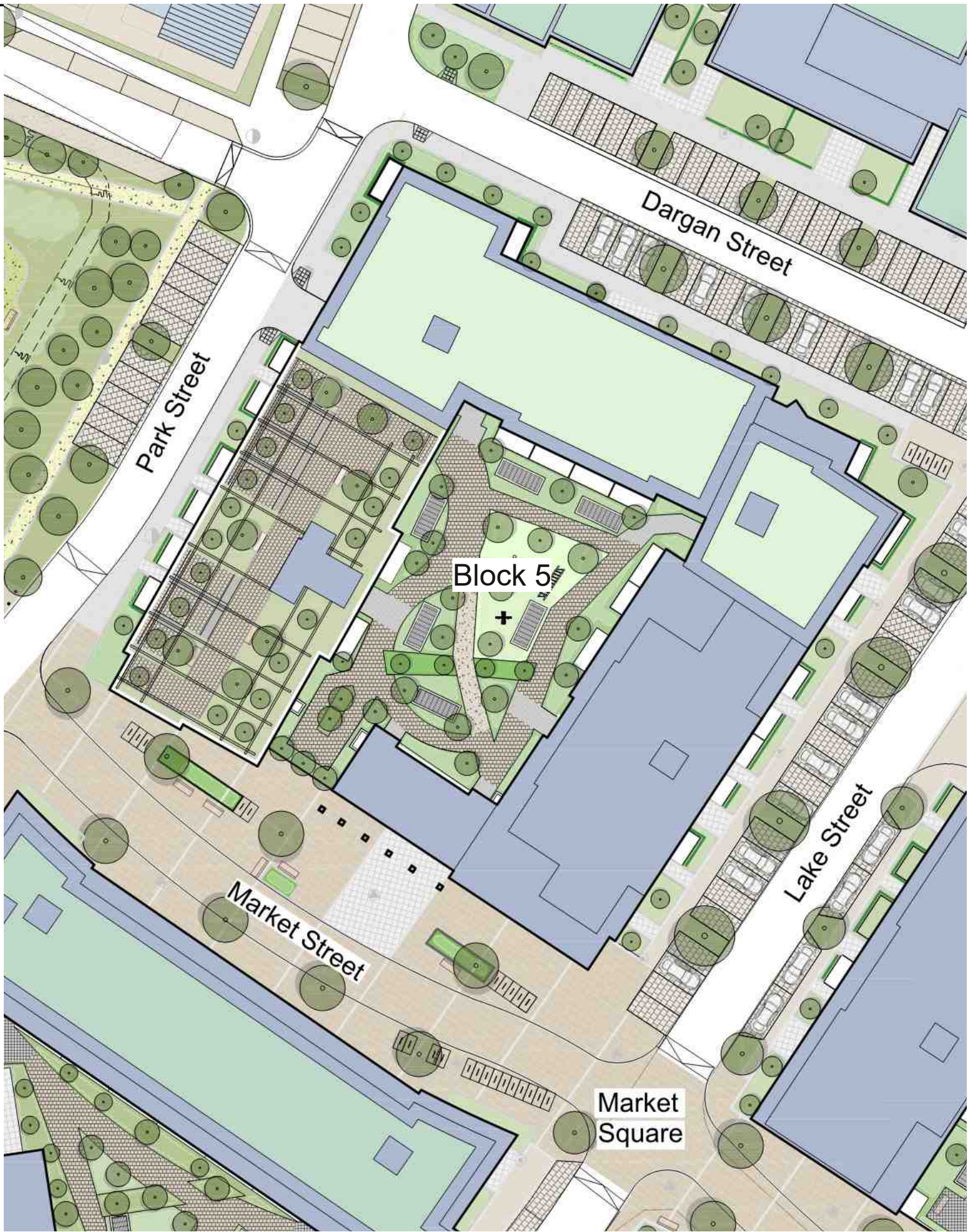
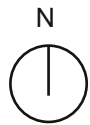




Please Note; All drawings within the report are for reference only. Please refer to full scale drawings for detail.

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1.0 INTRODUCTION & GENERAL DESCRIPTION

1.1 Introduction & General Description

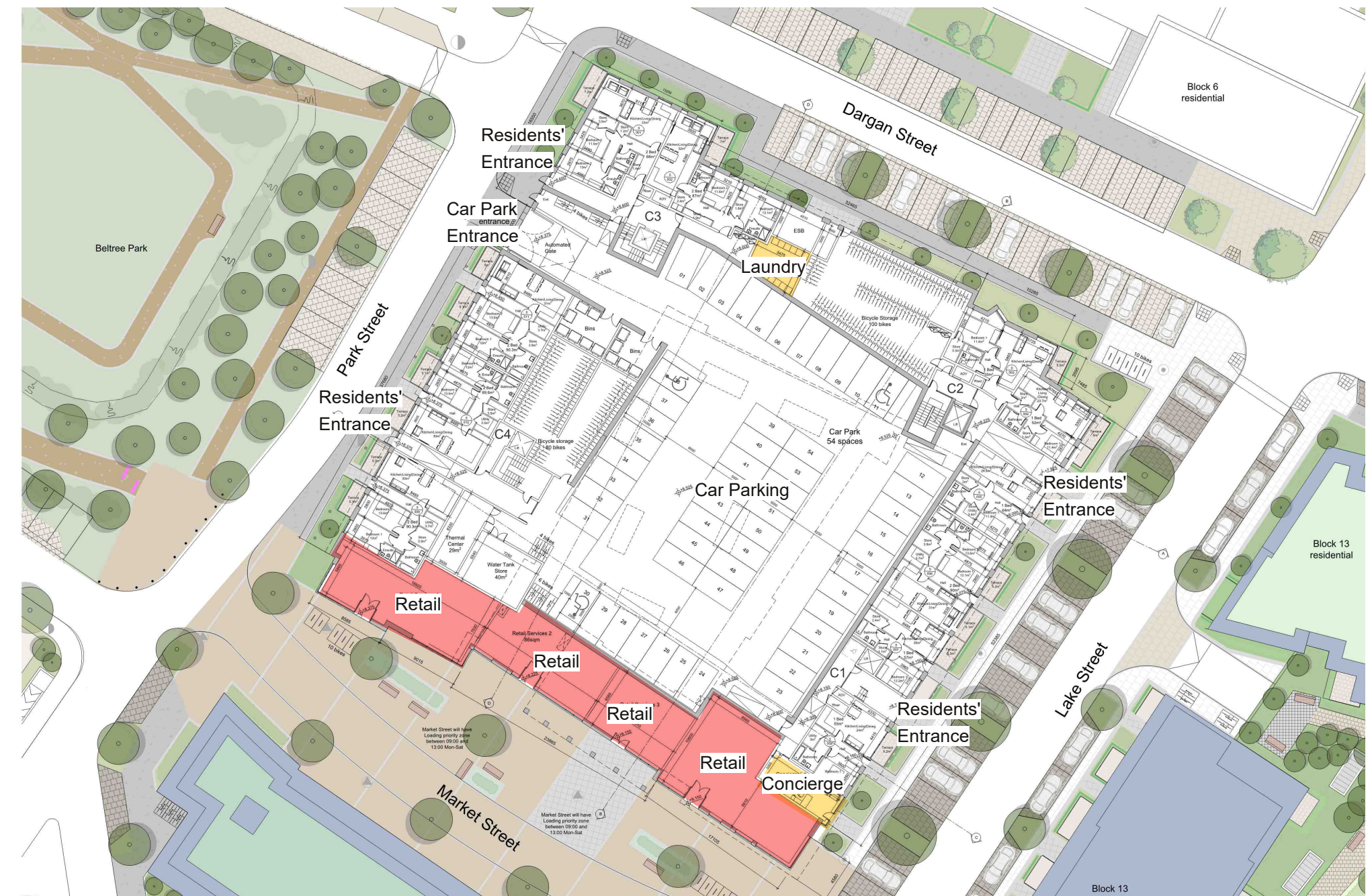
Block 5 is a 0.70 hectare site located at the heart of Clongriffin enclosed by Park Street, Park Lane, Dargan Street and Market Street. The block is made up of a mix of commercial and residential uses with 138 apartments and 393m² of retail space.

Block 5 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 concierge and laundry room at ground level and at first floor an amenity room and a meeting room. These amenities and the shared entrance they surround will add activity and an active street frontage. Combined with a series of small retail units face onto Market street, Block 5 will contribute to the activity and street life along the busy Main Street which is an important pedestrian and cycle priority link from Fr. Collins Park to Clongriffin Station Square.

The proposed residential mix is 52no. 1 bed units, 83no. 2 bed units and 3no. 3 bed units. This generates a mix of 38% 1 beds, 60% 2 beds and 2% 3 beds.

The proposed commercial offer includes four separate small retail units on Market Street. These will provide important street frontage and activity onto this street.

Residential external amenity space is provided at podium level in a shared courtyard 879m² in size. An additional roof garden at fourth floor level is 682m² in size.



Ground Floor Site Layout Plan

1.2 Site Context & Site Description

The subject site was named ‘Block 5’ in the original masterplan layout for Clongriffin. Block 5 is a rectangular shaped site of 0.70 hectares located adjacent to Belltree Park. It is a brownfield site which will be bounded by Park Street to the west, Market Street to the south, Lake Street to the east and Dargan Street to the north. Belltree Park lies immediately to the west and Block 5 provides an important edge to this open space.

The nearby site to the south west, Block 2 (Reg Ref. 3776/15), is currently under construction as a block of 84 social housing apartments has been recently completed. Block 2 will be operated and managed by the Iveagh Trust. To the west is Park Street development (Reg Ref. 2903/16) which is currently under construction as houses.

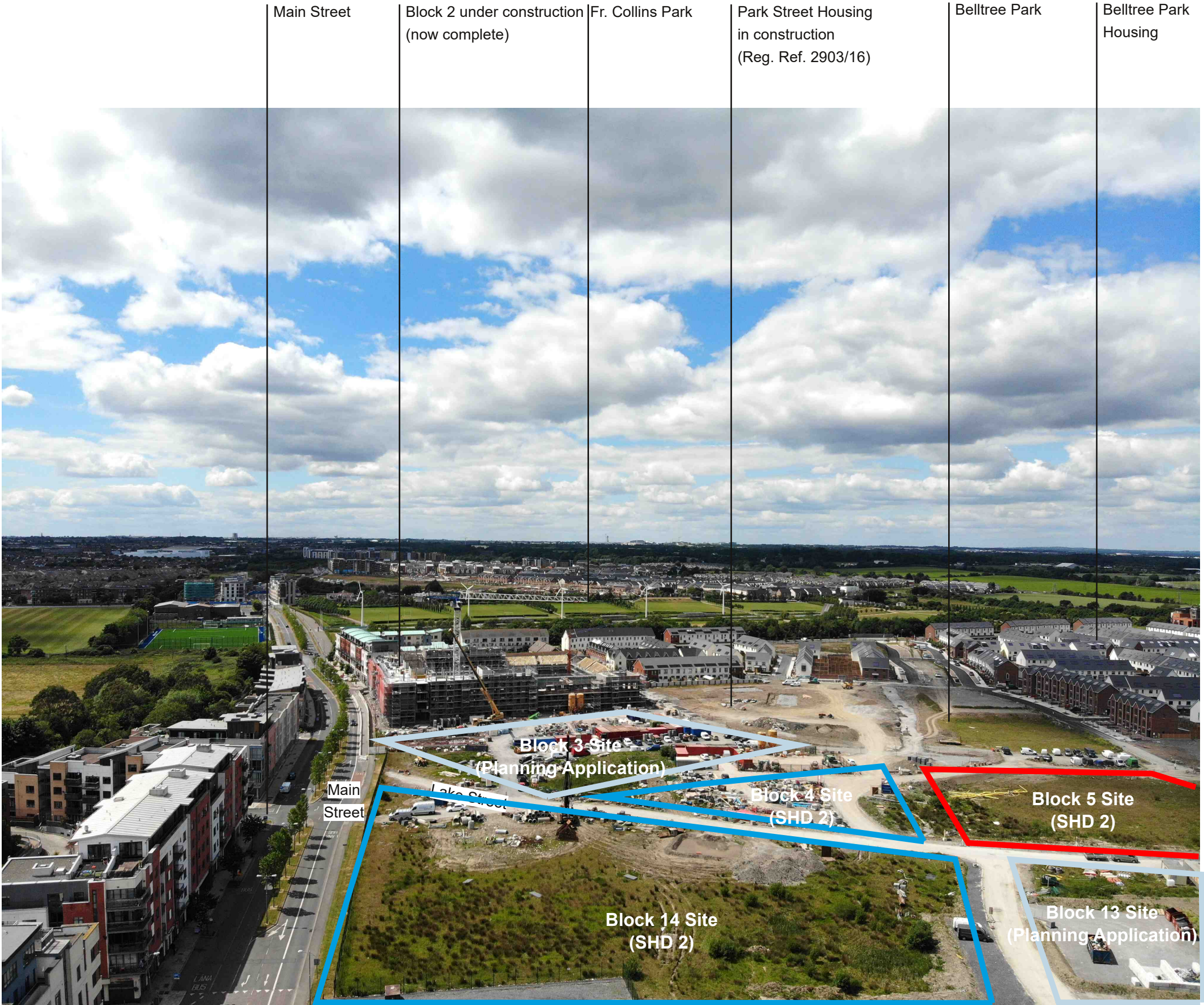
Beltree Park (formerly Panhandle Park) is under construction immediately to the west and will provide an important amenity space for residents and the local community. The interface between Block 5 and Belltree Park will be important, with the scale and overlooking providing enclosure and security in the park.

To the north is Block 6, to the east Block 13 and to the south Block 4, all of which form part of the overall proposed Clongriffin Masterplan. Block 4 is part of this application, whilst the other blocks are part of concurrent applications.

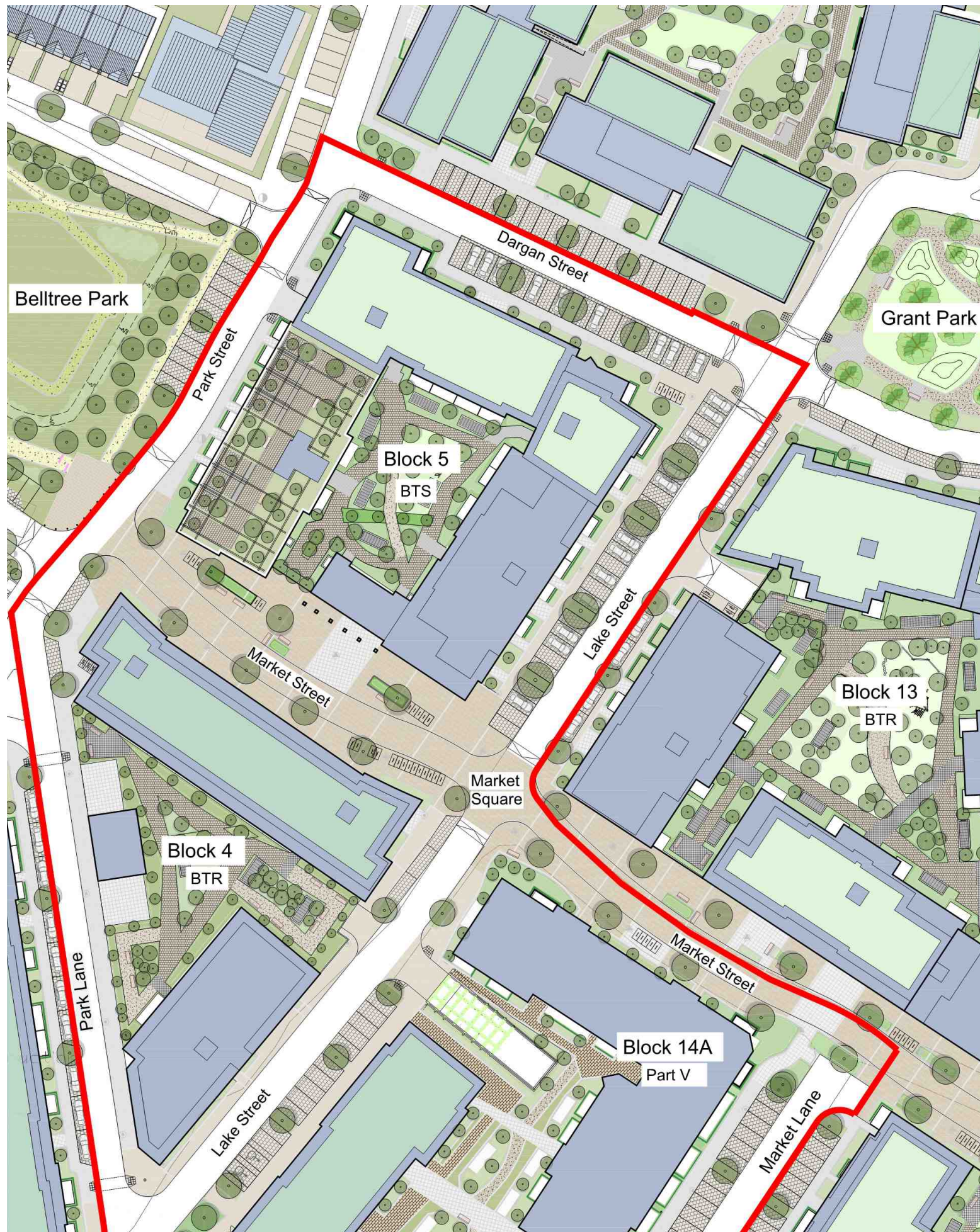
The site was cleared in 2002 and has remained a brownfield site since then. The topography of Clongriffin is quite flat. There are no natural features or constraints on the site.

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.

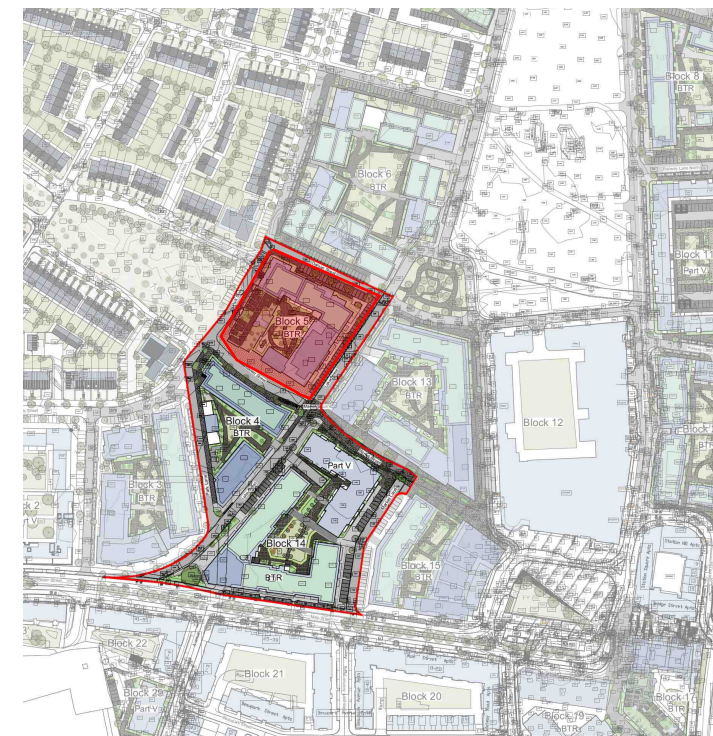
The current ESB network is sufficient for the proposed development and the site itself is free from overhead cables and power lines. All other utilities such as natural gas, telephone and broadband have been provided on-site.



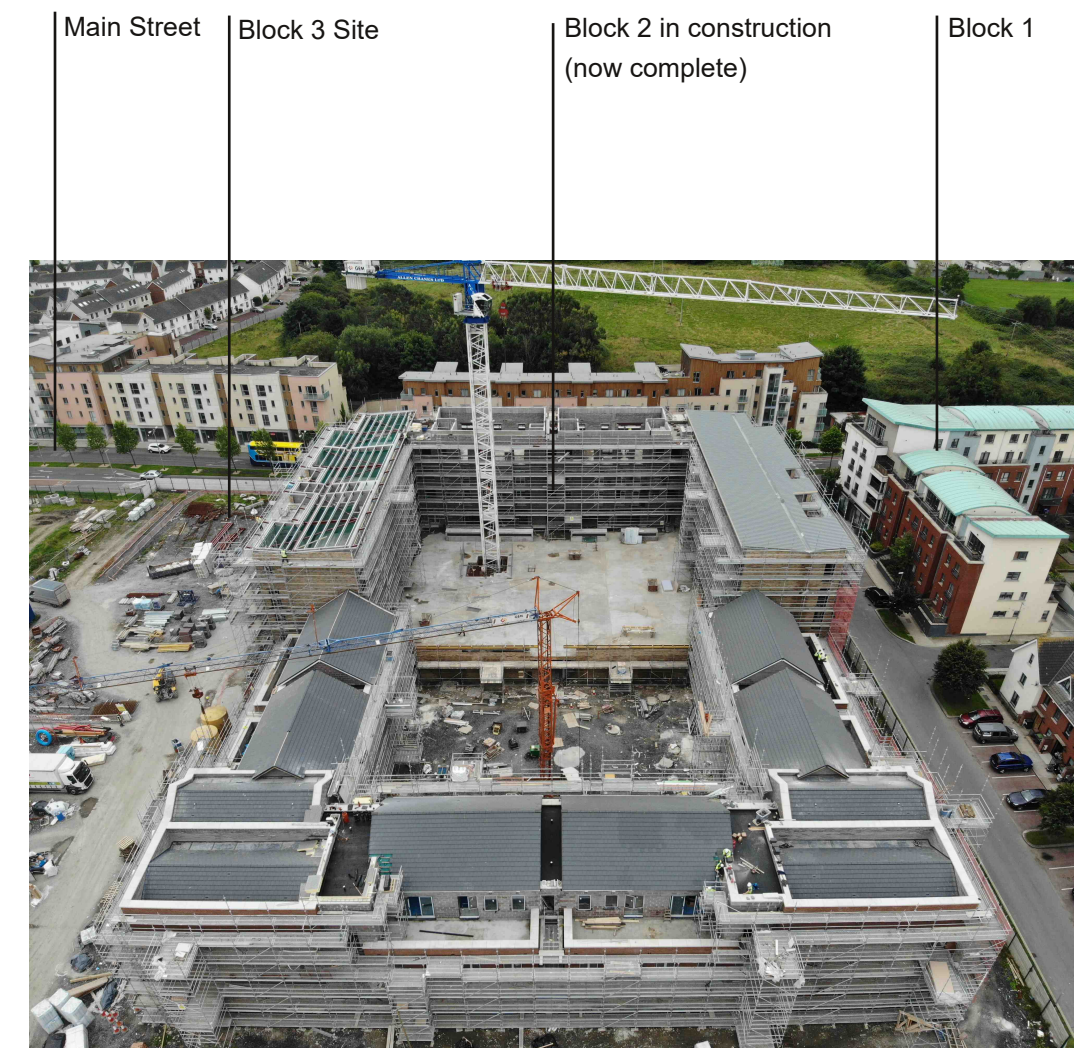
Aerial View of Block 5 site within local context, August 2018



Site Layout



Site Location Map



Aerial View of Block 2 looking south, August 2018

1.3 Planning History

Reg. Ref. 0132/02

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

Block 5 was granted planning permission for 119no. of apartment, (45no. 1-bedroom units, 74no. 2-bedroom units), 405m² ground floor commercial space and 74 car spaces on a basement car park.

Permission Granted in 30th January 2003

Permission expired in 2013.

Residential Accommodation:

	1 Bed	2 Bed	3 Bed	TOTAL
No. of Apartments	45	74	-	119

Non-Residential Accommodation:

Unit Type	No. of Units	Total gross floor area (m ²)
Retail Unit	1	130
Pub	1	275
TOTAL		405

Off-Street Parking: (Zone 2 standards)

No. of spaces	No. of Res Units	Rate per Unit
0	45 (1 bed. apts.)	See on street
74	74 (2 bed apts.)	1.0
0	Retail & pub	See on street
74	TOTAL	

On-Street Parking:

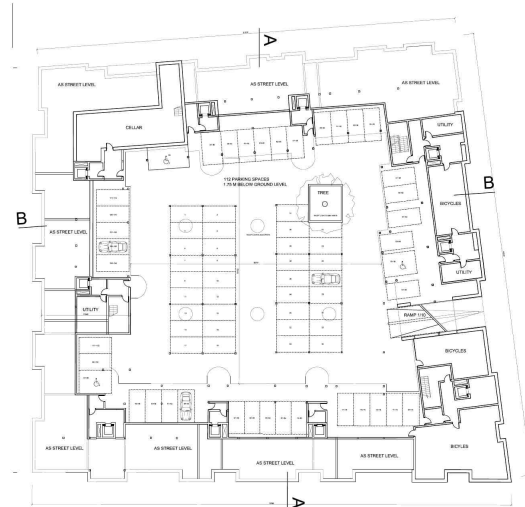
No. of spaces	No. of Res Units	Rate per Unit
45	45 (1 bed. apts.)	1.0
2	Retail & pub	1.0
47	No. of spaces (refer to site layout)	

Private/Communal Open Space:

Res. Units	Private/Communal Open Space (m ²)	Rate per Unit (m ²)
119	1,984	16.6

Bicycle parking: (Underground)

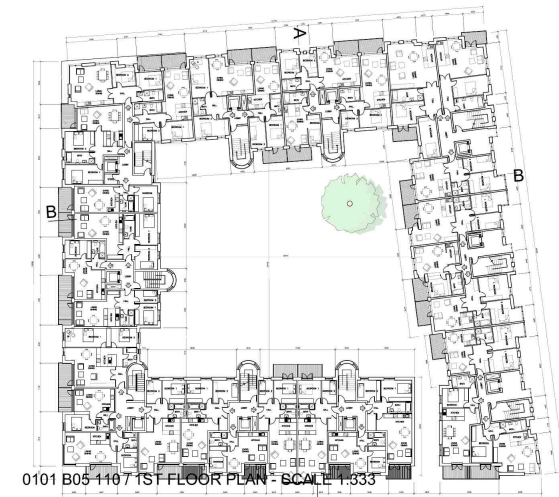
No. of spaces	No. of Res Units	Rate per Unit
119	Residential	1.0
3	Retail & pub	1 per 150sq.ft.
122	TOTAL	



0101 B05 90 / BASEMENT PLAN - SCALE 1:333



0101 B05 100 / GROUND FLOOR PLAN - SCALE 1:333



0101 B05 1107 1ST FLOOR PLAN - SCALE 1:333



0101 B05 120 / 2ND FLOOR PLAN - SCALE 1:333



0101 B05 130 / 3RD FLOOR PLAN - SCALE 1:333



0101 B05 140 / 4TH FLOOR PLAN - SCALE 1:333



5 210 / ELEVATION D TO PARK - SCALE 1:200



05 200 / ELEVATION A TO GREEN ROUTE -SCALE1:200



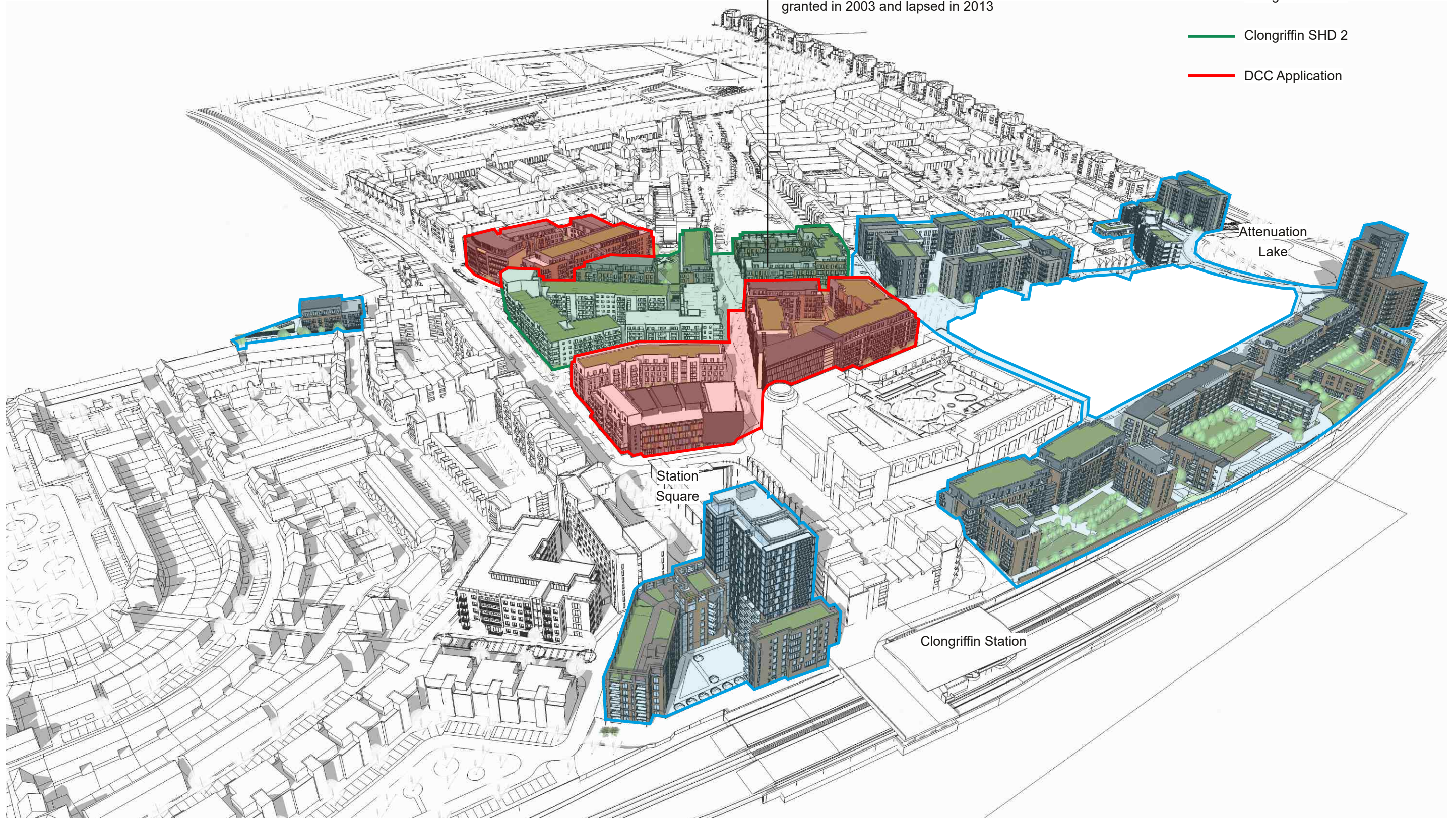
005 200 / ELEVATION B - SCALE 1:200



Previous Application drawings and stats

- Block 5 is located with frontage onto Market Street, pedestrian and cycle priority street
- It is adjacent to Belltree Park open space
- Planning permission for 119 units was granted in 2003 and lapsed in 2013

- Clongriffin SHD 1
- Clongriffin SHD 2
- DCC Application



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

2.1 PROPOSED DESIGN

2.1 Design Overview

The design concept for Block 5 is a u-shaped perimeter block around a central courtyard. The block is broken into two distinct elements with an opening to the south to allow light into the communal open space. It forms a gentle transition between Beltree Park with a step down in the massing at this side and a green wall system on a painted steel pergola structure. The 4th floor roof garden also lies to the west side with a direct relation to the park below.

To the north and east, residential units are six stories plus a small penthouse level. To the west, overlooking Belltree Park is four stories with a communal roof garden above. To the south a small block of three storeys encloses the podium courtyard without overshadowing it.

Commercial uses are located to the south of the block, fronting onto Market Street, and form part of the activity and mixed uses of the pedestrian and cyclist priority street.

The materiality of the block is mixed brick with a visible pergola on the roof terrace and west elevation. This will be highly landscaped, with planting visible from the open space in Belltree Park.

Apartments are accessed from four separate cores with direct access to the podium level open space from each core. Residential amenity and concierge are located in the south east, off Market Street, and all residents can enter by this route if they choose. Each 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

The small penthouse level has apartments 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 green roof covers the northern part of the block.



View of Block 5 from Market Square



Bird's Eye view of Block 5



View of Block 5 from Beltree Park



View of Block 5 landscaped podium courtyard

2.2 Massing & Height

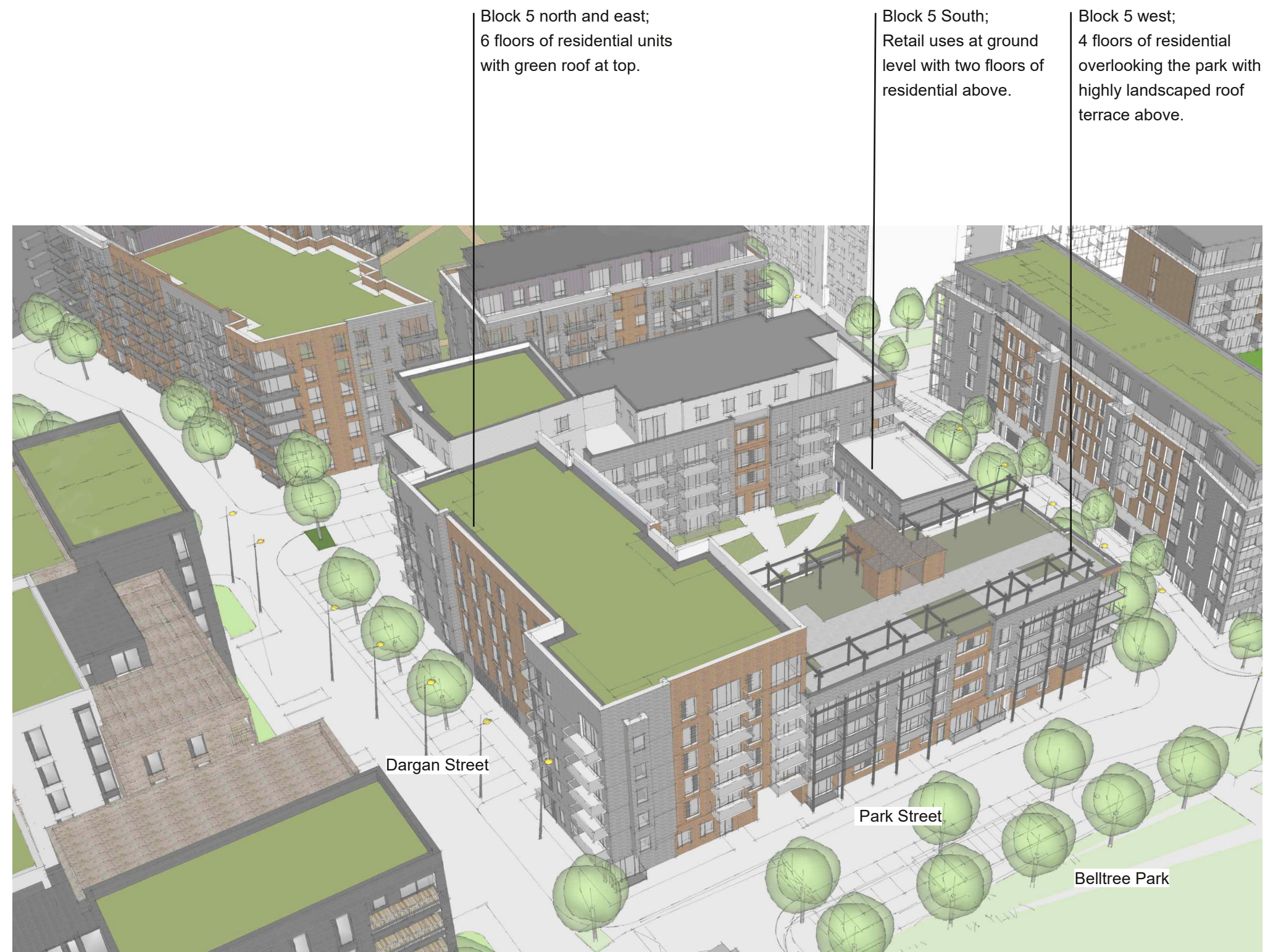
The proposed massing of Block 5 is from three to six storeys over ground with an additional, set back penthouse above. To the north and east the building is six storeys plus penthouse. This provides legibility and helps the building sit within its context.

To the west, Block 5 overlooks Belltree Park. As a result of this park frontage the building is four storeys over ground with a communal roof terrace at roof level. This scale helps bridge the transition from two and three story houses in Belltree to the taller apartment buildings closer to the station.

To the south the building is kept to three stories over ground in order to maintain sunlight into the podium courtyard at first floor level. This allows active street frontage onto Market Street with passive surveillance and 'eyes on the street' above, without overshadowing the communal open space.

Block 5 falls within 500m of Clongriffin Station and right on the primary pedestrian and cycle access route for many of residents in the area. As such the form and frontage of the building is important for wayfinding and legibility in addition to active uses and security.

The building is a maximum of 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 5



BLOCK 5 - NORTH ELEVATION



BLOCK 5 - SECTIONAL ELEVATION B-B LOOKING EAST

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 four. A mixture of bricks is employed to add interest and break down the scale and grain of the blocks.

The residential facades are pushed and pulled over their length and height with balconies, recessed roof terrace and articulated entrances to residential cores. 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.

A painted steel pergola structure supports the balconies and opaque glass privacy screens on the west facade. This structure will also support a cable green wall system at the terminal point of Beltree Park which is currently under construction. A similar pergola structure at the 4th floor roof garden on the west wing of Block 5 will continue the theme from the facade.



Key precedent images of material palette for Block 5



BLOCK 5 - WEST ELEVATION TO PARK STREET

Wind Screens

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 Dark grey bricks which create a variation in the facade of the block and break down the scale and grain of the blocks.

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.

Painted Steel Pergola

Provides structural support to balconies on this facade as well as accommodating opaque privacy screening between adjacent balconies and green wall cable system



Residents' journey through the building; Ground floor (left) and first floor (right)

2.4 Apartment Design

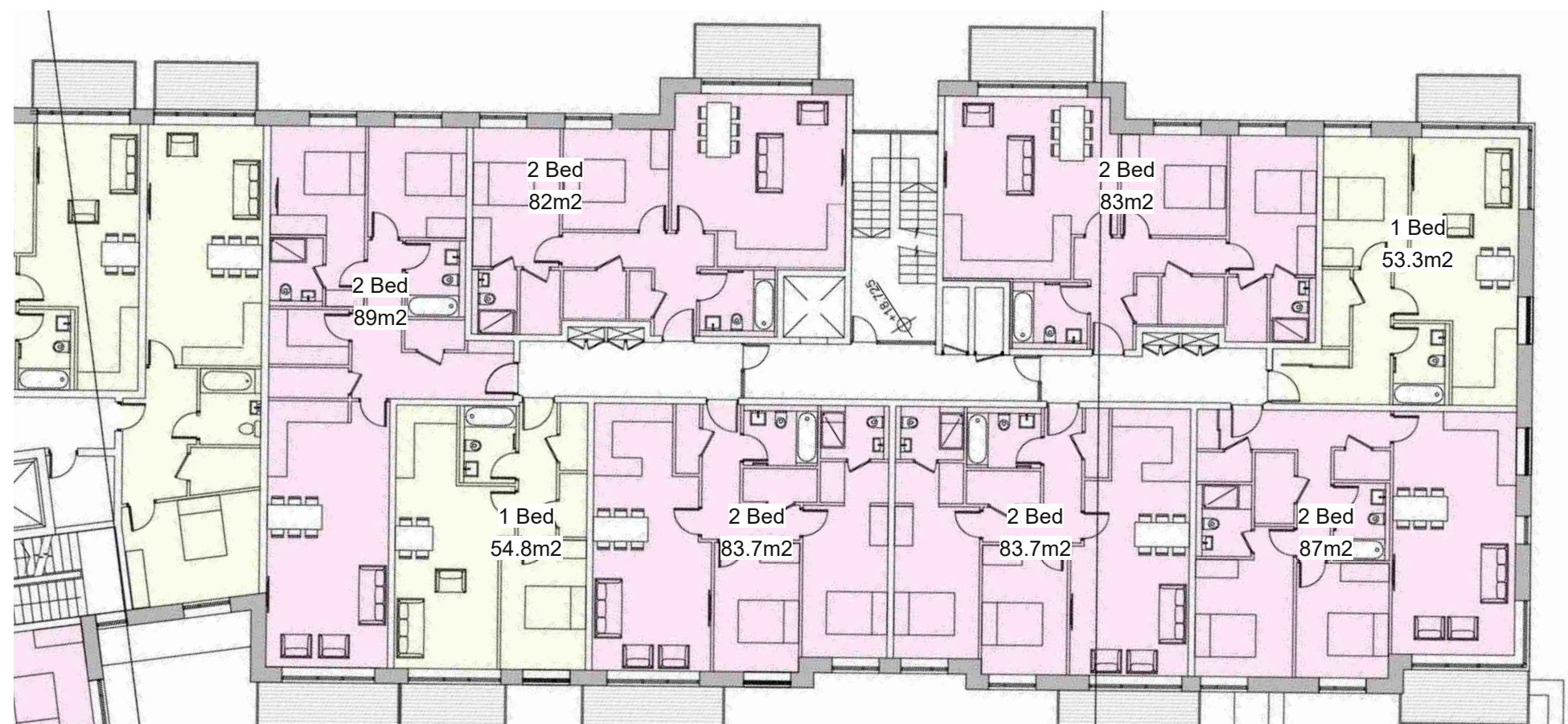
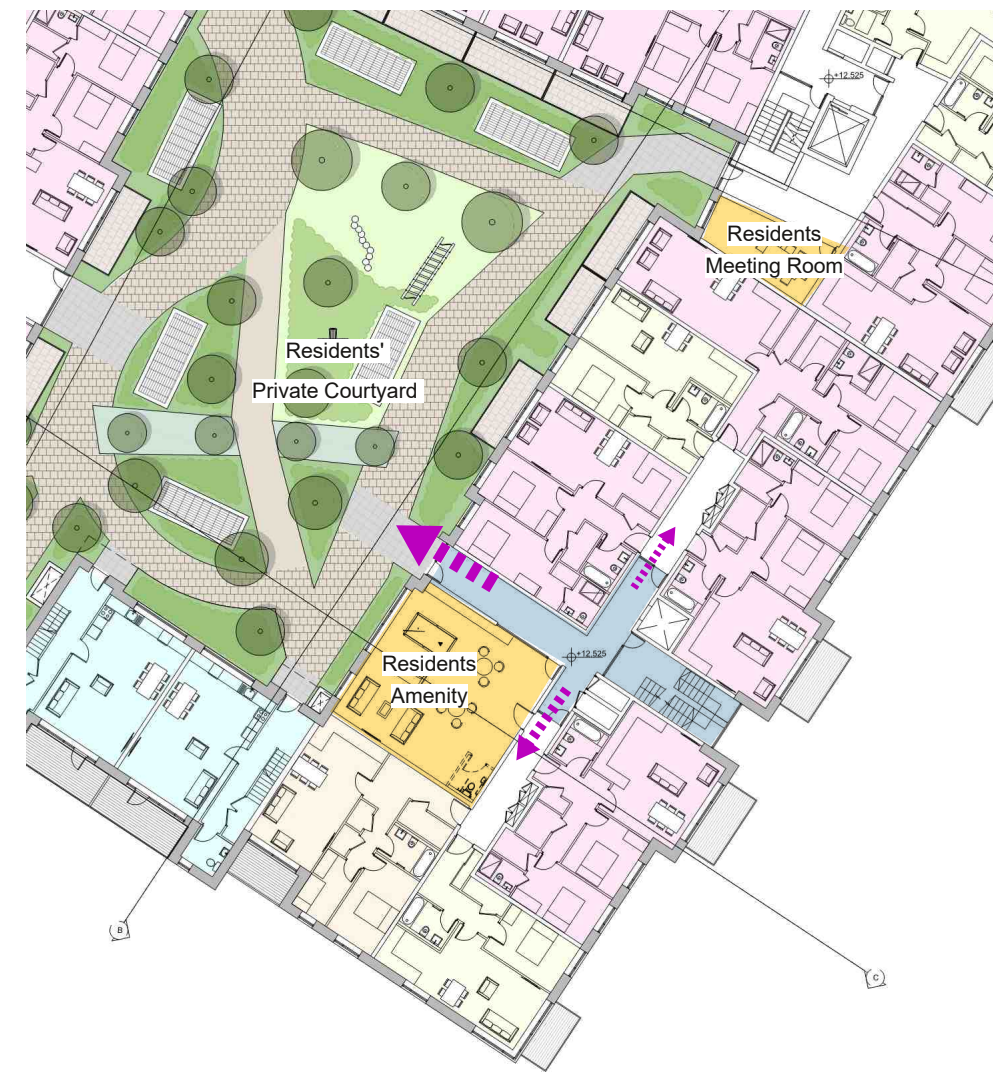
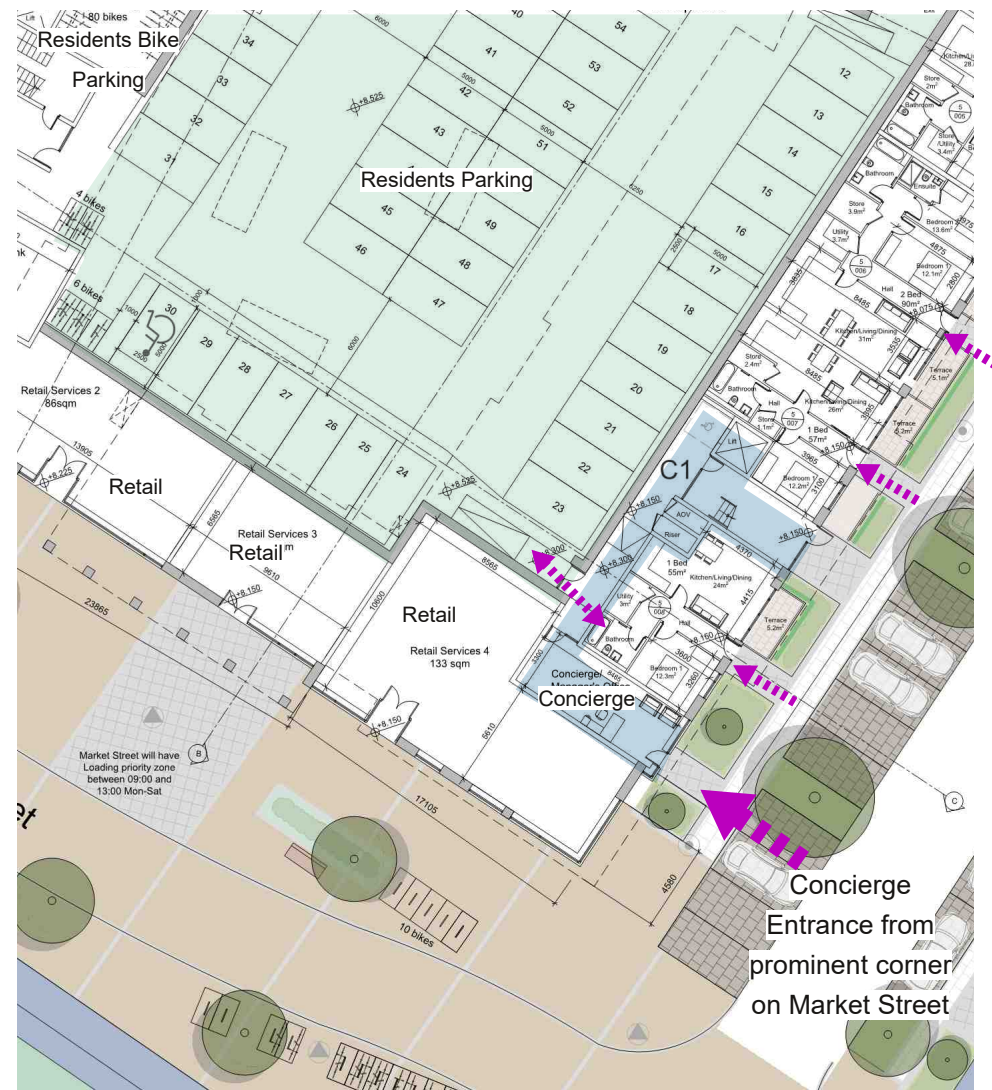
The apartment layouts are based on a private sale model. Residents can enter their own lift and stair core directly from the street or podium parking if they wish. There is also a shared access point at the south east corner, prominently located on Market Street.

Block 5 introduces a diversity of apartment types through own-door units from the street and duplex units located in the south wing, overlooking the landscaped podium courtyard.

A total of 144m² of amenity space has been provided for the residents. This includes an amenity room and a meeting room. The journey through the resident access on Market Street is detailed on the right.

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.

The building is laid out to encourage community amongst residents, through the provision of high quality communal facilities. Research in the field indicates that residents are more likely to feel a sense of 'home' and 'community' if they know even a small number of their neighbours. Both internal and external communal facilities, in addition to a shared access point through the concierge, allow residents ample opportunities 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



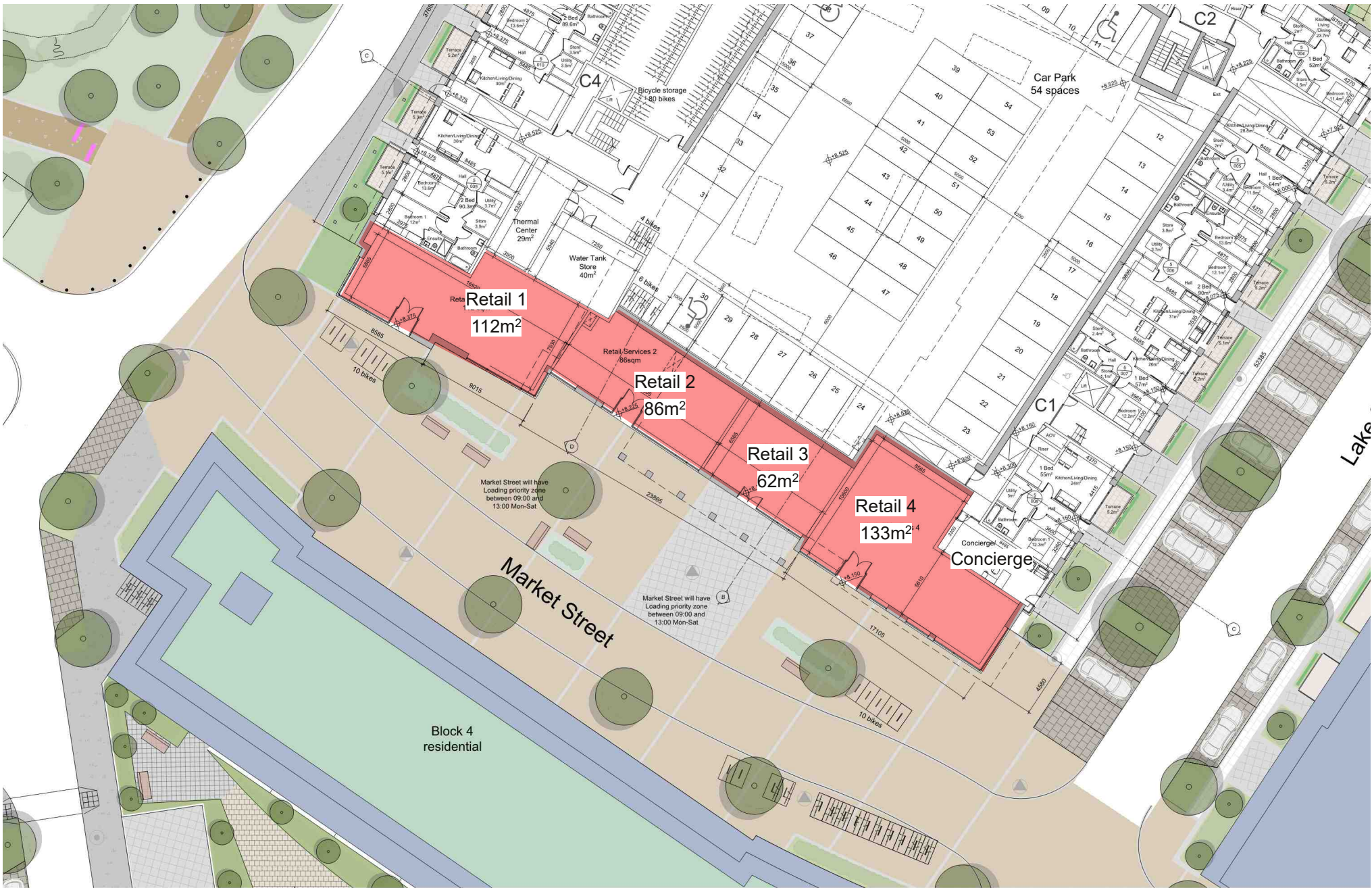
Sample floor plan, Fourth floor, showing apartment layouts,
roof of duplexes and fourth floor roof garden

2.5 Commercial Uses

Block 5 provides several small retail units at ground floor. These could be combined into a smaller number of larger units if desirable. These units will compliment the cafe across Market Street in Block 4, creating a vibrant streetscape.

The floor to floor level of retail units is 4m. There is back of house space available and commercial tenants can have access to the car park and bin stores as necessary.

Units of this size will be highly suitable for convenience retail, bike shop use, yoga or spinning studios.



Retail units at ground floor with frontage onto Market Street



View of retail units at ground floor with frontage onto Market Street

3.0 URBAN DESIGN STRATEGY

3.1 Streetscape & Urban Design

The square site of Block 5 is enclosed by Park Street to the west, Market Street to the south, Lake Street to the east and Dargan Street to the north. The urban form of the proposals consists of a perimeter block of stepping heights, surrounding a landscaped courtyard.

The massing of the building will create strong street edges and active frontage along Market Street and Lake Street, through a combination of retail units, concierge entrance and own-door residential units.

Access points to each core are located on each street, in addition to alternative access internally from the podium car park. This allows residents options for approaching their apartments. There is also a shared concierge in the south-east corner, accesses off market street.

The pedestrian priority street along Market Street, to the south, is designed to easily facilitate east-west pedestrian and cyclist activity between Fr. Collins Park and Station Square. The retail units located along this route will help to active this low traffic street and provide passive surveillance. Across the road, in Block 4, there is a further commercial unit and own-door access apartments.

The urban design strategy for Block 5 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 Context

To the south, Block 5 fronts onto the Market Street greenway link connecting Fr. Collins Park to Station Square. This is a pedestrian and cycle priority route with minimal vehicle activity and plenty of active frontage and other pedestrian activity. The retail units and concierge in Block 5 all open onto this street and provide active frontage and passive surveillance.

The route will be surfaced to a high quality and highly landscaped to encourage pedestrian and cycle use. Cars will be encouraged onto the perimeter roads of Main Street, Station street and Marrsfield Avenue where possible. Podium car parks will access from side streets to avoid heavy traffic on Market Street. At the same time, some traffic is beneficial and a small amount of street-parking, drop-off and other vehicle traffic will help to activate the street. Raised tables will be employed at the minor junctions crossing the street to make the hierarchy clear.

High quality landscaping, bicycle stands, tree planting and active frontages from both civic and commercial uses will all combine to create a lively and safe street. Public benches will also be provided to encourage lingering and informal encounters.

Active frontages onto the street, minimal car traffic, limited on-street parking and occasional loading access and passive surveillance from residential units above, all combine to create a balanced, human scale street.

Further details including materials and planting specification can be found in the landscape architect's drawings prepared by Ronan MacDiarmada.

On-street parking adds activity



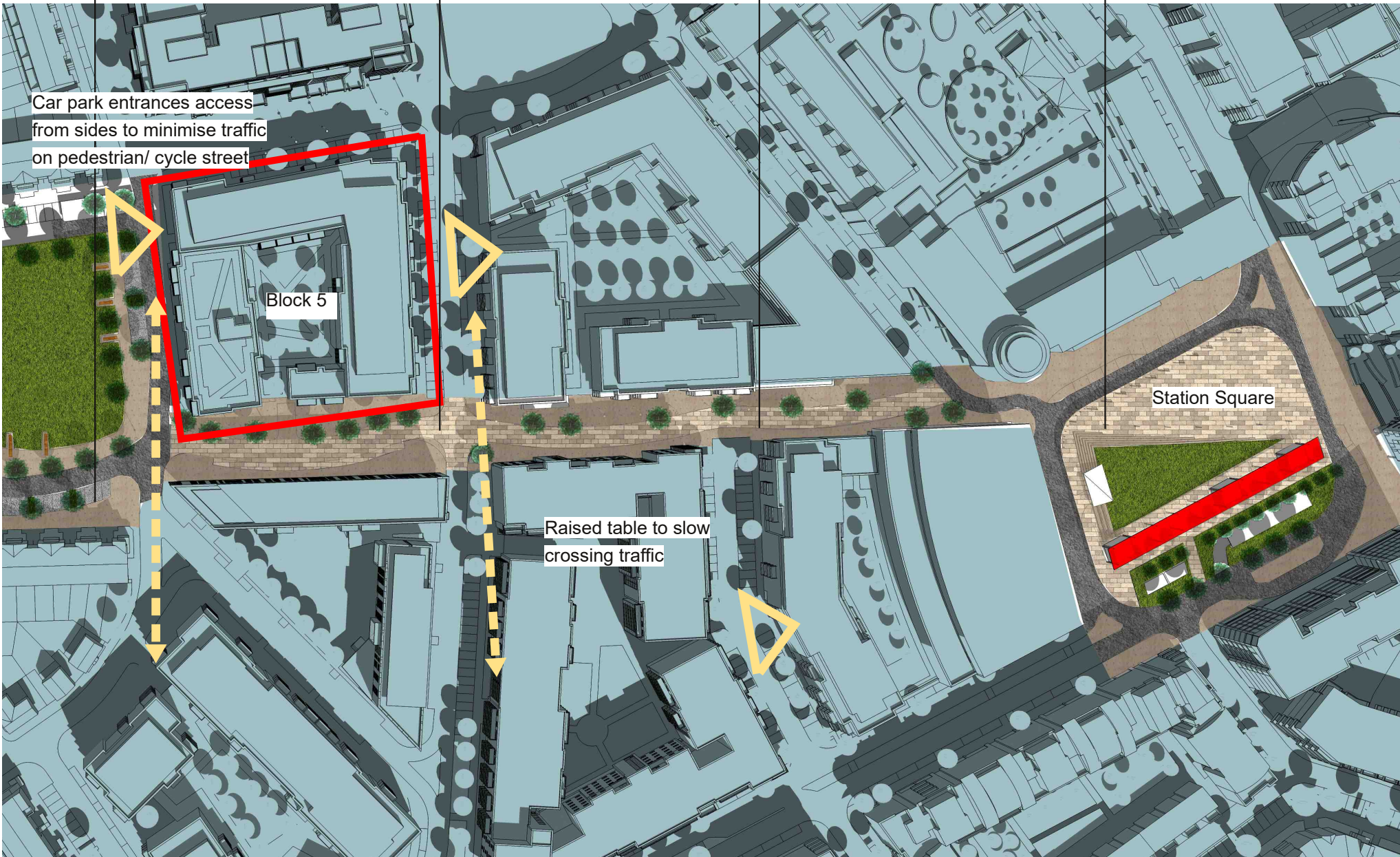
Flush surfaces encourage driver caution



Material finishes indicate priority and segregation



Street lighting choice implies pedestrian scale



Extent of shared surface/ cycle & pedestrian priority

No car park entrances along this stretch to reduce traffic volume

3.3 Market Street

Market Street forms a new key link route within Clongriffin which will greatly enhance the daily wayfinding experience for both existing and new residents.

Market Street will connect Fr. Collins Park to Station Square along a pedestrian and cyclist focussed street, with active frontage along the majority of it's length. This pedestrian and cycle priority street has been carefully laid out to encourage a safe and inviting environment for those on foot or two wheels, with car park entrances located to the sides of adjacent blocks and traffic encouraged onto other roads. Small amounts of traffic will be allowed onto the street as necessary, for example for drop off or commercial loading during designated times which will aid passive surveillance. Raised tables will be employed at the minor junctions crossing the street to make the hierarchy clear.

High quality landscaping, bicycle stands, tree planting and active frontages from both civic and commercial uses will all combine to create a lively and safe street. Public benches will also be provided to encourage lingering and informal encounters. Active frontages onto the street, minimal car traffic, and occasional loading access along with passive surveillance from residential units above, all combine to create a balanced, human scale street. Further detail on the design of Market Street can be found in the Landscape Architects reports and full scale drawings.

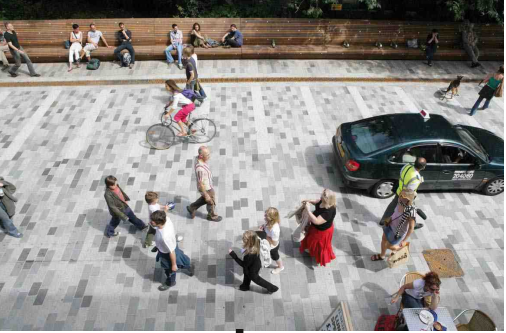
Neighbourhood Street with greenway



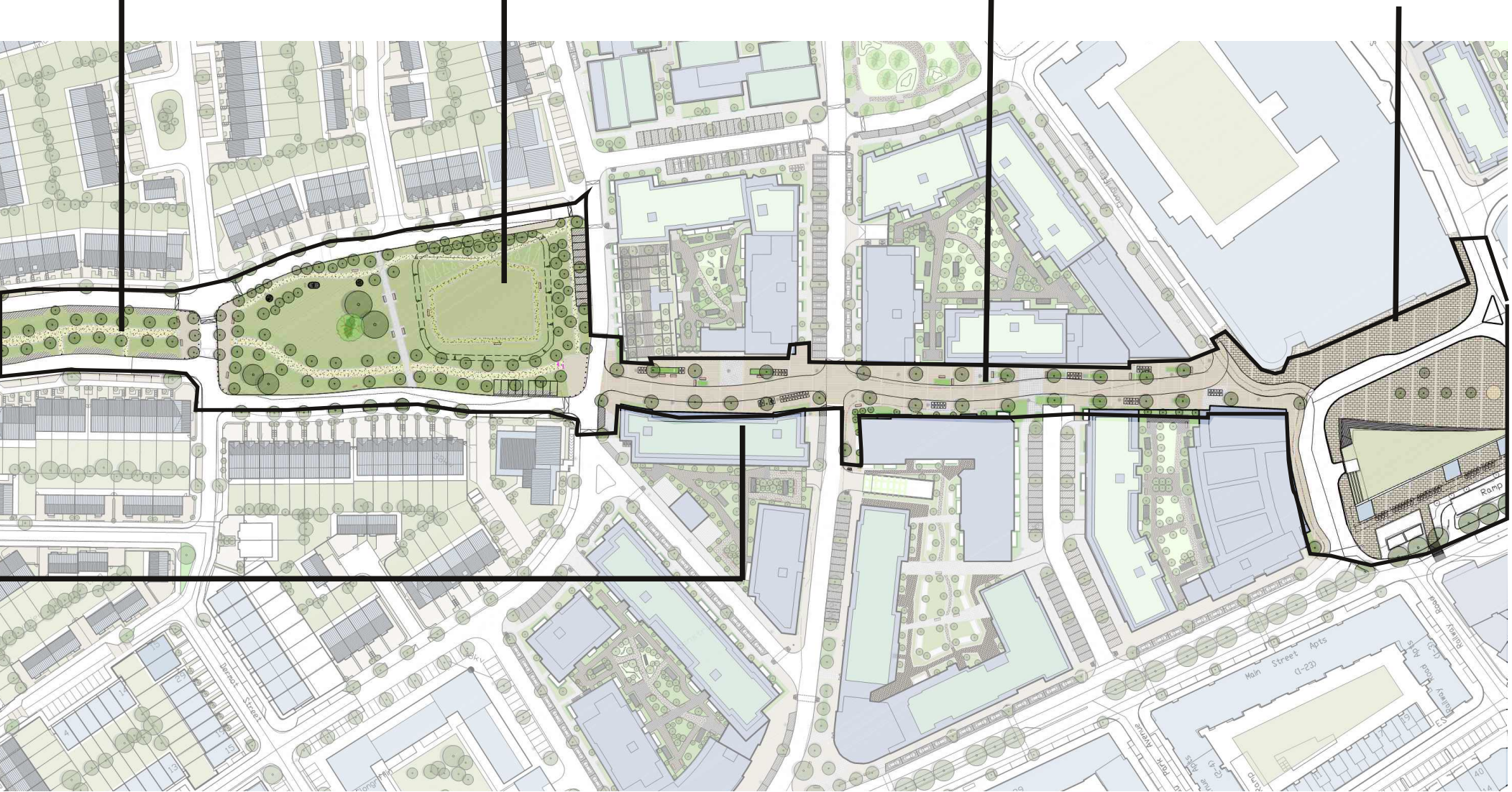
Belltree Park



Shared surface
Pedestrian & bicycle priority street

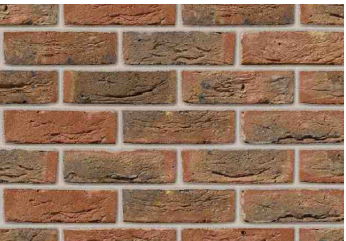


Station Square



Facade Details

The primary facade cladding material used is a mixture of natural red bricks, dark grey bricks and stone is employed to add interest and break down the scale and grain of the blocks.



Site Plan showing the variety of qualities of public realm along Market Street



3.3 Street Sections

The sections show the horizontal arrangement of space on both Market Street and Lake Street.

The first is taken through Market Street 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 plantings, Market Street is a wide pedestrian and bicycle priority street and high quality finishes will combine to create a pedestrian friendly zone. At 6m a low traffic zone accounts for 33% of the width of the street. This width allows for comfortable flow of delivery vehicles and bicycles, whilst the enclosure and high quality finishes will prioritise pedestrians.

The second is taken through Lake Street. The street will be well enclosed by buildings on each side with a generous width of 22.1m. Tree planting, on-street parking, wide footpaths and high quality finishes will combine to create a pedestrian friendly zone. At 6.5m the carriageway accounts for 29% 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.

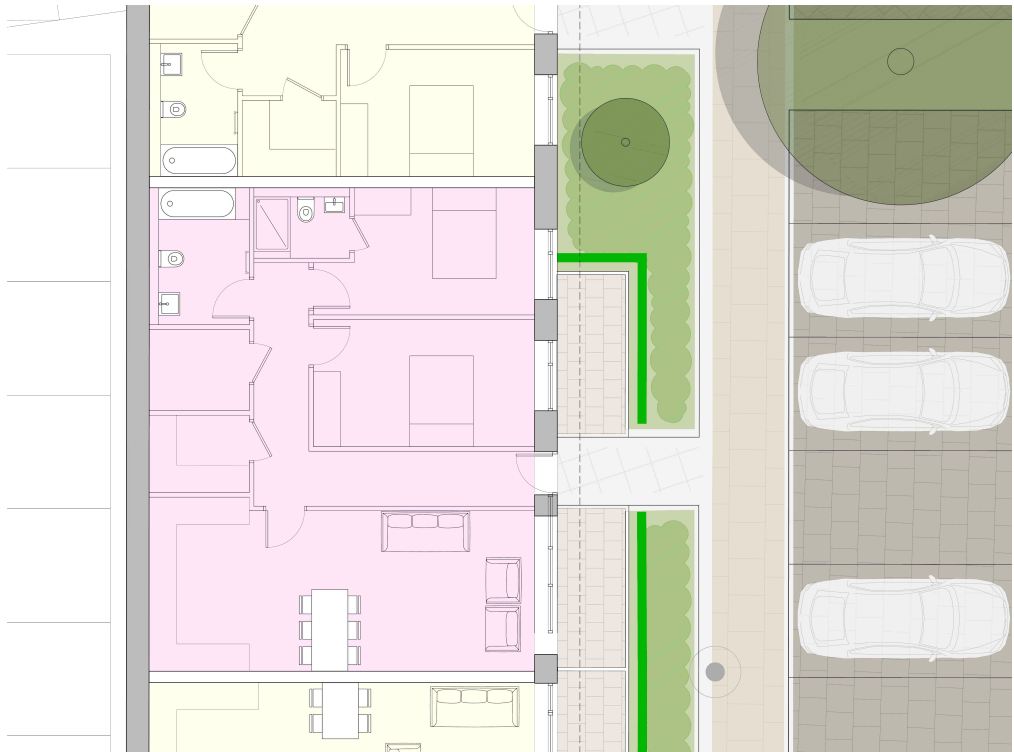
Facades at street level have been designed with privacy as one of the primary aims. Building setbacks in conjunction with landscape planting are used to maximise privacy to residents in ground floor units. A number of different approaches have been taken to maximise privacy in the scheme depending on 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, the ground floor units are accessed internally from the rear and are raised up so far as is possible with Part M compliance, to provide a level difference with the adjacent street and improved privacy for the resident's private amenity space.



Threshold Condition 1, Block 5 - terrace with painted railing & planting level with street



Condition 1; flush threshold, entrance from street



Threshold Condition 2, Block 5 - terrace raised above street level below



Condition 2; raised threshold, entrance from behind

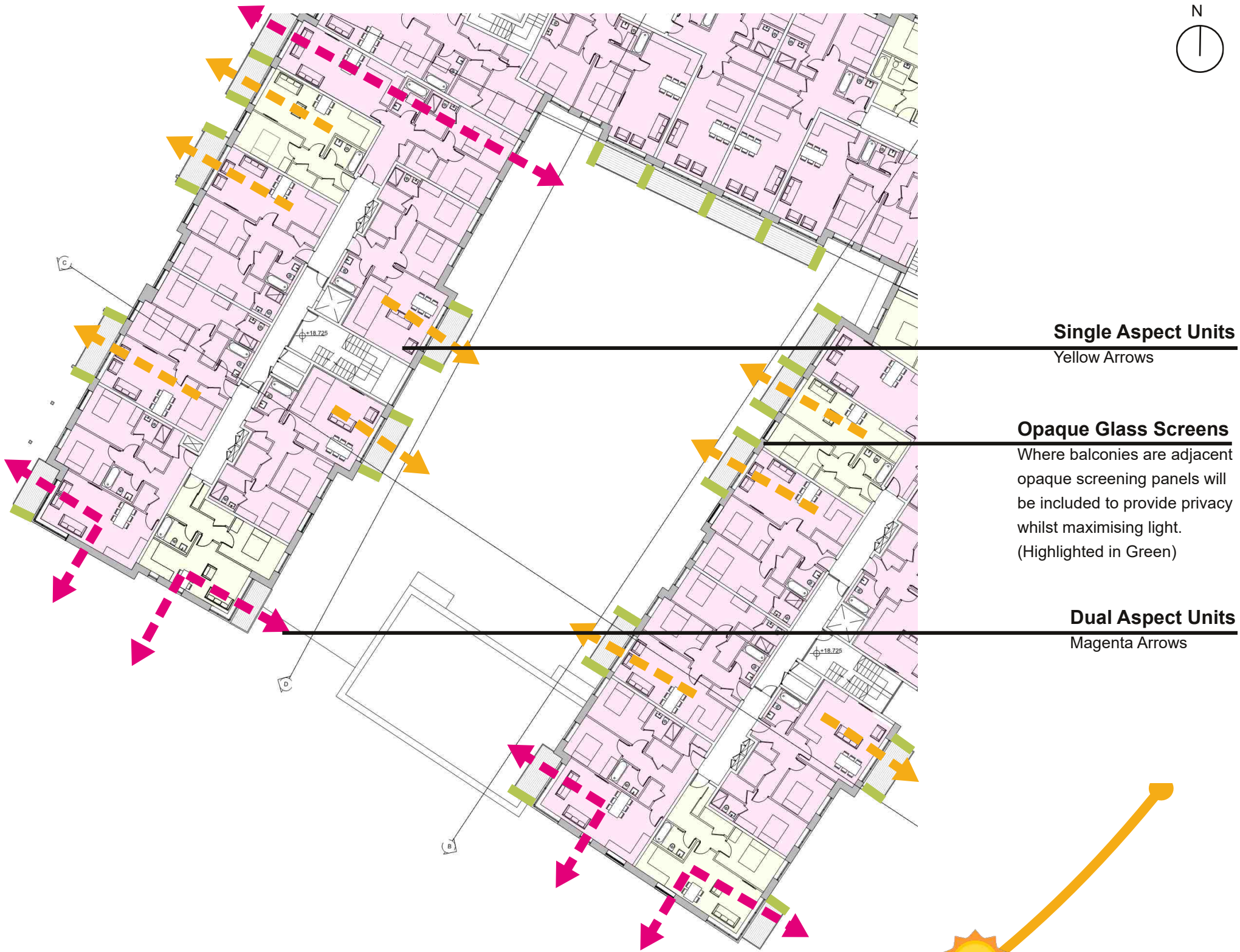
3.5 Residential Amenity, Overlooking, Privacy

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.

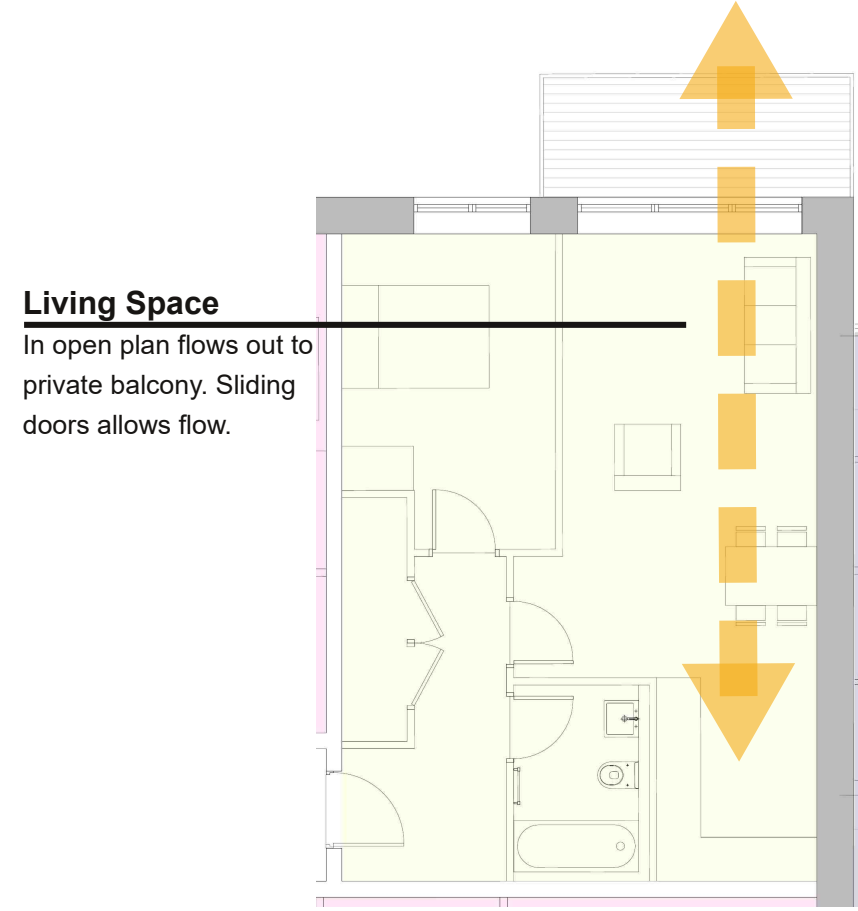
A mix of design approaches are taken to ensure privacy is maintained for residents in the design of the balconies a this creates a varied feel for the different neighbourhoods within Clongriffin.

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



Block 5 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 doors allows flow.

Block 5 unit plan showing private balconies opening from living areas



Opaque glazed screen



Painted steel pergola structure



Green wall system



Block 5 Elevation to Park Street, Facade designed to minimise overlooking between apartments and balconies.

3.6 Compliance With The 12 Urban Design Criterion

Context

Block 5 fits into its context in terms of scale and form. It is set up as a perimeter block, broken down in scale depending on the immediate context on that side of the block. To the south it is lower, where it overlooks Market Street, allowing light into the landscaped podium. To the north and east it reflects the scale of its neighbours. The material palette is similar, whilst not the exact same, as surrounding blocks. The building presents an appropriate frontage to Park Street and Belltree Park by stepping down to four stories overlooking the park, with a landscaped roof terrace above.

Connections

Block 5 sits into a context of permeable streets. The form of the block is a result of desire lines and linkages in the wider area. To the south is a major pedestrian priority link along Market Street. This street will provide a primary connection from housing in Belltree and Park Street to Clongriffin Station. It will also provide local level retail and service opportunities for all residents in the Town Centre.

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. A variety of apartments sizes will appeal to different people and requirements, this includes street level apartments for those who may wish to avail of direct, level access to their homes.

Variety

Block 5 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 several retail units. 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. The stepped form of the block in addition to an opening to the south will allow glimpsed views of within and add interest to the streetscape and views for passers by.



Efficiency

Block 5 makes very efficient use of resources through high density residential development, at 197dph in addition to residential parking, bicycle stores and amenity space with 1,561sqm of landscaped areas including a large podium courtyard and a separate roof terrace. There will also be 144sqm of internal amenity space provided. In addition there will be 393sqm of commercial space. This provides the best possible use for this brownfield site in an urban location, well connected to public transport.

Distinctiveness

Block 5 is distinct from surrounding blocks through its form, which comprises a stepping block with four different sides, each relating to its immediate context. The roof garden and framed pergola to the west, along Park Street and Belltree Park, will add diversity and interest to the streetscape, aiding wayfinding and legibility.

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 surrounding and above. The podium courtyard is oriented to receive maximum south light and enhance amenity value. Active frontages will focus activity on the street and provide passive surveillance.

Public Realm

The proposals locate parking spaces on-street to the east and north 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 west 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 5 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 0.7 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 1.6 spaces per apartment and meets all relevant guidelines. Further parking and car share vehicles will be available for residents within the large car park at Block 12.

Detailed Design

Block 5 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.



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.

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 with an additional roof terrace at fourth floor for further amenity options. The design of this space is such as to encourage active use with all residents able to enter this space directly from their own core. Play equipment has been provided for children at the north end which will receive the best sunshine.

The podium courtyard, at 879m², in addition to the roof terrace, at 682m², provide a combined area of 1,561m², comfortably exceeding the minimum area required by Sustainable Urban Housing: Design Standards for New Aartments (March 2018). Both spaces will be landscaped to the highest standard and passively overlooked by the apartments above. A gap in the block to the south in addition to the southern-most block being only three stories, will allow plentiful sunlight to penetrate into the space. and the broadly south aspect orientation will allow plenty of light all through the day. Landscape Architects Ronan McDiarmada and Associates have prepared detailed drawings and landscape report for the site.

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



Communal Open Space Requirement

	1 Bed	2 Bed (3P)	2 Bed (4P)	3 Bed	TOTAL
Number	52	2	81	3	138
Area Requirement	5	6	7	9	
TOTAL	260	12	567	27	866



Communal landscaped courtyard and roof garden at first and fourth floor levels

CONROY CROWE KELLY
Architects & Urban Designers

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 5 has a net density of 197dph. This is achieved through a marketable mix of 38% 1 bed units, 60% 2 bed units and 2% three bed units. All units provided are apartments.

Block 5 is located conveniently on the primary pedestrian and cycle link to Clongriffin Station. It is also 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	52	37.68%
2 Bedroom Apartment	83	60.14%
3 Bedroom Apartment	3	2.17%
Total	138	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

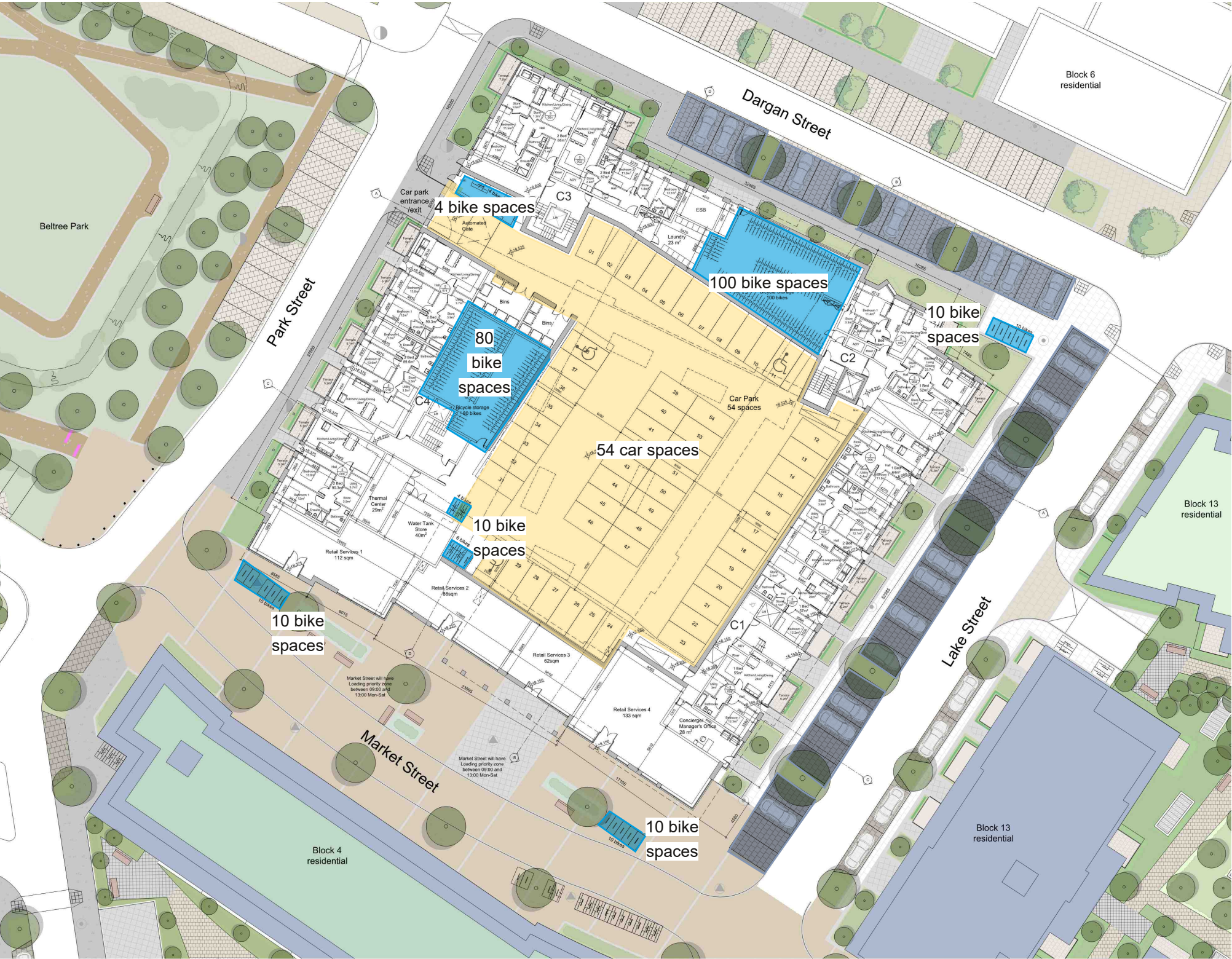
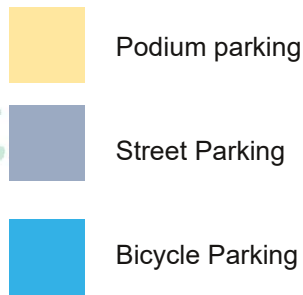
A total of 96 car parking spaces are provided in Block 5, divided between 54 at podium level and 42 on-street. This equates to a ratio of 0.7 spaces per apartment. The parking management strategy for the development as a whole has been agreed on after discussion with the local authority, and taking into 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 5 if necessary. The large commuter car park in Block 12 has capacity to accommodate visitors and overflow resident use. Car share vehicles already located in this car park have proven very popular with the existing population and the scheme was recently extended. Further details of the overall proposed car parking strategy for Clongriffin can be found in the Engineers reports.

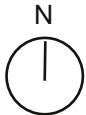
6.2 Bicycle Parking

A total of 224 resident bicycle parking spaces are provided in Block 5. 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 with some additional visitor spaces on Dargan Street and Market St. 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.



Parking plan



6.3 Refuse Storage & Collection

A communal bin store is located in the podium car park of Block 5, easily accessible from Park Street. This location will be easily accessible for all residents as each core has direct access to the car park. Commercial and residential bin stores are kept separate for privacy and security. Bins will be marshalled on Park Street by the management company. In this way bin trucks will be able to collect refuse conveniently from a single location without any need for reversing or turning, avoiding any potential accidents arising from bin trucks reversing on the site.

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 5 at 54.35%. One unit with single aspect has a north aspect. This unit is at fifth floor level and benefits from significant private amenity space and long views.

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 5.