

LRD6009/22-S2 – RESPONSE TO NOTICE OF LRD OPINION

Dear Sir/Madam

This forms part of a Response To Notice Of LRD Opinion Ref. LRD6009/22-S2, regarding the proposed development at St Vincent's Hospital, Richmond Road and Convent Avenue, Fairview, Dublin 3.

O'Connor Sutton Cronin (OCSC) has addressed items pertaining to Section 8 – Traffic and Transportation Issues of the Notice of LRD Opinion. This was workshopped with the DCC Transportation Planning Division. The items listed below have been discussed and agreed upon during this meeting. Other items have been addressed by various other members of the design team.

a) Internal Access and Works to Public Road:

- i. 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.

An RSA has been undertaken by Bruton Consulting Engineers. The findings of this RSA are included as part of the application in a standalone report. The findings have been addressed in the following drawings, included in the drawing pack, as well as the DMURS Statement (R517-OCSC-XX-XX-RP-C-0007):

- **R517-OCSC-XX-XX-DR-C-0115**
- **R517-OCSC-XX-XX-DR-C-0145**
- **R517-OCSC-XX-XX-DR-C-0210**
- **R517-OCSC-XX-XX-DR-C-0211**
- **R517-OCSC-XX-XX-DR-C-0212**

It should be noted that drawings 0210, 0211 and 0212 show minor design changes to some of the cycle tracks which aren't reflected on the coordinated site plans contained in the application. These drawings have been produced to provide suggested changes to the general layout that OCSC have reviewed with the Road Safety Auditor and are satisfied that they address the concerns of the Auditor. OCSC has produced these drawings as an additional step to aid the professionals assessing the application and the lay people who may peruse the application to better understand how the responses on the RSA feedback are expected to be delivered within the layout of the scheme with the exact final layouts subject to planning compliance.

- ii. 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.

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. 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. Furthermore, additional works are required northeast of the site which entails upgrading works to the public watermain as requested by Irish Water. These works will be along Griffith Court and Philipsburgh Avenue, terminating at Griffith Avenue. For the full extent of works required, please refer to drawing R517-OCSC-XX-XX-SK-C-0008 which is attached as an appendix to the DCC letter of consent, submitted as part of the application.

- iii. All internal road proposals should demonstrate compliance with DMURS.

All internal roads have been designed in accordance with DMURS. The DMURS statement has been expanded to include additional information, in order to further demonstrate DMURS compliance.

- iv. 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 area, parking spaces and laybys, and turning circle proposed.

All internal roads have undergone a thorough auto-tracking analysis, and additional drawings demonstrating this are included in the road drawing pack.

b) Pedestrian Connectivity

- i. 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.

A letter of consent has been obtained from Targeted Investment Opportunities ICAV, the owner of the lands to which the application site relates, and is included in the planning application.

c) Car Parking Provision:

- i. No details are provided with regard 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.

A Parking Management Plan for the hospital containing these details has been prepared and submitted as part of the application under separate cover (R517-OCSC-XX-XX-RP-C-0008). Car parking management for the residential and commercial elements is contained in the Traffic and Transport Assessment (R517-OCSC-XX-XX-RP-C-0004) and the Operation Management Plan.

- ii. 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.

A Parking Management Plan for the hospital motivating this quantum has been prepared and submitted as part of the application under separate cover (R517-OCSC-XX-XX-RP-C-0008).

- iii. 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.

The number of car share spaces has been reduced to 7 no. spaces at the basement level. This quantum will be evaluated during the operational stage and reassessed according to demand. This has been included in both the TTA and MMP.

- iv. The Mobility Management Plan refers to a Mobility Hub, details of this and its location should be included in the application.

This was part of an initial version of the MMP, which has subsequently been revised. Reference has been removed as a mobility hub is not proposed.

- v. Pedestrian priority should be provided across the site. Measures including contrasting materials, signing, 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 the right-of-way.

Raised table crossings have been included where possible. Where raised table crossings are not feasible, dropped kerbs with tactile paving have been included. Please see R517-OCSC-XX-XX-DR-C-0110-0112, as well as the DMURS Statement (R517-OCSC-XX-XX-RP-C-0007) for the location of these.

- vi. 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.

The proposed architectural site plan (SVRD-STW-ST-00-DR-A-022003) shows all surface car parking spaces and set-down areas, whereas the proposed architectural basement GA plan (SVRD-STW-CP-B1-DR-A-022001) shows all car parking at basement level.

d) Cycle Parking:

- i. Details on how cyclists are to access the cycle stores at the 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.

See Architect's Design Statement and Basement GA Plan SVRD-STW-CP-B1-DR-A-022001.

- ii. 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 the distance between each stand. Ensure bicycle stores are located in the most convenient areas close to stairs/lifts in the basement area. Ensure the access doors to these stores are appropriately located.

Basement GA Plan SVRD-STW-CP-B1-DR-A-022001 and detailed store layouts SVRD-STW-CP-B1-DR-A-027001 and SVRD-STW-CP-B1-DR-A-027002. (See Architect's Design Statement).

- iii. Revised site layout clearly delineating the location of all visitor bicycle parking.

NMP has provided dwgs of bicycle stores and the position and number of all visitor bicycle parking. (See Architect's Design Statement).

- iv. More sustainable options for cycle parking should be provided e.g. non-standard bikes, cargo bikes, and electric bicycle charging stations.

Cargo bike spaces and recharging facilities are provided - as per detail plans SVRD-STW-CP-B1-DR-A-027001 and SVRD-STW-CP-B1-DR-A-027002. (See Architect's Design Statement).

- v. 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.

This is detailed in the Operational Management Plan and has also been included in the MMP.

- vi. Details on the proposed bike-sharing facility are referred to in the Operational Management Plan and its location.

Refer to the updated Operational Management Plan.

- vii. Showers and changing facilities for the commercial use buildings should be provided.

For Commercial development:

min 1 shower per commercial space > 75 sq.m

min 2 showers per commercial space >500 sq.m

plus 1 additional shower per every 1000sq.m thereafter. (See Architect's Design Statement).

e) Servicing and Operations:

- i. All locations of all bin stores and bin staging locations should be outlined.

Please refer to the Design statement prepared by STW Architects which will include this drawing (section 4.12 – site servicing). It can also be found in the appendices of the attached Operational Waste Management Plan (which itself is an appendix to the waste chapter.)

- ii. Details on how waste will be transferred from storage areas to collection areas to be outlined.

Please refer to the Design statement prepared by STW Architects which will include this drawing. It can also be found in the appendices of the attached Operational Waste Management Plan (which itself is an appendix to the waste chapter.) Waste will be taken to the nearest waste staging point by facilities management, to await the waste contractor. Facilities management may avail of a mechanical aid in the form of a manual or electronic tug machine to assist with the movement of bins. Travel paths for bins to staging areas can be found under Section 4.12 of the Site Servicing in the Design Statement and in Appendix A of the Operational Waste Management plan (Appendix 15.2).

- iii. 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.

A Servicing and Delivery Access Strategy has been prepared and is submitted as part of this application under separate cover. Please refer to report R517-OCSC-XX-XX-RP-C-0009.

f) Drawings:

- i. Drop-off and collection bays at surface level need to be clearly shown for all servicing and other deliveries.

This has been included in road drawings. Additionally, the proposed architectural site plan (SVRD-STW-ST-00-DR-A-022003) shows all surface car parking spaces and set-down areas, whereas the proposed architectural basement GA plan (SVRD-STW-CP-B1-DR-A-022001) shows all car parking at basement level.

- ii. 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.

All internal roads have undergone a thorough auto-tracking analysis, and additional drawings demonstrating this are included in the road drawing pack.

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

Nothing on site is being Taken-in-Charge at this stage.

The Transport Division is satisfied that the above comments have been addressed by the Developer.

Yours sincerely

Wian Marais
For O'Connor Sutton Cronin