

**Roads Streets & Traffic Department
Road Planning Division**

APPLICATION NUMBER	4126/22
PROPOSAL	Permission for development on a site of 0.68 ha at Clanwilliam Court, Clanwillia
LOCATION	Site at Clanwilliam Court, Clanwilliam Place and Lower Mount Street Dublin 2.
APPLICANT	Hibernia REIT plc
DATE LODGED	09-Sep-2022
APPLICATION TYPE	Permission

The Roads Report is below

TRANSPORTATION PLANNING DIVISION

28th September 2022

LODGED PLAN NO: 4126/22 **DATE LODGED:** 2nd June 2022

LOCATION: Site at Clanwilliam Court, Clanwilliam Place and Lower Mount Street Dublin 2.

PROPOSED: Permission for development on a site of 0.68 ha at Clanwilliam Court, Clanwilliam Place and Lower Mount Street, Dublin 2.

- The site is bounded by Velasco Building and Osprey House, onto Grand Canal Street to the North East, Clanwilliam Place, to the East; Love Lane to the West and Mount Street Lower, to the South West. The proposed development consists of the demolition of the existing Elm House (D02 A344), Block 1 Clanwilliam Court (D02 CF97), Clanwilliam House (D02 CV61), Marine House (D02 FY24) office buildings and former Clanwilliam Court Block 6 apartment building (D02 NR22) and the construction of a commercial office building ranging in height from 4 to 8 storeys plus roof plant (above ground building height inc. plant screen at the corner of Clanwilliam Place and Mount Street Lower of 32.9m).
- The total gross floor area of this building will be circa 31,712 sq.m (including floor space at

Lower Ground Floor (Level -1) but excluding basement parking and plant). The ground floor includes a double height entrance from Clanwilliam Place with a reception/social hub, 2 no. retail/restaurant/café units of 228 sq.m and 141 sq.m, and a gym/ leisure unit of 74 sq.m (with access to gym/leisure at Lower Ground Floor (Level -1) of 518 sq.m). The proposed social hub is primarily accessed from the ground floor through the reception area of a total area of 484 sq.m with access to associated space of 506 sq.m at first floor level and 1,077 sq.m at Lower Ground Floor (Level 1) which has a secondary access through proposed landscaping from ground level.

- The development includes for external terraces at Lower Ground Floor (Level -1) on the eastern elevation, at sixth floor on south-west elevation and eastern elevations and at seventh floor on the eastern elevation.
- Access to the existing redeveloped part two level basement will be via a new ramp accessed from Love Lane. Basement (Level - 2) contains 55 no. car parking spaces, 10 no. motorbike parking spaces and associated plant and Lower Ground Floor (Level - 1) contains 525 no. cycle spaces and associated shower & toilet facilities, plant area as well as proposed social hub. Cycle access to the basement will be via a dedicated, access controlled entrance on Love Lane. 66 no. visitor cycle spaces are provided at ground level. Access to adjacent parking relating to Osprey House and Velasco is maintained.

The development will also include for proposed hard and soft landscaping onto Clanwilliam Place and for upgrades to the public realm treatment of Love Lane and associated surrounding street landscaping on Lower Mount Street. The proposed development also includes for the provision of green roofs; plant at roof level; PV panels, signage new ESB substations onto Love Lane; associated site servicing (foul and surface water drainage and water supply); and all other associated site development works above and below ground.

FOR: Hibernia REIT plc

TRANSPORTATION PLANNING DIVISION REPORT

Planning permission is sought for:

- Demolition of all buildings on site (20,121 sqm.)
- Construction of new office development (31,712 sqm. excl. basement)
 - 2 no. retail / café / restaurant units (369sqm.)
 - Gym / leisure units (592sqm.)
- New vehicular access ramp from Love Lane
- 55no. car parking spaces (Basement Level -2)
- 10no. motorcycle spaces (Lower Ground Level -1)
- 525 no. cycle parking spaces (Lower Ground -1)
- 66 no. short-term / visitor spaces (Ground level)
- Vehicular access to adjacent development of Osprey House & Velasco maintained
- Associated works

Request for further Information

Further information was requested from the applicant on 27th July 2022, Item No. 2 is specific to this division:

2. *Access is currently provided via the subject site to car parking associated with adjoining properties. It is not clear from the submitted documentation how this will be maintained during construction and what physical measures will be required to be put in place to ensure this. The applicant is requested to demonstrate how access to parking areas will be maintained during the construction period. The applicant is also requested to demonstrate how continued access along Love Lane will be maintained having regard to the existing uses accessed and serviced via the lane.*

Response to Further Information

In response the applicant has submitted detailed information including plans and details of a new vehicular temporary access ramp with stop/go traffic signals along with a submitted Access Strategy demonstrating how vehicular access to the car park for the adjoining building will be maintained throughout the construction phase. Information has been provided which sets out the existing, temporary and proposed access arrangements for car parking to the adjoining building. This division is satisfied with the information submitted and offers no objection subject to conditions.

Recommendations

This division has no objection to the proposed development subject to the following conditions: -

1. Prior to commencement of development, and on appointment of a demolition contractor, a Demolition Management Plan shall be submitted to the planning authority for written agreement. This plan shall provide details of intended demolition practice for the development, including traffic management, hours of working, noise and dust management measures and off-site disposal of demolition waste. The Demolition Traffic Management Plan for the development, incorporated within the Demolition Management Plan shall include access to services.
2. (a) Prior to commencement of development, and on appointment of a main contractor, a Construction Environmental Management Plan shall be submitted to the planning authority for written agreement. This plan shall provide details of intended construction practice for the development, including construction compound(s), traffic management, hours of working, noise and dust management measures and off-site disposal of construction/demolition waste.

(b) Traffic management shall be set-out in a Construction Traffic Management Plan providing details of the traffic management programme, routing and access arrangements, estimated vehicle numbers and phasing, traffic management safety and monitoring measures and applicable licenses and permits requirements. This shall also include details on how vehicular access to the car park serving the adjoining building will be maintained at all times through the demolition and construction phases.

(c) A construction phase mobility strategy incorporating onsite mobility provisions shall be submitted.
3. Prior to the commencement of development, all works proposed along Love Lane, Mount Street Lower and Clanwilliam Place shall be subject to written agreement and approval from the Environment and Transportation Department. All works to the public road and the public realm to facilitate the development including the proposed layby on Love Lane road and footpath modifications and signage shall be carried out at the applicant's expense at no cost to Dublin City Council and to the detailed requirements of the Environment and Transportation Department. No planting shall be placed on the public footpath along Love Lane. All materials should be agreed in detail with Dublin City Council and should be in accordance with the document Construction Standards for Roads and Street Works in Dublin City Council.

4. The applicant/developer/operator shall undertake to implement the measures outlined in the Mobility Management Plan and to ensure that future tenants of the proposed development comply with this strategy. A Mobility Manager/Travel Coordinator for the development shall be appointed to oversee and co-ordinate the roll out of the plan. The plan shall address the mobility requirements of future tenants and should promote the use of public transport, cycling and walking. The Mobility Management Plan shall also, identify car club spaces and shared micro-mobility transport options outside of the development and in the vicinity of the site. The Mobility Management Plan shall be a living document and objectives including on-site parking provisions and shared mobility facilities shall be reviewed regularly and revised as necessary during the lifetime of the development in keeping with changing sustainable transport policies and changing urban mobility habits in order to ensure the Mobility Management Plan remains an effective management tool.
5. A minimum of 5 car parking spaces shall be allocated to shared vehicles available for staff and these shall be fitted with EV charging infrastructure. All remaining car parking spaces shall be future proofed for EV charging facilities.
6. Car parking spaces shall be permanently allocated to the proposed use and shall not be sold, rented or otherwise sub-let or leased to other parties.
7. 525 long term bike parking spaces and 9 no. long term cargo bike parking spaces shall be provided in the bike store at Lower Ground Floor Level. 2 no. short-term cargo bike spaces shall be provided at Lower Ground Floor adjacent to the courier delivery point for the use of courier services and visitors.
8. Cycle parking shall be secure, conveniently located, sheltered and well lit. Shower and changing facilities shall also be provided as part of the development. Key/fob access should be required to bicycle compounds. Cycle parking design shall allow both wheel and frame to be locked.
9. The quantum and location of short-term cycle parking spaces on the public footpath along Mount Street Lower shall be agreed in writing with the Planning Authority prior to commencement of development.
10. All costs incurred by Dublin City Council, including any repairs to the public road and services necessary as a result of the development, shall be at the expense of the developer.

11. The developer shall be obliged to comply with the requirements set out in the Code of Practice.

Gareth Hyland
Executive Planner

Edel Kelly, Senior Transportation Officer