

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

APPLICATION NUMBER	LRD6009/23-S3
PROPOSAL	PROTECTED STRUCTURE: Application for a ten year planning permission for a Large-
LOCATION	St. Vincent's Hospital, Richmond Road and Convent Avenue, Fairview, Dublin 3
APPLICANT	Eoin Culliton, St. Vincent's Hospital Fairview
DATE LODGED	06-Apr-2023
APPLICATION TYPE	Large Residential Development-3

The Roads Report is below

TRANSPORTATION PLANNING DIVISION

19th May 2023

LRD REFERENCE: LRD6009/23-S3

LOCATION: St. Vincent's Hospital, Richmond Road and Convent Avenue, Fairview, Dublin 3

PROPOSED: 811 no. residential units, mental health facility, childcare facility, community hall, residential amenity areas, gym, café, co-working

FOR: St Vincent's Hospital

TRANSPORTATION PLANNING DIVISION REPORT

Introduction

This Transportation Planning report has been prepared following receipt of a Large Residential Development (LRD) submitted to Dublin City Council (DCC) Planning Authority on the 6th of April 2023.

Proposed Development

In accordance with the submitted ten year planning application form and public notice, the proposed development generally comprises:

- The demolition of existing structures on site, including extensions of and buildings within the curtilage of the existing hospital buildings under RPS Ref.: 2032, and other existing buildings and ancillary structures on the site; and the change of use, refurbishment and alterations of a number of buildings and protected structures on the site including Brooklawn (RPS Ref: 8789), Richmond House (RPS Ref.: 8788), the Laundry building and Rose Cottage.
- 811 no. residential units

- 494 no. standard design apartments (SDA) and 317 no. Build to Rent (BTR) apartments
 - A mix of 18 no. studio units,
 - 387 no. 1 bed units
 - 349 no. 2 bed units
 - and 57 no. 3 bed units.
- The partial demolition and change of use, including associated alterations, of the existing hospital building (part protected structure under RPS Ref.: 2032), to provide residential amenity areas, a gym, a café, co-working space, a community library, a childcare facility, and a community hall (referred to as Block K).
- The development also includes additional residential amenities and facilities, a retail unit and a café.
- Provision of a new part two and part three storey hospital building, providing mental health services, accommodating 73 no. beds, associated facilities, a single storey facilities management building,
- For hospital use; a total of 76 no. car parking spaces (including 39 no. EV charging spaces), 50 no. bicycle spaces and 4 no. motorcycle spaces are proposed.

A proposed basement / lower ground floor level includes a total of:

- 240 no. car parking spaces allocated for the residential development (including 6 no accessible spaces, 7 no. car share spaces and 120 no. EV charging spaces),
- 9 no. bicycle stores providing a total of 947 no. cycle spaces (including cargo bikes and electric bikes),
- 13 no. motorcycle spaces,
- 15 no. storage units, bin storage areas, an ESB substation and switchroom, various plant rooms and lift and stair cores.

At surface level for the proposed residential, commercial, and community uses the following are proposed:

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- 16 no. car parking spaces.

- 817 no. bicycle spaces.
- Access to the new hospital and associated grounds is provided from Richmond Road and Convent Avenue, with separate internal access points.
- A separate vehicular access to the residential development is provided from Richmond Road. The development includes a proposed pedestrian cycle connection to Griffith Court, requiring alterations to the service yard of the Fairview Community Unit, pedestrian / cycle connections to the Fairview Community Unit campus to the north (providing an onward connection to Griffith Court), a pedestrian / cycle connection to Grace Park Wood, and makes provision internally within the site for a potential future connection to Lomond Avenue/Inverness Road.

Site Planning History

- 4147/09 - Grant of permission for removal of 1 no. parking space and the provision of a standby electrical generator and surrounding fence beside the existing ESB substation along an access road to the south west of St. Vincent's Hospital, a protected structure ref. no. 2058.
- 2183/94 - Grant of permission for construction of a single storey glazed conservatory extension to the existing dining area of St. Vincent's Hospital.
- 2185/91 - Grant of permission for construction of a single storey 40 bed acute unit and E.S.B. Sub-station and a water storage tank in the hospital grounds.

Nearby site planning history noted.

Comments/Submissions

Transport Infrastructure Ireland (**TII**) outlines no comment to make.

The National Transport Authority (**NTA**) in their submission outlines that if the Local Authority is satisfied with the provision of 0.3 car parking spaces per residential unit that additional spaces are allocated to car sharing. They further outline that bicycle parking could be reconsidered with a view to providing Sheffield stands which cater more amenable to those with heavier bicycles and e-bikes, with the Development Plan standard total as a minimum; and in the event that additional car parking spaces are deemed necessary, consideration could be given to the provision of a second basement level with a corresponding amount of additional space allocated to higher quality cycle parking.

Third Party Submissions

In relation to this division, a number of submissions have been received, below outlines some of the main elements in relation to the proposed development:

- Potential impact on services, infrastructure and capacity of public transport.

- Traffic issues around Grace Park Road / Ormond Road, and Richmond Road (between Grace Park Road and Drumcondra Road Upper) particularly at morning peak.
- No pedestrian access to the site from the East at Inverness Road / Lomond Avenue.
- Requesting addition of pedestrian gate on the south end of Inverness Road to allow access to the South-East of the site to allow pedestrians to walk from Philipsburgh Avenue to Grace Park Road without having to use Richmond Road.
- Failure to enhance public transport in the Greater Dublin Area and concentration on having a city centre/Dublin Airport rail link.
- The development will further congest traffic on Richmond Road.
- Requests a direct pedestrian/cycle link to Fairview and notes the benefits of this link.
- Requests to correctly size the proposed parking within the hospital.
- Parking provision on site will increase volume of traffic on adjacent roads.
- Concerns in relation to the quantum of construction traffic, requests that construction traffic routes are mandated for all phases of the development.
- Requests for a coherent strategy to upgrade local road and cycle networks.
- Outlines that there should be no provision should be provide for a footpath/cycle path between the new development and Griffith Court.
- Access for cycle/pedestrians will have a negative impact on Grace Park Wood.
- Lack of an appropriate number of parking spaces for residential and hospital use.
- Lack of cycling infrastructure on Richmond Road and Philipsburgh Avenue.
- Potential parking disruption in Grace Park Wood and Griffith Court.

All submissions and observations have been reviewed in detail and taken into consideration in the assessment of the application below.

Planning Authority Opinion

This Division prepared an Opinion, dated the 29th November 2022. The points raised in the opinion are summarised as follows:

1. Internal Access and Works to Public Road requires review:
 - a. A Stage 1 Road Safety Audit should be provided which examines the proposed access roads within the development, any impact with the public road (Richmond Road), servicing/drop off locations, surface level parking, internal junctions and any other applicable element of the proposal which has an impact on the roadway .
 - b. Provide clarity and detailed drawings on the extent of works to be undertaken on the public road is needed as a letter of consent for works undertaken on DCC lands may be required from DCC. The applicant is advised to liaise with DCC Transportation Planning Division in advance of submission of the LRD application.
 - c. All internal road proposals should demonstrate compliance with DMURS.

- d. All access proposals require to be fully auto tracked. Auto tracking of access proposals e.g. cars, refuse, emergency, substation, deliveries etc. is required including junctions, turning areas, parking spaces and laybys and turning circles proposed.

2. Pedestrian Connectivity

- a. A letter of consent from the landowner to include the provision of the connection to the Grace Park woods development should be provided as part of the final application.

3. Car parking provision requires review:

- a. No details are provided with regards to the management of the car parking spaces for the hospital and the BTR and other apartments with no details given. Submit a Car Parking Management Plan, in particular with details on how car parking will be managed for the commercial elements on the site and how the set down/drop off areas and time constraints will be managed.
- b. Justification for the quantum of car parking provided for the mental health facility is required as the quantum exceeds the maximum permissible under the Development Plan.
- c. It is noted that 20 no. car share spaces are mentioned in the Operational Management Plan (Go Car referenced) however there is no reference to this in the TIA and MMP. Further clarification on the car share should be provided. There are concerns about the realistic viability of a service provider being able to ensure 20 no. vehicles are available on site upon occupation. A Phasing Strategy for the delivery of car share vehicles should be provided in tandem with the overall phasing schedule of the development of the entire site.
- d. The Mobility Management Plan refers to a Mobility Hub, details of this and its location should be included in application.
- e. Pedestrian priority should be provided across the site. Measures including contrasting materials, signing, and road marking, etc. should be incorporated to ensure that vehicles entering/leaving the development are aware that pedestrians/cyclists have priority across the site and that vehicles must yield right-of-way.
- f. All car parking spaces should be provided on a site layout plan where the various uses are colour coded/numbered to differentiate between the areas for drop off/set down, mental health facility uses as well as the accessible parking and EV parking spaces.

4. Cycle parking proposals requires review.

- a. Details on how cyclists are to access the cycle stores at basement level should be clearly delineated/identified. If access is via the basement entrance along with other vehicles, additional user safety measures should be demonstrated

including demarcated pedestrian/cyclist route, surface marking/signage, lighting and height clearance to avoid vehicular and pedestrian conflict.

- b. Detailed drawings of the bicycle stores to be provided outlining type and quantum per store/area, ensuring functionality and ease of access, including the type of bicycle stands proposed and distance between each stand. Ensure bicycle stores are located at the most convenient areas close to stairs/lifts in the basement area. Ensure the access doors to these stores are appropriately located.
- c. Revised site layout clearly delineating the location of all visitor bicycle parking,
- d. More sustainable options for cycle parking should be provided e.g. non-standard bikes, cargo bikes, electric bicycle charging stations.
- e. Details on how bicycle stores are to be managed should be provided i.e. with access to certain areas for residents in the basement level.
- f. Details on the proposed bike sharing facility referred to in the Operational Management Plan and its location.
- g. Showers and changing facilities for the commercial use buildings should be provided.

5. Servicing and Operations requires review:

- a. All locations of all bin stores and bin staging locations should be outlined.
- b. Details on how waste will be transferred from storage areas to collection areas to be outlined.
- c. A Servicing and Operations management plan should be submitted with any forthcoming LRD application and should include details of all anticipated servicing and operational requirements for the residential and commercial components of the development, including set down location for servicing and delivery vehicles.

d. Drawings

Additional details and clarity is needed on some of the drawings submitted:

- Drop-off and collection bays at surface level need to be clearly shown for all servicing and other deliveries.
- Autotrack drawings for the internal road layout to ensure that all vehicles and in particular service vehicles can access the areas and turn in the designated areas. It is noted that a number of surface level car parking spaces appear to have limited turning circles should a vehicle be parked in a nearby bay. An example of a location is between Block A and Block B where 2 no. accessibility bays are provided. No swept path analysis is provided for the basement level car park.

6. The applicant is requested to outline any lands for Taking in Charge by Dublin City Council.

Changes between the Opinion and Proposed Development

An overview of the main changes relevant to this division are as follows:

Type of Development	Pre-Application Consultation	Current Planning Application	Increase/ Decrease +/-
<i>Proposed Uses</i>	Residential Mental Health Facility Childcare Facility Community Hall Residential Amenity Gym Cafe	Residential Mental Health Facility Childcare Facility Community Hall Residential Amenity Gym Cafe	No change
<i>No. Units Proposed</i>	822	811	Reduction of 11 units
<i>Typology</i>	18 no. studio units, 392 no. 1 bed units, 354 no. 2 bed units and 58 no. 3 bed units.	18 no. studio units, 387 no. 1 bed units, 349 no. 2 bed units and 57 no. 3 bed units.	Minor changes to typology
<i>Car Parking</i>	<u>320 total car parking spaces</u> 73 no. Hospital Spaces 247 residential (0.3 spaces per unit) (Including 124 no. EV Spaces (50%), 20 no. car share, 13 no, accessibility spaces)	<u>332 total car parking spaces</u> 76 no. Hospital Spaces (including 39 no. EV) Basement residential – 240 no. spaces (Including 120 no. EV Spaces (50%), 7 no. car share, 6 no. accessibility spaces) Surface Level for mixed use – 16 no. spaces	Increase in spaces, notably for Hospital

Type of Development	Pre-Application Consultation	Current Planning Application	Increase/ Decrease +/-
<i>Bicycle Parking</i>	Hospital - 29 no. (21 no. long stay spaces (85 staff) and 8 no. short stay (73 no. beds) Residential - 1702 no. cycle spaces (including 286 no. visitor & 461 no. secure spaces) Gym, Café, Retail – 71 no. bicycle spaces	Hospital - 50 no. (42 no. long stay spaces (85 staff) and 8 no. short stay (73 no. beds) Residential - 1680 no. cycle spaces (including 406 no. visitor & 1274 no. long stay) Commercial use/Gym, Café, Retail – 84 no. bicycle spaces at surface level	Increase in Hospital spaces and visitor spaces

Documentation Overview

In addition to the submitted Architectural drawings and reports, the following submitted documents, as prepared by O'Connor Sutton Cronin Consultants and Hooke MacDonald are of particular relevance to this division are noted:

- Architectural Response to DCC LRD Opinion
- DMURS Compliance Statement
- Swept Path Analysis
- Visibility Splays at Junctions
- Road Safety Audit
- Construction and Environmental Management Plan
- Environmental Impact Statement (Chapter 14: Material Assets: Traffic and Transportation)
- Building Life Cycle Report
- Mobility Management Plan
- Operational Management Plan
- Parking Management Plan
- Public Transport Capacity Study
- Traffic Impact Assessment
- Service and Delivery Access Strategy

TPD Comments

Permeability & Connectivity Accessibility

As set out in the Architects Design statement access to the new hospital and grounds is to be provided from Richmond Road and Convent Avenue, with separate internal access points. A separate vehicular access to the residential development is to be provided from Richmond Road. The development is proposed

to include a pedestrian/cycle connection to Griffith Court, a pedestrian connection to the Fairview Community unit, a pedestrian connection to the Fairview Community Unit Campus to the north, a pedestrian/cycle connection to Grace Park Wood and provision internally for a potential future connection to Lomond Avenue/Inverness Road. It is noted in the planning report that this connection will be subject to delivery by others in the future, as these adjacent lands are in third party ownership, and notes it was not possible to reach agreement with the adjacent landowner to include these lands within the red line application site boundary.

With regards to a letter of consent from the landowner to include the provision of the connection to the Grace Park Woods Development, it is noted in the OCSC response to the LRD opinion that a letter of consent has been obtained from Targeted Investment Opportunities OCAV, the owner of the lands to which the application site related, and is included in the planning application.

Accessibility – Public Transport

The application site is located is situated within Zone 2 as identified within Map J of the Dublin City Development Plan 2022-2028. The site fronts onto Richmond Road and is bound by Grace Park Wood to the northwest, Griffith Court to the north, Lomond Avenue and Inverness Road to the east, residential and commercial properties on Richmond Road to the south, and Charthouse Business Centre, Dublin Port Stadium / Stella Maris FC, and Ierne Sports and Social Club to the west of the site. A Public Transport Capacity Study has been provided by the applicant outlining the site is located within 1.6km of Drumcondra Station and 1.7 km of Clontarf Road Station with regards to rail access. In terms of bus stops, the site entrance is c.4 minutes walking distance to the bus stop on Philipsburgh Avenue via the proposed connection through Griffith Court to the north and c.6 minutes' walk to the Fairview Strand bus stop to the east, with both stops served by bus route No. 123 with a peak frequency of every 10 minutes. The site is within walking distance of the existing Drumcondra Road QBC and Bus Connects 'H Spine'. The proposed Bus Connects 'A Spine' indicates a frequency of between 3-4 minutes between buses during peak hours. It is c. 850m walking distance to the bus stops on Drumcondra Road via Richmond Road. Additional bus connections in proximity to the site are noted.

Site Layout Plan

Access Roads

A DMURS Compliance Statement has been provided by O'Connor Sutton Cronin (OCSC) outlining elements relating to the access road within the proposed development. A Stage 1 Road Safety Audit was carried by Bruton Consulting Engineers, in order to address the findings of the audit, a set of supplementary drawings were prepared. The OCSC report outlines the proposed hierarchy of roads within the development as primary, secondary and shared surfaces in this regard. In line with the Design Manual for Urban Roads & Streets (DMURS) the primary links through the site are proposed as 6.0m wide carriageway with secondary links and shared surfaces proposed as 5.0m in width. It's noted that full swept path analysis has been provided in this regards for emergency and refuse collection vehicles. It is noted that there is some chassis overhang on the swept path analysis drawing for refuse vehicles, notably at the Mental Health Facility collection point (reference drawing. R517-OCSC-XX-XX-DR-C-0160). This division would outline that the swept path analysis ensures that this movement can be achieved in this regard without damage or impingement onto any pedestrian footways or shared spaces. With pedestrian and cyclist linkages proposed to Grace Park and Griffith Court and a proposed future connection via Lomond Avenue in addition to the Richmond Road accesses the proposal outlined 3m footpaths and 3m cycle tracks along primary roads and 2m footpaths along the secondary roads.

A crossing facility is proposed to be provided in front of the basement parking access to allow cyclists to cross the road and access the basement via a separated ramp which is segregated from general vehicular

traffic in this regard. The report additionally outlines raised crossing tables within the site at 6 no. locations to reduce speeds and improve pedestrian and cyclist safety and accessibility. With both entrances located on Richmond Road the report outlines the achieved minimum of 45m visibility splay which is attached for the 50kph Richmond Road speed limit.

With regards to the Stage 1 Road Safety Audit carried out, the drawings and response from OCSC are outlined as part of this submission to any identified problems. It is noted the problems outlined by the auditors have been accepted and alternative measures have been accepted and changed on submitted drawings in this regard.

Public Road Works

With regards to the extent of the works required on the public road, OCSC have outlined the extent of the works required on the public road has been workshopped with DCC and a letter of consent for these works was received. A letter of consent has been included in this application. Additionally the Statement of Response report outlines the extent of works entails connection to the existing public storm water and sewer and tying into the existing road and footpath on Richmond Road. Additional works are required to the northeast of the site which entails upgrading works to the public water main as requested by Irish Water. Details of the works are included as an appendix to the DCC letter of consent submitted as part of the application. Any works on the public roadway are subject to final detailed design agreement with DCC through the Road Opening Licence process in the event of a grant of permission.

Servicing and Operations

With regards to servicing and operations within the site, OCSC have provided a Service and Delivery Access Strategy report. This report outlines responsibilities outlined on delivery companies, management of deliveries reducing the peak hours trips and clear identification of areas within the site that have been dedicated as servicing and delivery zones in this regard.

The report notes that all servicing and delivery operations for the mixed-use development, the commercial development and the hospital development will be performed on-site, with no operations on the external road network. Service and delivery vehicles will access the development via the two access junctions on Richmond Road. It is noted that once the development is completed a Management Company should be employed to manage service and delivery. The Management Company will have regard to regulation of deliveries, ensure servicing is during off-peak hours and engage with service providers and tenants to outline routes, times of servicing and aim reduce the overall amount of deliveries to the development.

With regards to waste generation storage and collection an Operational Waste Management Plan (OWMP) has been prepared by AWN for this development. This plan outlines the proposed waste to be generated and estimates the volume of waste from the different uses within the site. A detailed plan of waste staging/collection areas has been provided with routes for bin lorry access, delivery van access, fire tender, and bin management routes. It is noted that waste will be taken to the nearest waste staging point by facilities management, to be collected by the waste contractor. The report additionally outlines Facilities Management may use an electronic tug machine to assist with the movement of bins. Swept Path Analysis for servicing vehicles has been provided and noted.

With regards to delivery management a number of set-down areas have been provided within the site. The property management team will stagger move-ins during initial occupancy period to allow time for residents to use the set-down area closest to their core. Deliveries for the crèche, cafés and retail units will be by way of set-down areas located in close proximity to the units. It is noted deliveries to the mental health facility will be made directly to the facility. Postal deliveries will be via post boxes in the lobbies of

each residential core which will be accessible by way of key fob. Lockers and storage will be provided for larger courier items etc. with this managed by the Residents Management Team. A map of drop off areas for persons has additionally been provided with 6 no. areas outlined within the site. This is considered acceptable to this division.

Car Parking

OCSC Consultants have provided a Parking Management Plan as part of this application with specific regard to St. Vincent's Hospital. This is also noted in the submitted Mobility Management Plan. Within the Dublin City Development Plan 2022 - 2028, car parking is broken down into 3 no. zones and outlined on Map J, of the Development Plan. As per this map, the proposed development is located within Parking Zone 2. This outlines the maximum car parking standards, for hospitals, 1 space per 100 sqm GFA. This equates to 84 no. spaces (8 411 sqm / 100 sqm) in this regard. The current hospital site provided for over 100 no. car parking spaces. For the new facility it is proposed a total of 72 no. car parking spaces, with an additional 4 no. mobility impaired spaces, for a total of 76 no. spaces. This is below the maximum number of 84 spaces allowable as per the Dublin City Development Plan standards. It is also proposed to provide a total of 9 no. surface car parking spaces for commercial and community uses of which 4 no. are EV spaces. The Parking Management Plan outlines rationale for this provision outlining overlap between outpatients, visitors, staff times, the 24/7 operation of the facility and staff who require a vehicle for work purposes. Details of typical shifts and type of workers and availability of public transport and times are provided within this plan.

A Traffic and Transport Assessment and the Operation Management Plan outlines parking provision for the residential uses within the site. It is proposed to provide a total of 247 no. spaces, of which 124 no. are EV spaces, 7 no. are car club spaces, and 13 no. are mobility impaired spaces, for the residential portion of the development. This translates to an approximate ratio of 0.3 spaces per unit. This provision is a slight reduction on the maximum standards set out within the Dublin City Development Plan 2022-2028. The provisions of EV charging parking spaces within the Dublin City Development Plan outline a minimum of 50% of all proposed spaces for new developments in this regard. It should be noted that all remaining parking spaces shall be provided with appropriate ducting for future-proofing of EV charging in future. The applicant has outlined that remaining parking spaces will be designed to facilitate the infrastructure in future, and this can be attached as a condition.

The report outlines from Census data for the electoral area the site resides the general modal share, and outlines the sites proximity to Dublin City Centre, rail connections and bus stops nearby noting The site is therefore considered to be within reasonable walking and cycling distance of the city centre and therefore suitable for the scale and density of development. The report additionally outlines the local amenities such as retail, schools, leisure and fitness and restaurants/cafes all within walking and cycling distance of the site. The 7 no. car share spaces proposed are with the aim to promote sustainable travel and a reduction of car usage at the development.

Bicycle Parking

With regards to bicycle parking, as this site is located within Zone 2 of Map J of the Development Plan 2022-2028 which outlines for residential Apartments: 1 per bedroom (long-stay) and 1 per two apartments (short-stay); Hospital: 1 per 5 staff (long-stay) and 1 per 10 beds (short-stay).

This equates to:

- Residential Apartments: 1,274 long-stay and 406 short-stay spaces.
- Hospital: 42 long-stay (210 staff) and 8 short-stay (73 beds) spaces.

This proposal seeks to provide for the following:

- Residential: 1,680 no. spaces.
- Hospital: 42 long-stay and 8 short-stay spaces.
- Commercial/community uses – 84 no. spaces.

It is noted that the majority of the bicycle parking spaces will be provided in in secured stores within the buildings and consist of stacked “X-Type Bike Rack” cycle parking spaces, with the design of the stores providing horizontal and vertical room to allow for their use. In the proposed basement 9 no. bicycle stores are to be proposed providing a total of 947 no. cycle spaces (including cargo bikes and electric bikes), with a further 733 no. bicycle spaces are proposed at surface level for the proposed residential, commercial, and community uses. This division would recommend that all bicycle parking spaces are safe, secure and sheltered in this regard. A total of 20 no. cargo bikes are proposed at basement level with Electric Bike charging spaces to be provided. The report outlines the demand for Electric Bikes will be monitored at occupation. The applicant has noted that additional facilities for electric bikes will be provided if required, based on demand. It is noted the submission from the NTA regarding elements relating to heavier bikes including cargo bikes and electric bikes. It is noted that there is an element of balance required on brownfield sites with regards to space provided for quantum and quality of bicycle parking in this regard, this division has similar concerns in this regard and recommends a provision of a Sheffield stands which can be attached by way of condition.

Parking Management

The majority of resident car parking spaces will be in the basement which is accessed via a dedicated entrance between blocks C and D/E. Access to the basement car parking area will be controlled through steel gates and access control. It is noted that residents will lease spaces directly with the landlord. Access to this area will be through a phone/GSM system and will have a space number allocated to their unit. Car parking spaces shall not be sold with units, this can be attached by way of condition to safeguard this.

Accessible parking spaces are proposed to be at surface level over the basement car park. With the parking control contractor to ensure any vehicle parked in the spaces displays a valid ‘disabled parking badge’ and initiate any clamping if required.

With regards to the 9 no. surface level car spaces available to the retail and community units and a ‘Drop Off’ Zone allocated to the crèche; the applicant has outlined that it is predicted that there will be a 10-minute time limit on crèche drop-offs. It is defined that the surface-level car park will have a 2-hour parking limit and will be supervised by a mobile patrol service and clamping will be carried out if required. Deliveries for the crèche, and other retail units will be via set-down areas with control measures to be provided for bicycle parking, safeguarding access is restricted to authorised users only. This will improve the safety and security of these facilities, mainly at the basement level. It is noted that a mobility hub is not proposed.

Motorcycle Parking

As per the Dublin City Development Plan 2022-2028, motorcycle parking is required at a minimum of 5% of the provided number of car parking spaces. This equates to 4 no. spaces at the hospital development. It is noted that the applicant has outlined an additional 13 no. spaces are being provided for motorcycles in the basement for the residential development.

Traffic Impact Assessment

The Traffic Impact Assessment further makes reference to the potential impact of development construction referencing traffic volumes including private vehicles HGVs etc. The report additionally outlines construction haul routes and deliveries as well as route options. It is noted that the report furthermore outlines the potential impact of the development in terms of the public road and analyses various junctions in proximity to the site. The analysis is with regards to potential impact from the development at base year and opening year scenarios. 4 no. junctions in close proximity were outlined as requiring specific analysis. The report outlines that Junction 4 showed that during the Design Year, there could potentially become capacity issues, however notes that it was shown that this will not be caused by the development. The report notes given that the development is not considered the cause, and the assumed growth rates are considered conservative, the consultants do not recommend that any mitigation measures be employed at this stage. The remaining junctions analysed did not identify any performance issues in this regard.

Taking In Charge

In relation to this divisions request to outline any potential lands to be taken in charge, OCSC has outlined that nothing on site is being taken-in-charge at this stage, with no site plan provided in this regard. This division has no objection to private management of the internal road network.

Construction and Environmental Management Plan

A Construction and Environmental Management Plan (CEMP) has been submitted as part of the application, the contents of which are noted. The document notes that the CEMP is a preliminary plan written by OCSC Multidisciplinary Consultant Engineers and AWN Consulting and will be subject to detailed development by the main contractor on appointment. The Construction Management aspects of the CEMP of the report including construction methodology and phasing will be developed by a main contractor prior to the commencement of construction on site with the main contractor to then develop their own fully detailed construction management plan prior to the commencement on site. The final agreement of same will be required, prior to the commencement of development. A Condition to this effect is recommended. Similarly a construction management plan shall be provided for demolition works in this regard.

Overall, having regard to the documentation submitted as part of the final application and the additional information received following the issuing of the Stage 2 Opinion Report, this division has no objections to the proposed development, subject to conditions detailed below.

Recommendation

Grant with Conditions

1. Prior to commencement of the development, full details of all potential works to the public road and the public realm, shall be agreed in writing with the Planning Authority. Materials shall be in accordance with the document Construction Standards for Roads and Street Works in Dublin City Council. Any works to the public road and the public realm including, road and footpath modifications, lighting, drainage and materials considered acceptable to Dublin City Council shall be carried out at the developer's expense.
2. Prior to commencement of development, and on appointment of a contractor, a Construction Management Plan for the **demolition phase** of the development shall be submitted to the planning authority for written agreement. This plan shall provide

details of intended construction practice for the development, including a detailed traffic management plan, hours of working, noise management measures, off-site disposal of demolition waste and access arrangements for labour, plant and materials, including location of plant and machine compound. The appointed contractor shall liaise with DCC Road Works Control Division during the demolition period.

3. Prior to commencement of development, and on appointment of a contractor, a Construction Management Plan for the **construction phase** of the development shall be submitted to the planning authority for written agreement. This plan shall provide details of intended construction practice for the development, including a detailed traffic management plan, hours of working, noise management measures, off-site disposal of construction waste and access arrangements for labour, plant and materials, including location of plant and machine compound. The appointed contractor shall liaise with DCC Road Works Control Division during construction period
4. (a) The applicant/developer/management company shall undertake to implement the measures outlined in the Mobility Management Plan (MMP) and to ensure that future tenants and employees of the development comply with this strategy. A Mobility Manager/Travel Coordinator for the overall scheme shall be appointed to oversee and co-ordinate the roll out of the plan.
(b) Prior to the commencement of development, a Bicycle Parking Management Plan shall be submitted for approval of the Planning Authority. The Bicycle Management Plan shall provide details of all bicycle parking spaces, including the quantum of spaces, type of stands, manufacturer details, lighting, security and adaptability of such spaces for E-charging. Provision shall be made to provide a mix of bicycle parking stands (e.g. two tier racks and Sheffield Stands) to ensure all bicycle types can be accommodated for. Revised drawings shall be provided as part of the Management Plan indicating the location of all spaces.
5. (a) Prior to the occupation of the first phase of the development and on appointment of a Management Company, a Car Parking Management Strategy for the overall development shall be submitted for agreement of the Planning Authority. This shall address the management and assignment of car spaces to residents and uses over time and shall include a strategy for the childcare facility, community uses and visitor parking. Details shall be provided on the operation of the car club spaces and measures outlined for a phased delivery of this service in line with the development occupation phases.
(b) Car parking spaces shall not be sold with units but shall be assigned and managed in a separate capacity via leasing or permit arrangements.
(c) All car parking spaces shall be future proofed by the inclusion of ducting and / or cabling to permit the rapid future installation of Electric Vehicle (EV) charging point.
6. 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.
7. The developer shall be obliged to comply with the requirements set out in the Code of Practice.

Reason: In the interest of sustainable transportation.

Seán Callaghan, Executive Engineer

Nicola Conlon, Senior Executive Planner
On Behalf of Edel Kelly, Senior Transportation Officer