

**Appendix 12 – GDA’s response to submissions**



**Grangegorman**  
Development Agency

Consideration by the GDA following calls for submissions in  
respect of preparing a draft Strategic Plan

July 2008

Key Elements of Submission	GDA Consideration
<p><b>1. Private individual</b> Supports overall development in an area that needs to 'change with the times'</p>	Noted
<p><b>2. Fingal Place Residents' Associations</b> Want undertaking from GDA not to grant <b>access to Prussia Street</b>, from Grangegorman site, via Fingal Place as this would cause 'considerable nuisance to the residents'.</p>	<p>Met residents on 8<sup>th</sup> July.</p> <p>Access from Prussia St/Manor St/ Stoneybatter is very limited due to the existing urban structure. Fingal Place is one of the few possible accesses to the site. Permeability from this sector would greatly suffer if this access was to be removed from Land use plan. A major purpose of this access is to provide access for the local community to the sports and recreation areas. The GDA intends a controlled gated pedestrian access.</p>
<p><b>3. Private individual</b> Wants an assurance that letters from Ministers of Health and the Taoiseach to effect that all <b>mental health patients on site</b> would be housed in appropriate and modern accommodation on the site prior to any development.</p>	HSE have published a detailed brief for their facilities which reflects best practice for mental healthcare.
<p><b>4. Private individual</b> An area should be set aside for <b>food production</b> on the site.</p>	Noted. A significant percentage of the overall site area is being retained in open space and landscaped but it is not considered that the best use of the spaces would be met by food production areas.
<p><b>5. Private individual</b> Avoid setting <b>lights into pavements</b> as these create a hazard for the disabled. Be careful when creating runways for skateboarders and cyclists. Ensure all facilities are adequately lighted.</p>	These points will be taken in to account as appropriate at design stage.
<p><b>6. Enterprise Ireland</b> Supports overall thrust of project. Planned development should include <b>provision of enterprise space</b> for small business that may not be R&amp;D related. Noted that funding for Incubator Facility on the site already approved.</p>	The Strategic Plan will provide for the creation of enterprise space for small businesses. These businesses may or may not be R&D related.

<p><b>7. Cumann Luthchleas Gael</b></p> <ul style="list-style-type: none"> <li>Want <b>two GAA pitches which would accommodate four soccer/rugby pitches and other field sports such as hockey</b>. A 3G floodlit surface on both pitches. Sports Pavilion should also be designated a GAA Pavilion. Further provision should be made for newly planned school on site.</li> <li>St Brendan’s GAA Club want access to playing facilities in line with right to <b>sporting lease</b> granted by HSE in 1992</li> </ul>	<p>The land use plan provides space for two mixed use sport pitches. The Strategic Plan will address the issue of access to facilities.</p> <p>Noted. However, GDA do not accept the legal rights asserted.</p>
<p><b>8. Residents of Grangegorman Villas</b></p> <ul style="list-style-type: none"> <li>Want review of <b>location of main student accommodtation</b>, lower house due to potential noise disruption. DIT Campus not best served by placement of student accommodation on the peripheries of the site bordering private houses. Uneven distribution of the student population around Grangegorman Road Lower will result as local apartments will be let to students.</li> <li><b>Height, scale and density</b> of main student accommodation block, lower house, is unsuitable as this will result in loss of privacy; will increase light pollution and negatively affect quality of light. Maximum height of 3 stories desirable with buildings moved considerably further back towards Broadstone site. There should not be open balconies on the exterior of any building facing Grangegorman Villas.</li> <li>Location of proposed <b>public walkway</b> behind houses is unsuitable as it will increase risk of break-in, noise and nuisance. If lit this would produce further light pollution. Place walkway on the farthest side from homes.</li> </ul>	<p>Student accommodation is dispersed across the site at suitable locations. Where it is adjacent to existing residences it is at an appropriate distance and scale. The provision of student accommodation on campus will remove significant movement of students on a daily basis accessing campus facilities. Student accommodation will assist in animating the campus in off peak times and in the process assist in creating a vibrant community.</p> <p>Height and scale were carefully reviewed in the light of these comments.</p> <p>Circulation/service space associated with the housing is necessary as with any residential facility. Access to this space can be controlled. Best practice standards for public lighting will apply. The provision of south access road is due to servicing requirements. Public walkways will provide access for residents to the park and play spaces.</p>

<ul style="list-style-type: none"> <li>• Bars in combination with café/restaurants are preferable, and should be located as far away from Grangegorman Villas as possible. Route between student accommodation and <b>college bar</b> should not pass by private houses but remain contained within the campus.</li> <li>• Wall on Grangegorman Road Lower should be retained.</li> <li>• General concern about traffic, sewerage, water supply and security; issues that will be addressed further as project progresses.</li> </ul>	<p>Bar facilities are located internally in the campus. Students will inevitably have to move to and from any such amenity on public roads as many students will not live on campus. Local community concerns have been and will be taken on board and are reflected in the land use plan.</p> <p>A careful strategy for the complete boundary wall is articulated in the land use plan. It includes part retention and certain appropriate interventions. There will be removal of certain sections of the wall on Grangegorman Road Lower.</p> <p>These issues have been considered in the land use plan.</p>
<p><b>9. TKB Southgate Associates</b></p> <ul style="list-style-type: none"> <li>• <b>Historic buildings</b> should be conserved as they are found. The objective for the management and refurbishment of protected structures should be to meet the requirements set down by current conservation principles, techniques and best practice (references provided).</li> <li>• Where changes are essential, a minimum of intervention should result. Specific suggestions made about recording and cataloguing of items removed; cleaning and repair meet Code requirements; authenticity of missing elements to be verified; materials used in new structures to be designed to ensure they are compatible with historic materials; integrity of adjoining historical buildings should be maintained; and archaeological consultation will precede design of structures.</li> </ul>	<p>All works to protected structures will have due regard to D/EHLG guidelines. The draft Strategic Plan spells out the broad strategy for listed buildings. Once detailed design gets under way the issues raised in the submission will be considered in more detail.</p> <p>Conservation and re-use of protected structures are at the heart of the draft Strategic Plan for the development of the site. The detailed design will address all the specific points raised.</p>
<p><b>10. Private individual</b> Provide space for small community <b>garden/allotment</b> (tiny community garden at Sitric Road). Specialist should examine what needs to be done to minimise damage to <b>wildlife</b>. Consider artificial nesting sites for jackdaws and swifts.</p>	<p>Ecological appraisal of the site has been carried out. Development will be carefully managed to mitigate impacts and overall landscape will be enhanced by new planting.</p>
<p><b>11. St. Josephs Road Residents Association</b> Concerned about what is planned in respect of two</p>	<p>The structures that would be affected by the Prussia</p>

protected red brick houses facing St. Joseph's Road on Prussia Street	St. entrance are not protected structures. The listed building at 29 Prussia St. is not marked for demolition and will not suffer any impact from the plan
<p><b>12. Private individual</b></p> <p>Name the East-West road the Tony Gregory Path. Consider a helicopter pad, planting a Norwegian pine tree and small butterfly patches in the gardens</p>	No names have been fixed for roads. Other points noted. Planting concept has due regard to biodiversity issues and inclusion of native species. A helipad is not planned.
<p><b>13. Enterprise Ireland</b></p> <p>Wishes to engage about provision of suitable accommodation for small start-up enterprises which is scarce and expensive.</p>	The land use plan provides for the creation of enterprise space for small businesses, These businesses may or may not be R&D related and accordingly space will be available to support local business start-ups.
<p><b>14. Kieran A. O'Connor on behalf of St Brendan's Hockey Club</b></p> <ul style="list-style-type: none"> <li>• Club claims an entitlement to a sporting lease in respect of current hockey pitch and use of adjacent pavilion.</li> <li>• Want a Sporting Lease in respect of a floodlit astro-turf hockey pitch and pavilion with suitable dimensions with exclusive rights on specified dates/times.</li> <li>• GDA to cover cost of Club having to hire alternative pitches and changing facilities during construction of new facilities</li> </ul>	<p>Noted. However, GDA do not accept the legal rights asserted and will deal with this matter via solicitors.</p> <p>The land use plan provides for an all weather pitch available for hockey with associated flood lighting and changing rooms.</p>
<p><b>15. Councillor Emer Costello</b></p> <p>Supports representations made by <b>St. Josephs Residents' Association</b> who want two houses at entrance of St. Brendan's Way at Prussia Street refurbished and not demolished. Concerns also expressed about traffic implications, with residents of very unhappy about prospect of re-opening a pedestrian entrance at <b>Fingal Place</b>.</p>	See responses to submission 11 and 2 above.
<p><b>16. Rathdown Road Residents</b></p> <p>Supports imaginative approach taken about development. Concerns expressed about traffic management during construction phase and on completion. Submit following for consideration:</p>	Met a group of residents on 15 <sup>th</sup> July to discuss the issues.

<ul style="list-style-type: none"> <li>• Very significant volume of traffic will be generated</li> <li>• Vehicular access points to the site should be only from the main arterial routes which adjoin the site. Route from Prussia Street would be appropriate provided a route independent of existing residential streets can be arranged.</li> <li>• With exception of proposed primary school, vehicular traffic should be directed away from minor residential roads such as Rathdown Road, Orchard Terrace, and Upper and Lower Grangegorman.</li> <li>• Car parking demand should be realistically assessed and adequate number of places be provided. Already limited off-street parking for residents should not be exacerbated.</li> <li>• Want sight of Traffic Management Plan for construction phase. Parking should be provided on-site for construction workforce and service vehicles.</li> <li>• Noted no model has been prepared for projected traffic volumes and control of its access and distribution within the site.</li> <li>• Draft Land use plan as presented could be modified with only a minimal impact on overall design concept to accommodate the principle of vehicular access via the main arteries only.</li> </ul>	<p>Traffic management during construction and operation is dependent on phasing and will be detailed at the planning stage. Traffic volumes to/from the site have been assessed in broad detail at this stage, the limited quantum of car parking and 'flat' travel patterns should result in a negligible impact for the residents. Vehicular access will be primarily from Constitution Hill and NCR, with minor access off Grangegorman Road and Morning Star Avenue.</p> <p>There will be access to a limited amount of car parking and service routes off Grangegorman Road. Rathdown Road and Grangegorman Road will cater for access to the primary school.</p> <p>Car parking provision will be sufficient to enable the normal operation of a development of this type and size, without encouraging car parking overspill onto neighbouring residential areas. A relatively limited amount of spaces provided will prevent a negative traffic impact on local road network. Some on-street car parking will be provided throughout the site.</p> <p>Detailed traffic modelling will be carried out at the planning stage. Sufficient analysis has been completed for this stage.</p>
<p><b>17. Pallas Contemporary Projects</b> Has gallery space at 111 Grangegorman Road and would like to be considered as a potential partner organisation. Pallas facilitates educational placements for graduate artist interns, including DIT students.</p>	<p>DIT welcomes and supports such interaction</p>
<p><b>18. Grangegorman Residents Alliance</b></p> <ul style="list-style-type: none"> <li>• Strategic Plan must: adopt <b>best practice models</b>; 'learn from previous mistakes'; take</li> </ul>	<p>Noted.</p>

<p>into consideration the Grangegorman neighbourhood (as defined in the GDA Act).</p> <ul style="list-style-type: none"> <li>• New buildings need to be sympathetic to existing architectural heritage in the neighbourhood, with <b>maximum heights of 5/6 stories</b>.</li> <li>• Minimum of <b>50% of the Campus must be kept as green space</b>.</li> <li>• More <b>trees</b> should be planted to counter air and noise pollution.</li> <li>• Good quality <b>street furniture</b> must be provided.</li> <li>• Funds from <b>development levies</b> and other sources must be used for the benefits of the residents in the neighbourhood.</li> <li>• Sufficient <b>community facilities</b> such as Community Halls must be provided.</li> <li>• Number of <b>playgrounds</b> should correspond to child population in the neighbourhood.</li> <li>• There must be sufficient <b>places for existing as well as the additional population at every level of education</b>.</li> <li>• The Strategic Plan should set out how <b>education participation rates</b> will be better than the national average.</li> <li>• The Plan must ensure there is good <b>quality housing</b>.</li> </ul>	<p>Noted</p> <p>The land use plan contains large area of green spaces. For information, the Dublin City Council zoning requirement is 20% open space.</p> <p>Additional trees will be planted.</p> <p>Land use plan addresses this in its guidelines.</p> <p>A matter for Dublin City Council.</p> <p>The land use plan details the community facilities that are envisaged and how DIT facilities can be utilised.</p> <p>Playspaces, and requirements for different age groups and disabled children are catered for in the land use plan.</p> <p>Noted. The Department of Education and Science has not advised of a need for a secondary school on site, having carried out their demographic assessment.</p> <p>This is not a function of the GDA.</p> <p>The land use plan is built on the principle of providing sustainable and good quality residential accommodation.</p> <p>The land use plan addresses these issues and the</p>
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<ul style="list-style-type: none"> <li>• A comprehensive assessment of public transport and traffic needs must be included. <b>Public transport</b> in the area needs to be dramatically improved prior to the introduction of additional population into the neighbourhood. There should be a strong bias in favour of <b>pedestrians, cycling</b> and public transport against private vehicles with pedestrian-only zones in the neighbourhood. Pedestrian crossing need to be prioritised. Footpaths must be improved and widened.</li> <li>• All <b>public services</b> must be sufficient for existing and additional neighbourhood populations.</li> <li>• New <b>sub-post office and Garda station</b> on campus should be included in the Plan.</li> <li>• The Plan must ensure the <b>safety and security</b> of the neighbourhood population.</li> <li>• The Plan must ensure sufficient: <b>healthcare provision</b> for all healthcare needs of the neighbourhood; affordable childcare facilities; youth facilities; facilities for the older population; cultural, sports and leisure facilities; measures for employment opportunities and the creation of economic opportunities.</li> </ul>	<p>Draft Strategic Plan sets out the transportation and movement strategy.</p> <p>Noted</p> <p>Neither of these facilities have been requested by those agencies. The Gardaí will be facilitated by DIT with meeting space in accordance with a model of policing that the Gardai use at DCU.</p> <p>This is addressed in the land use plan through careful design of uses and spaces.</p> <p>The Strategic Plan including its land use plan sets out in detailed how the HSE's requirements can be met.</p> <p>The Strategic Plan addresses economic aspects.</p>
<p><b>19. North West Inner City Disability Awareness Working Group</b></p> <ul style="list-style-type: none"> <li>• Want a disability advocate appointed.</li> <li>• Consultation meetings should be held at (specific) locations that are accessible for the disabled.</li> <li>• There is a need for a designated respite centre on the site which would have social and activities for disabled people (especially</li> </ul>	<p>Disabled access has been taken into account at a level appropriate to the land use plan and will be fundamental to detailed design. Play space requirements for disabled children are catered for . Disability provision will be at the forefront of the site design.</p> <p>The HSE can utilise its facilities for a wide variety of uses. It is a matter for the HSE .</p>

<p>young people) on model of Carmel Fallon respite home in Clontarf. The respite centre for older people would be a separate facility.</p> <ul style="list-style-type: none"> <li>• GP services should be part of primary care unit.</li> <li>• All recreational services on site should be accessible to disabled people. Play areas for children should be designated to allow disabled children to use them.</li> <li>• There is a need for reliable and accessible transport links.</li> <li>• A support and training service for carers is needed on site.</li> <li>• Above-minimum standards for disabled access to buildings is required.</li> </ul>	<p>This is planned for within HSE facilities.</p> <p>All recreational facilities will be planned to meet the needs of universal access.</p> <p>This is provided for within the land use plan</p> <p>Noted</p> <p>Noted</p>
<p><b>20. Private individual</b></p> <ul style="list-style-type: none"> <li>• Richmond Hospital (former) should be considered for joint-use library location.</li> <li>• Bolton Street and <b>Yarnhall</b> complex should be retained in the portfolio to house the Bolton Trust and Centre for Exploration and Discovery for Children.</li> <li>• More study is needed to integrate Markets area within 'Green Fingers' plan.</li> <li>• Negotiations should be opened with OPW on use of derelict Garda Sports Ground at Phoenix Park.</li> <li>• There needs to be strong connectivity with Phibsboro LAP and HARP.</li> <li>• Factor in Arts and Science 60-place post-primary cluster school on Campus incorporating three local secondary schools.</li> <li>• Carry out inventory of (specific) buildings off Campus.</li> </ul>	<p>Richmond Hospital (former) is outside scope of GDA's area.</p> <p>These buildings are planned for disposal to fund DIT facilities on site.</p> <p>Noted . Strategic Plan addresses the site in an overall local and city context.</p> <p>DIT are examining a wide range of sports options outside the site.</p> <p>Agreed. Land use plan addresses both these areas carefully.</p> <p>Secondary school will not be provided on site. See response to Submission no. 18.</p> <p>Noted.</p> <p>Land use plan is conceived to serve the wide</p>

<ul style="list-style-type: none"> <li>Put strong focus on designing an Intercultural Campus to plan for up to 10% overseas students.</li> </ul>	<p>spectrum of users of DIT and HSE, and primary school. DIT seeks to enhance its international student intake on the new campus.</p>
<p><b>21. Private individual</b></p> <p>Designate area around Grangegorman Upper and Lower as a Home-Zone status under the National Play Policy (2004). Thorough participative planning process needed with children and teenagers. Play Officer should be appointed.</p>	<p>Noted. Play areas are spread throughout the site in areas that are most accessible to children.</p>
<p><b>22. Dublin Transportation Office</b></p> <p>Supports the development on the basis that walking, cycling and public transport are the primary modes of transport. The current RPG promote the delivery of: a well-designed urban environments enhancing the quality of life for residents and workers alike. The site would benefit from a substantial improvement in accessibility. The policies and development objectives of the Strategic Plan need to be informed by public transport proposals, likely development patterns in the adjacent Phibsborough/Mountjoy area and likely development patterns on the adjacent Broadstone lands. Specific proposals include:</p> <ul style="list-style-type: none"> <li>Note should be taken of DTO's <i>Platform for Change</i>, including complementary <b>land use policies for site in the Metropolitan Area</b>, including a detailed description of the timescale and phasing of the development, the associated supporting transport measures and the transport impacts at various stages (p 67).</li> <li>A <b>transport strategy</b> should be prepared as part of the Strategic Plan to consider: local walking and cycling networks; accessibility to LUAS; traffic management; bus infrastructure measures; car parking provision and parking management; cycle parking. The transport strategy could be a key element in achieving the objective of a developing a carbon neutral campus.</li> <li>A detailed <b>mobility management plan</b> for all developments should be prepared as part of the transport strategy and should be reviewed regularly. Concomitant with the</li> </ul>	<p>Noted and agreed.</p> <p>The draft Strategic Plan will address all these issues. This plan will be prepared as part of the planning process cycle in due course.</p> <p>Integrated mixed-uses are planned. Various types of residential developments are required by DIT and HSE. Pedestrian amenity is a core concept for the site.</p>

<p>phasing of development.</p> <ul style="list-style-type: none"> <li>The <b>pattern of development</b> should reflect a mixed use approach rather than a series of uses that are discrete from one another. The site should support a broad mix of residential types at higher densities. A high level of pedestrian amenity should also be pursued.</li> </ul>	<p>The land use plan reflects a completely integrated approach.</p>
<p><b>23. Railway Procurement Agency</b></p> <p>Fully supportive of planned development. Public transport has an important role to play in this regard. Transport 21 provides for implementation of new LUAS line extending from the city centre through Broadstone/Grangegorman to Liffey Junction/Broombridge on the Maynooth line. Convenient access from Grangegorman lands to stops/s on this LUAS line will be critical. Central to this consideration will be the manner in which the access arrangements from Grangegorman on to the surrounding road network at Constitution Hill integrates with a planned LUAS crossing at this location. In planning for this access and the physical linkages to the surrounding community, the GDA should not forego the opportunity to create a landmark entrance at Constitution Hill and one that would respect the surrounding and historic setting. RPA will continue to provide the GDA with any assistance to ensure this much needed and important contribution to this quadrant of the city is brought to fruition.</p>	<p>GDA considers that the Constitution Hill/Broadstone entrance as important for the project and will work closely with the RPA in relation to the new LUAS line.</p>
<p><b>24. Private individuals</b></p> <ul style="list-style-type: none"> <li>Clarification required about right turning lane on NCR and vehicular access off the NCR.</li> <li>Clarification also required about precise nature of access by local community groups to DIT's sports and leisure facilities.</li> <li>Concerned that HSE has not been allocated more of the site. Primary concern should be that of the aged and sick.</li> <li>DIT should be at the forefront of research programmes designed to enhance the quality of education, health and other services in the</li> </ul>	<p>Access off the North Circular Road is detailed in the land use plan.</p> <p>This will be set out in the Strategic Plan.</p> <p>HSE has been allocated at least 12.5% of the site in line with the (2002) Government decision. This allocation meets the specified needs of the HSE as documented in their Strategic Brief for masterplanning purposes.</p> <p>DIT is Ireland's largest provider of part-time education with a large outreach programme targeting the needs of the north inner city.</p>

<p>local area.</p> <ul style="list-style-type: none"> <li>Disappointed by reference to the Park House office block and do not want this building used as a yardstick for building heights in the vicinity.</li> <li>Noted that houses on NCR adjacent to Grangegorman are 2-3 stories (and not 3-4 stories as stated in draft land use plan.</li> <li>Not in favour of proposed use of Maureen Potter name for a road on the site.</li> <li>DIT should take lead in pressing for early intervention educational initiatives in the neighbourhood.</li> <li>DIT should also work to maximise the tourist potential of the area.</li> <li>Concerned about car parking, in particular as regards on-street parking and require clarification about these plans.</li> <li>Location of HSE facilities and offices may cause communications issues.</li> </ul>	<p>Not used as a yardstick but simply benchmarked to give an overall picture of heights in the area.</p> <p>Correct heights have been added to the survey.</p> <p>Noted. Road names are not as yet decided. In the land use plan it is now called Ivy Avenue.</p> <p>DIT is working alongside many agencies in Dublin's inner city and will play its role.</p> <p>DIT will be able to assist tourism particularly through the availability of accommodation in the summer period within its student residences. DIT is Ireland's largest provider of tourism education and is Ireland's only designated centre for tourism education by the World Tourism Organisation. It is envisaged that the campus will become a destination for visitors and tourists to Dublin City.</p> <p>Public transport will be the main means of access to the development. Limited car parking will be provided for HSE/DIT. See response to submission no. 16.</p> <p>The HSE facilities have been located in agreement with the HSE who have carefully considered the necessary adjacencies.</p>
<p><b>25. Private individuals</b></p> <p>Questions the extent to which sustainability factors have been incorporated into the Land use plan. Raised possibility of sponsoring local farmer to supply food for use on the site.</p>	<p>Noted. Sustainability principles are incorporated into the land use plan and the Draft Strategic Plan.</p>
<p><b>26. Private individual</b></p> <p>Supports proposed Broadstone/Constitutional Hill and other connections to open up the site. Welcomes proposed Educate Together primary school and</p>	<p>Noted. Limited extent of site cannot provide for city farm or allotments. Bird nesting and bat roosting needs will be respected in the delivery of the</p>

<p>suggests that a small city farm and allotment site be added. In favour of proposed use of water and Bradog River. Recommends that buildings be designed to incorporate sites for birds and bats. Opposed to students driving cars onto the campus. Sites adjacent to Grangegorman should be included in the plan.</p>	<p>development. Limited (1,100) space provision for DIT and HSE car parking. The land use plan addresses the Broadstone/Constitutional Hill and other issues raised in the submission.</p>
<p><b>27. Residents of Upper Grangegorman</b></p> <ul style="list-style-type: none"> <li>• Do not agree that current proposal is sympathetic with its urban setting, in particular along some boundaries.</li> <li>• Proposal to locate 80% of buildings on north of site is imbalanced.</li> <li>• Want details of economical impact of Grangegorman development on the value of adjacent properties.</li> <li>• Want details of ground level survey and proposed levels for the buildings and shadow studies for the loss of light. Want one story buildings set back 20 metres from the site boundary with native trees planted.</li> <li>• Want details of current and proposed vehicular and pedestrian traffic analysis and forecasts for the NCR, Rathdown Road and Upper Grangegorman</li> <li>• Want traffic forecasts in scenario where proposed additional provision of public transport does not materialise.</li> </ul>	<p>The land use plan takes these issues into account in the scale and massing of buildings.</p> <p>The DIT development will represent the largest single capital investment in higher education in the State's history. It will create a state of the art campus and in the process provide a range of facilities not currently available. It will create employment opportunities The HSE helath and residential developments will support significant urban regeneration. The faculties for both bodies are supported by economic analysis in accordance with the Department of Finance requirements</p> <p>New buildings carefully respect existing residences in terms of distance and shadowing.</p> <p>See response to Submission no. 16.</p> <p>The supporting public transport provision is approved by Government and included in Transport 21.</p>

<ul style="list-style-type: none"> <li>• The site should not be occupied until public transport infrastructure is in place.</li> <li>• Concerned about proposed height and density of buildings adjacent to properties on Upper Grangegorman from point of view of loss of light and privacy to the rear of the houses</li> <li>• Concerned about proposed pedestrian path over wall at rear of houses on Upper Grangegorman on grounds of security and potential noise levels. Want minimum open space of 10 metres between boundary wall and path and then 10 metres of tree planting.</li> <li>• As compensation want provision to rear access of houses on Upper Grangegorman and the provision of parking (referenced Lansdowne Road residents compensation scheme)</li> <li>• There should be a standard palate of finishes for all the buildings to work from.</li> <li>• Rats need to be exterminated on site prior to construction work.</li> <li>• Upper Grangegorman should be designated as assess only or one-way.</li> </ul>	<p>See response to Submisson no. 8</p> <p>See response to Submission no. 8</p> <p>GDA will not be providing residents' parking on the site.</p> <p>Guidelines for designers are being incorporated in the land use plan.</p> <p>Noted.</p> <p>It will become a traffic calmed two-way public road.</p>
<p><b>28. Na Fianna CLG</b></p> <p>View Grangegorman as wonderful opportunity to address the issue of providing world class sporting and community facilities to the local community. The club's single greatest difficulty is acquiring and maintaining access to playing facilities to accommodate their 90 teams. The Club has embarked upon a €400,000 project for facilities in response to the Phibsboro LAP. With a view to increasing participation in active team sports, and to meet the balance of its needs, Na Fianna require the following at Grangegorman:</p> <ul style="list-style-type: none"> <li>• One full-sized grass pitch</li> <li>• One flood lit full size synthetic pitch</li> </ul>	<p>Met the Club's representative on 31<sup>st</sup> July.</p> <p>This is an urban sports campus with limited outdoor pitches being provided. DIT will still need to access pitches off campus in other locations to meet its requirements and consequently it is not possible to satisfy Na Fianna's needs. The availability of new indoor facilities should be of benefit to Na Fianna.</p>

<ul style="list-style-type: none"> <li>• Replacement pitch for loss of Albert College pitch during metro construction</li> <li>• Three additional juvenile pitches</li>   <li>• One floodlit training size synthetic pitch</li>   <li>• One training wall</li>   <li>• All sporting facilities are made available to local clubs at a minimum cost</li> </ul>	
<p><b>29. Tony Gregory T.D.</b> Supported the concerns of FingaL Place residents regarding opening up the pedestrian access.</p>	See response to Submission no. 2.
<p><b>30. Cyprian Brady T.D.</b> Supported aspirations of Na Fianna GAA Club regarding access to sporting facilities on site.</p>	See response to Submission no. 28