



**Grangegorman
Development Agency**
Gníomhaireacht Forbartha
Ghráinseach Ghormáin

Draft Strategic Plan Response Report



Grangegorman Development Agency
Report on Submissions arising from
Statutory Consultation Process
for Draft Strategic Plan 2010 and
Associated Documents.

11th March, 2011.

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Section 1.

Introduction

In October 2010, the Grangegorman Development Agency (GDA) began its statutory consultation process on the draft Strategic Plan and its associated Environmental Report.

Our aim was to ensure that everyone had ample opportunity to look at the draft Strategic Plan and supporting drawings and maps and to make submissions, highlighting areas of concern, agreement or uncertainty. Accordingly, the plans were made available at many locations in the neighbourhood. In addition, the GDA's executives met with and briefed many people who are interested in the project.

It is recalled that the Strategic Plan is, in essence, an overarching vision as to how the Grangegorman project will be developed. It is important to emphasise that there needs to be an element of fluidity and flexibility in the Strategic plan to allow for issues that will be raised as more detailed design work for specific buildings gets underway.

While the Strategic Plan will inform the (SDZ) draft Planning Scheme which the GDA intends to submit to Dublin City Council as the planning authority, it is not a planning document. As required under the Planning and Development Acts, DCC will consult with all stakeholders before final decisions are taken. During this phase on the SDZ draft Planning Scheme more detail will be provided about critical issues that have been clearly articulated in many submissions such as the height and density of buildings, protected structures and traffic and transport issues.

There was a great response to the statutory consultation process with 54 submissions received and the Agency is very appreciative of the time and effort that went into these valuable contributions. The submissions have been uploaded on the GDA website (www.ggda.ie) for public viewing in accordance with the GDA Act, 2005.

Once the submissions were received, each was examined in detail. The Agency has made every effort to respond in some detail to every key issue raised insofar as the comments relate to the draft Strategic Plan. The Agency has put this report together by extracting the main points of each submission and putting them into a table format with the corresponding responses next to them. There is also an executive summary and recommendations section as part of the report which allows a quick overview of the main themes running through all of the submissions and which outlines the changes the Agency believes should be included in the

final version of the Strategic Plan, having regard to our assessment of the many points raised in the submissions. Specifically, and having regard to these submissions, the Agency has added 11 extra objectives into the draft Strategic Plan and amended others, with a view to ensuring that the views of our stakeholders and neighbours are incorporated into this document. Section 4 of the report contains all of the aims and objectives of the draft Strategic Plan including the new ones. The final section contains a glossary of abbreviations used throughout the report and definitions for a Mobility Management Plan and a Transport Assessment, which are terms that may be unfamiliar to some.

Many issues brought to the attention of the GDA during this consultation process fall outside its remit and if applicable they will be brought to the attention of the relevant body. Others will be assessed in the context of the GDA's forthcoming work on the draft Planning Scheme. The GDA is conscious that many of the submissions received contain some very detailed and technical information. It is not appropriate at this stage to incorporate some of these technical issues into the final version of the Strategic Plan. However, many of these issues will be dealt with at a later, more suitable, time. It is an overarching priority for the GDA to continue to consult and communicate with all stakeholders in an open manner throughout the project.

The adoption of the Strategic Plan by the GDA Board represents a key milestone as this allows us to proceed to the preparation of a draft Planning Scheme that will be fully informed by the submissions received to date.

We look forward to continuing engagement with our stakeholders and neighbours.

Section 2.

Submissions and Executive Responses

Note: There are discrepancies between the numbers of some submissions as posted on our website and the number they are assigned within this report, especially towards the end of this section. The reason for this being that some submissions were identical and were sent in by numerous people. Where this happens and where numbers do not correspond to the original submission the number(s) of the originals are provided in brackets beside the submission heading.

<p>1. O'Neill, Quigley and Associates</p> <ul style="list-style-type: none">• Graphic presentation of trees in Masterplan unhelpful; too much unbelievable green in the presentation.• The overall scale of the buildings seems fine and non-threatening while maintaining huge oversight of all public squares. Approves of use of civic square element.• Believes organisation of scheme needs vertical element (s).• Believes eight story height without commensurate street width will be oppressive and must be looked at.• Believes there should be room for expansion as site is limited.• Kudos all round for an appropriate level of presentation with evocative sketches and simple elegant plans.	<p>Noted. Regard will be had to this in future graphics.</p> <p>Noted.</p> <p>Agreed</p> <p>The massing urban spatial strategy for the building heights is shaped by the needs of DIT and HSE, the response to sunlight and wind conditions and by the relationship with the neighbouring buildings on the edges of the site (para 4.3.7) and the overall architectural composition as shown in the Masterplan.</p> <p>The Masterplan accommodates 20% HSE and 30% DIT expansion space. Long term aspects of the project have been dealt with up front.</p> <p>Noted.</p>
<p>2. Private Individual</p> <ul style="list-style-type: none">• Consideration should be given to provision of a secondary school in future.	<p>The educational needs of the area are a matter for the Department of Education and Skills. The Department has not advised the GDA of the need for a new secondary school given that there are several</p>

<ul style="list-style-type: none"> • Very much in favour of new development and am happy to endure inconveniences related to construction works. • Welcomes addition of Educate Together primary school. 	<p>secondary schools in close proximity to the site.</p> <p>Noted.</p> <p>Noted.</p>
<p>3. Private Individual</p> <ul style="list-style-type: none"> • Wants entire site to be wheelchair and buggy accessible. • Wants designated cycle paths to be put in place. • Wants covered bike parking at main entry points. • Wants stairs, ramps and lifts to be alternatives to escalators. • Wants storage units for consumables to be located at edge rather than centre of campus. • Wants smaller groups of dispersed lockers to be used and differing sizes to suit student requirements. 	<p>Wheelchair and buggy accessibility will be a key consideration at the detailed design stage.</p> <p>Access for cyclists will be prioritised in the detail design.</p> <p>Noted. Will be considered at detailed design stage and will be subject to planning. Bicycle storage will be covered as appropriate.</p> <p>We would be in agreement on this in principal. These options promote positive health and accessibility.</p> <p>Service drop off points will be determined when the detailed traffic and facilities management plans are produced.</p> <p>Noted. This is a matter for the DIT to decide in the context of the design proposals for specific buildings and their element of the site as a whole.</p>
<p>4. Private Individual</p> <ul style="list-style-type: none"> • No recognisable bus routes on North, South or West that pass less than a mile from centre of site. • Trains two miles from centre and Luas approx 1 mile from centre. • No indication given on level of student 	<p>We have key bus routes along Prussia Street, Manor Street, Constitution Hill, and North Circular Road. The Campus itself has been designed to allow easy access to bus stops and there are further plans to open up the site to improve access, this is shown in Chapter 4 (Par 4.8.2).</p> <p>The existing Luas red line is within 8 minutes walk of the site (page 4.78). It is envisaged that the proposed LUAS BXD Line will serve the site directly. The nearest Metro North stop will be at Parnell Square.</p> <p>Parking for individual phases and tranches will be as</p>

<p>parking and whether this will be free or charged.</p> <ul style="list-style-type: none"> Wants extension of Dublin bike scheme to be considered for site. Wants DIT to consider Round Robin feeder bus service. 	<p>permitted by DCC in accordance with development plan standards and the adopted SDZ Planning Scheme.</p> <p>Agree in principle and will raise with DCC.</p> <p>Noted, and will be considered as part of Mobility Management Plan. The GDA will also undertake a Transport Impact Assessment to consider possible impacts and develop appropriate solutions with relevant bodies.</p>
<p>5. CIE</p> <ul style="list-style-type: none"> The Railway Order for LUAS line BXD is on the basis that LUAS will cross Constitution Hill at grade, not on a bridge. This will have implications for the design of an interchange. Layout of front of Broadstone building included in Masterplan (para 4.10) is not agreed with parties. Proposals for location of inter-modal transport interchange should not be confined to Broadstone (para 5.8.2) Buses should be allowed to run through the campus. CIE fully supports draft plan. 	<p>Noted. The GDA will work with all stakeholders on the design of all elements of the plan.</p> <p>Noted. This was notional pending later consultation and agreement with the relevant parties and a proper planning process. This was a notional layout developed following discussions with parties but will be subject to ongoing consultation and planning.</p> <p>Noted. Broadstone does present as the best location at this time. However all options will be examined during the project.</p> <p>Campus has been designated to facilitate pedestrian and cyclists. There is no provision in the draft Strategic Plan for the running of a bus corridor through the site. Previous discussions and correspondence explained that the reason it is unworkable is the high level of pedestrian activity within the site, and on the same surface as the buses would run on.</p> <p>Noted.</p>
<p>6. Private Individual</p>	

<ul style="list-style-type: none"> Provision should be made for a running track capable of hosting races. 	<p>There is not enough space to provide a full competition running track. An internal jogging track is envisaged in the Sports Hall and aquatic centre as illustrated in the drawings; section 6.5 of the draft Strategic Plan. External jogging will also be considered in the detail design.</p>
<p>7. Private Individual</p> <ul style="list-style-type: none"> I am unhappy with the percentage of land allocated to mental health facilities. 	<p>The HSE has advised on its needs at all stages of the process and has given priority to providing state of the art facilities in Grangegorman in line with national policy, "A Vision for Change". The draft Strategic Plan (Section 2.6) and the detailed project brief (Appendix B) takes account of this objective and is based on patient numbers and needs as agreed with the HSE.</p>
<p>8. St Brendan's GAA Club (1st club Submission)</p> <ul style="list-style-type: none"> The Club wishes to have a display in the Gallery Passage detailing the history of the Club. 	<p>Agreed in principle. The draft Strategic Plan (para 4.4.16) notes that the proposed Gallery Passage will host permanent and temporary exhibitions, subject to a detailed survey and analysis of the structure and capacity of the existing tunnel.</p>
<p>9. Private Individual</p> <ul style="list-style-type: none"> Believes area not suited to high density development. Objects to removal of mature trees. Objects to house (on Rathdown Road) being overlooked by development. 	<p>Height, scale and density have been reviewed in light of concerns raised during earlier consultations (para 4.3.7). Current plans are in line with DCC guidelines.</p> <p>Unfortunately the GDA cannot keep all mature trees on the site. However, Design Objective 10 states: the GDA will seek to retain a substantial majority of the existing mature trees of quality and will implement a comprehensive planting programme of native species to effect a high quality sylvan public realm (para 4.6.8)</p> <p>The Masterplan was careful to minimise potential for overlooking.</p>
<p>10. Go Car</p> <ul style="list-style-type: none"> We welcome the approach to traffic management on the site Some parking spaces should be reserved for car sharing bases. 	<p>Noted.</p> <p>DIT currently operates its own car sharing scheme. However, GDA will explore the possibility of this</p>

	proposal or similar to see if they may be of benefit to the development as part of the overall transport needs.
<p>11. Village Quarter Business Forum</p> <ul style="list-style-type: none"> • Objects to DIT project on basis that Dublin City existing campuses are true home of DIT. • Development will reduce rate paying capacity of business adjacent to existing campuses. • Existing DIT buildings unsalable and closure will result in dereliction in city. • Economy cannot afford the project. 	<p>The DIT's Strategic Plan 2001-2015 and its subsequent series of three year Development Plan is predicated on the relocation of DIT to the new campus at Grangegorman (para 2.5). This ambition is supported by staff and the student body. A Cost Benefit Analysis carried out in relation to DIT's possible move to Grangegorman concluded that it is the best option for the Institute and that it will be unable to continue to function effectively without this move. DIT will remain within the city core.</p> <p>Concern noted. Existing properties will be sold and development or reuse is envisaged.</p> <p>The draft Strategic Plan has dealt with this (Section 8) and concludes otherwise. The sale of existing sites for redevelopment will contribute to the revitalisation of many inner city areas through their development for retail and mixed use purposes.</p> <p>The Government considers this development a vital project in helping to drive economic activity and growth in the city. The Government has approved the proposed funding for Tranche 1 of the development.</p>
<p>12. Maureen O'Sullivan T.D. and Cllr. Marie Metcalfe</p> <ul style="list-style-type: none"> • Significant traffic management plan to be put in place and kept under constant review. 	<p>The draft Strategic Plan sets out a proposed movement and transportation strategy which addresses all modes and traffic management issues (para 4.8). The Environmental Report (para 6.3.9) has assessed transport usage and notes that the GDA will develop a mobility management strategy and plans and a comprehensive review of local traffic impacts and mitigation measures (para 3.6.4). Once the Strategic Plan is adopted by the Grangegorman Development Agency, it is envisaged that a Draft Planning Scheme will be prepared and that this will deal more comprehensively with all aspects of transport, including traffic management (para 5.2.2). Further detail will be prepared once we get into design, construction and operation phases.</p>

<ul style="list-style-type: none"> • Welcome the extent of public consultation. 	Noted.
<ul style="list-style-type: none"> • Welcome the dispersal of student accommodation. 	Noted.
<ul style="list-style-type: none"> • Welcome extent of green areas. 	Noted.
<ul style="list-style-type: none"> • Welcome the healthcare facilities to be provided. 	Noted.
<ul style="list-style-type: none"> • Welcome community access to facilities and fact that architectural and historical importance of buildings recognised. 	Noted.
<ul style="list-style-type: none"> • A student code of conduct and behaviour to be set up to protect peace of older residents. 	<p>The GDA will assist DIT in creating a Campus Liaison committee . This committee will build on DIT's existing relationship with the community and will assist in the campus community interface. Itwill be made up of DIT staff, Student Union members, the HSE, local community representatives, local schools, community organisations, the Gardai and others as issues determine. In addition the design of the student accommodation will mitigate against any possible noise or disturbance issues which could arise.</p>
<ul style="list-style-type: none"> • Want GDA to appoint community liaison person. 	GDA's Communications Officer fulfils this role.
<ul style="list-style-type: none"> • Want Smithfield/Stoneybatter to be included in first tranche of new LAP. 	This is outside remit of GDA. Dublin City Council are the authority with responsibility for LAPs.
<ul style="list-style-type: none"> • Welcome addition of Educate Together school. 	Noted.
<ul style="list-style-type: none"> • Want to ensure local residents to continue to be represented on GDA. 	There is a statutory provision (Section 22 of the Grangegorman Development Agency Act, 2005) that requires the GDA to consult with local residents on an ongoing basis over the life of the project. In addition the GDA Act 2005 specifically states that the

	community is represented on the Agency and the Consultative group and the process for electing these representatives is set out in Schedule 4 of the Act.
<p>13. Private individuals (two)</p> <ul style="list-style-type: none"> Highly in favour of access from new development to Prussia Street. All of developments facilities should be available to local community at no or reasonable cost. Planning, construction and later phases should facilitate job opportunities for local people. All green spaces should be accessible to the local community. Want full provision of cycle lanes both within and around development. Traffic management plan to be put in place to deal with increased commuting. 	<p>One of the primary aims of the Masterplan is to connect the new Quarter into the neighbouring City fabric, allowing the site to be opened up to adjoining areas. The draft Strategic Plan notes in several places (paras 4.2.5, 4.2.12 and 5.8.3.1 for example) that access to the site, including breaks in the wall, are envisaged. Further consultation with all residents is envisaged.</p> <p>A key aim of the draft Strategic Plan (para 6.2.1) is to ensure that the new Quarter is a publicly accessible environment. DIT has a policy to promote sport and recreation for all. It is envisaged that its sports facilities will operate on a non-profit basis (para 6.2.4) with local residents and students/staff having priority access.</p> <p>GDA is keen to promote job opportunities for local residents and will cooperate with the local training and Employment agencies to this end. An average of 450 on-site construction jobs per annum are envisaged over a sustained period of ten years and there will be in the region of 1,500 new jobs onsite once the area is complete.</p> <p>This is what is envisaged in the draft Strategic Plan (Section 4 in particular).</p> <p>The Masterplan's transportation strategy (para 4.2.1.5) emphasises sustainable modes of transport, including cycling, with paths to allow quality and universally accessible circulation. The GDA will be liaising with DCC and the NTA in relation to cycle provision in the implementation phase both inside and outside the site.</p> <p>The draft Strategic Plan sets out a proposed movement and transportation strategy which addresses all modes and traffic management issues (para 4.8). The Environmental Report (para 6.3.9) has assessed transport usage and notes that the GDA will develop a mobility management strategy and plans and a comprehensive review of local traffic impacts and mitigation measures (para 3.6.4). Once the Strategic Plan is adopted by the Grangegorman</p>

<ul style="list-style-type: none"> • Want sustainable design using local resources and zero or low carbon technology • DIT should promote third level education to local students and have scholarship scheme. 	<p>Development Agency, it is envisaged that a Draft Planning Scheme will be prepared and that this will deal more comprehensively with all aspects of transport, including traffic management (para 5.2.2). Further detail will be prepared once we get into design, construction and operation phases.</p> <p>The sustainability principles set down in the draft Strategic Plan (paras 4.3.9 and 6.4) envisage the Quarter eventually becoming a zero carbon development. It is a key priority for the Agency to optimise use of local resources and to deliver the site in a sustainable fashion.</p> <p>Dublin Institute of Technology already operates such a scheme (Community Links Project) and will expand its current schemes in this area.</p>
<p>14. Dublin City Council</p> <ul style="list-style-type: none"> • We commend the production of a high quality document and Masterplan • The Grangegorman site is a key strategic site within Dublin City and is identified as such in both the current and draft City Development Plan. • The draft Strategic Plan seeks to deliver the principles listed in the Draft Development Plan and describes a framework for developing the site that is sustainable, attractive and integrated into the urban character of its location. • The draft Strategic Plan has grasped the opportunities presented by this superb location and presents a detailed Masterplan integrating the needs of HSE, DIT, the new school and supporting housing, and in preserving protected structures and creating new amenities and resources for both students and surrounding communities to benefit from. • The identification of linkages to key bus routes and services could be expanded upon. • The provision of cycle ways connecting to 	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>GDA will examine this in consultation with the National Transport Authority, DCC and the relevant bus companies.</p> <p>GDA is happy to discuss the city wide cycle network</p>

<p>future strategic cycle elements of a city wide networks should be examined in more detail.</p> <ul style="list-style-type: none"> An attractive temporary access onto Constitution Hill prior to the completion of Broadstone gate should be considered as part of phase 1. 	<p>with DCC and the NTA how this can be further integrated with the site.</p> <p>Noted. The GDA will continue to work with all stakeholders to ensure the key principle of permeability is advanced throughout.</p>
<p>15. O'Connor, Sutton, Cronin</p> <ul style="list-style-type: none"> Very impressed with proposed development. Pleased with connectivity to and interaction with local community. Wants own premises with courtyard on Fingal Place be connected to the Campus. Wants its office used for incubator units. 	<p>Noted.</p> <p>Noted.</p> <p>Noted. GDA will meet with the company to discuss.</p> <p>The draft Strategic Plan provides for enterprise space for small business (para 6.1) on site.</p>
<p>16. Duine Aonair Priobháideach</p> <ul style="list-style-type: none"> Is sár-phlean é Plean Straitéiseach Ghníomhaireacht Forbartha Ghráinseach Ghormáin ar go leor slite. Is eiseamláir pleanála é. Baineann dátaí níos luaithe le stair an cheantair ná na moltaí agus na dátaí a thugtar sa Phlean Straitéiseach. Níl aon tagairt déanta d'aitheantas ná do stádas de chineál ar bith a thabhairt don Ghaeilge. D'fhéadfaí cur leis an nGaeilge trí phleanáil a dhéanamh do réamhscoileanna agus do ghaelscoil ar an láithreán. Ba chóir ainm an láithreáin a athrú ó <i>Gráinseach Ghormáin</i> go dtí Cill Dúiligh, an t-ainm a thugtaí ar an gceantar, ní ar feadh cúig chéad bliain, ach ar feadh míle bliain ar a laghad. 	<p>Tugtha ar aird.</p> <p>Tugtha ar aird. Úsáideadh an comhthéacs stairiúil mar threoir amháin chun tuairim éigin a thabhairt don duine faoin tréimhse ama.</p> <p>Tugtha ar aird. Aithneofar agus féachfar don Ghaeilge leis an tionscadal mar ghné chultúrtha thábhachtach den tionscadal agus de láithreán Ghráinseach Ghormáin.</p> <p>Is í an Roinn Oideachais agus Scileanna atá freagrach as maoiniú agus soláthar scoileanna agus níl údarás tugtha aici do ghaelscoileanna ar an láithreán.</p> <p>Tugtha ar aird. Tagraíonn an t-ainm <i>Gráinseach Ghormáin</i> don réigiún tíreolaíochta, áfach agus bheadh athrú an ainm lasmuigh de théarmaí tagartha Ghníomhaireacht Forbartha Ghráinseach Ghormáin agus bheadh sé sin ina shaincheist do Chomhairle Cathrach Bhaile Átha Cliath agus don Roinn Comhshaoil, Oidhreacht agus Rialtais Áitiúil.</p>

<ul style="list-style-type: none"> • Ba chóir taighde a dhéanamh ar an bpobal Gaeltachta a bhí sa cheantar sa naoú céad déag agus aitheantas a thabhairt don phobal sin trí shaoráidí pobail a sholáthar don Ghaeilge agus ba chóir an pobal Gaeltachta is deireanaí a mhair i mBaile Átha Cliath Thuaidh a cheiliúradh trí ainm an cheantair a cheangal leis na saoráidí sin. • Ar mhaithe le deis phraiticiúil a chur ar fáil don Ghaeilge sa cheantar agus sa cheantar féin, go gcuirfí saoráidí ardchaighdeán ar fáil do dhá naíonra (chun míthuiscint a sheachaint, is í an Ghaeilge an t-aon mheán cumarsáide i naíonraí). De bhrí go n-eagraítear cúrsaí i gcúram leanaí, lena n-áirítear cúram leanaí trí Ghaeilge, d'fhéadfadh na naíonraí agus Institiúid Teicneolaíochta Bhaile Átha Cliath cabhrú lena chéile ar shlite éagsúla, lena n-áirítear deiseanna cleachta do na fochéimithe. • Go gcuirfí saoráidí ar fáil do bhunscoil trí mheán na Gaeilge a mbeidh saoráidí chomh tábhachtach céanna leis na cinn a bhíonn ar fáil sa bhunscoil trí Bhéarla a bunaíodh ar an láithreán, agus go dtabharfaí cuireadh do na heagraíochtaí oideachais Ghaeilge agus na heagraíochtaí Gaeilge chun an scoil seo a eagrú. • Ba chóir na comharthaí faisnéise poiblí go léir ar an láithreán a bheith sa dá theanga. 	<p>Tugtha ar aird. Déanfar breithniú mar is cuí ar an méid seo; déanfar a thuilleadh iniúchta ar an togra.</p> <p>Níl Ghníomhaireacht Forbartha Ghráinseach Ghormáin freagrach as saoráidí cúram leanaí a sholáthar. Cuirfear an togra seo ar aghaidh chuig Institiúid Teicneolaíochta Bhaile Átha Cliath.</p> <p>Is saincheist í seo don Roinn Oideachais agus Scileanna a chinn gur leor an bhunscoil nua atá beartaithe do láithreán Ghráinseach Ghormáin chun freastal ar an éileamh áitiúil.</p> <p>Tugtha ar aird. Oibríonn Institiúid Teicneolaíochta Bhaile Átha Cliath beartas comharthaí dátheangacha faoi láthair agus leanfaidh sí den nós seo nuair a bhogann sé chuig Gráinseach Ghormáin.</p>
<p>English Translation below</p> <ul style="list-style-type: none"> • The Grangegorman Development Agency Strategic Plan is excellent in many ways. It is a planning exemplar. • The history of the area predates the suggestions and dates contained in the Strategic Plan. • There is no reference to the recognition or status of any kind being given to Irish language. • The Irish language could have been assisted 	<p>English Translation below</p> <p>Noted.</p> <p>Noted. The historical context was used simply as a guide that people may be able to identify with.</p> <p>Noted. The project will recognise and have regard to the Irish language as an important cultural aspect of the project and the Grangegorman site.</p> <p>The Department of Education and Skills is responsible for the funding and provision of schools</p>

<p>by planning for pre-schools and a gaelscoil on the site.</p> <ul style="list-style-type: none"> • The name of the site should be changed from <i>Grangegorman</i> to Cill Dúiligh, the name which existed in the area, not for five hundred years, but for at least a thousand years. • The Gaeltacht community in the area in the nineteenth century should be researched and recognition be given to that community by providing community facilities for the Irish language and the last Gaeltacht community which lived in north Dublin be celebrated by linking its name with these facilities. • In order to give a practical opportunity to the Irish language in the area and on the site itself, that high quality facilities be made available for two naíonraí (to avoid misunderstanding, Irish is the only medium of communication in naíonraí). As the Dublin Institute of Technology organises courses in childcare including childcare through Irish, the naíonraí and the Dublin Institute of Technology could assist each other in various ways, including practice opportunities for the undergraduates. • That facilities be made available for an Irish-medium primary school which will have facilities equally significant as the English-language primary school brought into the site, and that the Irish-medium educational and Irish language organisations be invited to organize this school. • All public information signs on the site should be in both languages. 	<p>and has not given authorisation for gaelscoils on the site.</p> <p>Noted. However, the Grangegorman name refers to a geographic region and changing the name would be outside the remit of the GDA and be a matter for DCC and the Department of the Environment, Heritage and Local Government.</p> <p>Noted. Due consideration will be given to this; the proposal will be further explored.</p> <p>The provision of childcare facilities is not the responsibility of the GDA. This proposal will be passed on to DIT.</p> <p>This is a matter for the Department of Education and Skills who determined that the new primary school proposed for the Grangegorman site is sufficient to meet local demand.</p> <p>Noted. DIT currently operates a policy of dual language signage and will continue to do once it moves to Grangegorman.</p>
<p>17. Old Jameson Distillery</p> <ul style="list-style-type: none"> • We express our support for the draft Strategic Plan as it is a welcomed development to the North Inner City which will profit from increased footfall as a result. 	<p>Noted.</p>

<p>18. Smithfield Area Business Association</p> <ul style="list-style-type: none"> We (30 local businesses stakeholders in Smithfield) support the draft Strategic Plan as the development will increase footfall in the area; promote Smithfield as a destination for business; attract new business; and keep existing businesses in business. Consider a development of a pedestrian route from Prussia Street through North Brunswick Street to Smithfield in order to enhance the footfall from the potential DIT site to the area 	<p>Noted.</p> <p>There are plans for a pedestrian route.</p>
<p>19. Private Individual</p> <ul style="list-style-type: none"> As far as possible I would like trees and shrubberies to remain and wildlife be protected. 	<p>Design Objective 10 states that the GDA will seek to retain a substantial majority of the existing mature trees of quality and will implement a comprehensive planting programme of native species to affect a high quality sylvan public realm. The Strategic Environmental Assessment also covers all elements of wildlife protection and every effort will be made under this to protect wildlife in so far as possible.</p>
<p>20. Health Research Board</p> <ul style="list-style-type: none"> There were 283 patients in Richmond Asylum in 1850 not 600 as stated. The number of patients in Grangegorman in the 1940's was 2,000 not 3,500. 	<p>Noted. This information will be checked and amended if necessary.</p> <p>Noted. This information will be checked and amended if necessary.</p>
<p>21. Department of Environment, Heritage and Local Government</p> <ul style="list-style-type: none"> Draft Strategic Plan does not make much mention of how it will protect and enhance natural heritage as stated in socio-economic aim 3. ER states that GDA have undertaken to carry out a bat survey. However the draft Strategic Plan (section 2.3.2.1) states a survey has been carried out. Re-housing of bats through use of bat-boxes 	<p>The SEA (section 9.2) commits the GDA to cooperate with Dublin City Council in the implementation of their Biodiversity Action Plan (2008-2012)..</p> <p>A bat survey was carried out and has confirmed the presence of one bat species, the Common Pipistrellus, on site. Many of the buildings may also be potential bat roosts. The Environmental Report (para 9.2) states that any amendments considered necessary to the Masterplan to protect or preserve bat populations will be made in the light of these surveys.</p> <p>GDA accepts this and will apply for the necessary licences in line with Circular Letter NPWS 2/07.</p>

will be subject to derogation licence.	
<p>22. Inland Fisheries Ireland</p> <ul style="list-style-type: none"> • The separation of foul and surface water infrastructure on the site and the implementation of a SUDS approach is welcome. • It is essential that the receiving foul water infrastructure has adequate capacity to accept predicted volumes from this development with no negative repercussions for quality of treatment, final effluent quality and the quality of receiving waters. In this regard it should be highlighted that Tom Phillips and Associates concluded in their Appropriate Assessment screening document that the implementation of appropriate mitigation measures in addition to upgraded operation of the Ringsend WWTP would be necessary to ensure the water quality of Natura 2000 sites would not be put at risk. • It is of vital importance that any works will not cause a deleterious effect on aquatic life in any way. The River Liffey is exceptional among most rivers in the area in supporting significant populations of Atlantic salmon (<i>Salmo salar</i>, listed under Annex II and V of the EU Habitats Directive) and sea trout in addition to resident brown trout (both <i>Salmo trutta</i>) populations in addition to many other fish species. This highlights the sensitivity of local watercourses and the Liffey catchment in general. 	<p>Noted.</p> <p>The Appropriate Assessment Screening Report states that “taking into account the design features to prevent the pollution of waters arising from development at Grangegorman as part of this screening assessment, it can be concluded that there are no likely significant effects on Natura 2000 sites identified”</p> <p>Noted. The Agency will continue to ensure best practice is followed in all areas of the project to ensure there is no adverse impact on water wildlife in the area.</p>
<p>23. Phoenix Montessori School</p> <ul style="list-style-type: none"> • We submit a business proposal for the provision of a Montessori school on the site to provide pre-school opportunity to those who will attend the national school that is to be located there. 	<p>Proposal noted. The GDA explore this possibility further at the appropriate time.</p>
<p>24. Greater Dublin Independent Living</p> <ul style="list-style-type: none"> • The HSE and GDA should consider allocation of office space of between 1500 and 2000 sq. feet to our group. 	<p>While office and other space are at a premium and the demands on the site are great we will consider this proposal in the context of other requests from community groups with the HSE.</p>

<ul style="list-style-type: none"> • The egress of disabled people is a challenge that we are currently engaging in with some local authority fora to ensure buildings are designed with safe egress for all people who use a building – staff, guests and clients. We would request that Grangegorman Development Agency procure elevators that can be used in the event of a fire. 	<p>GDA recognises the need for equality of access for everyone to the site and the buildings. We will encourage the implementation of best practice standards with regard to both indoor and outdoor environments and to this end will have regard to the National Disability Authority's Building For Everyone Planning Guidance (Booklet 9, 2009). In addition, construction works will comply with the Technical Guidance Document in relation to Part M of the Building Regulations (S.I. No 513 of 2010) that sets out standards to ensure that buildings are accessible and usable by everyone.</p>
<ul style="list-style-type: none"> • GDA may also consider engaging an access consultant as there are many aids and appliances, signage and safety features that can be installed at the building stage which will make the building easier to navigate for disabled people as they get into, around and out of all of the buildings. 	<p>Noted. The GDA will be procuring an Accessibility Consultant to advise on such matters.</p>
<ul style="list-style-type: none"> • GGDA should ensure all signage is disability proofed for colour, texture, shape and size to ensure it is useable by all. 	<p>Noted having regard to comments above.</p>
<ul style="list-style-type: none"> • There should be ample accessible parking spaces dotted throughout the development. 	<p>Accessible parking will be provided as appropriate.</p>
<ul style="list-style-type: none"> • There should be accessible areas at reception desks for wheelchair users. There should be loop systems in place for people with hearing impairments for announcements and for dealing with the public reps of the development. 	<p>Noted having regard to comments above.</p>
<ul style="list-style-type: none"> ▪ The HR department should try to ensure there is provision made for employing local disabled people in order to reduce the unrepresentative number of unemployed disabled people. 	<p>GDA is keen to promote job opportunities for all local residents and will cooperate with the local training and Employment agencies to this end. An average of 450 on-site construction jobs per annum are envisaged over a sustained period of ten years and there will be in the region of 1,500 new jobs onsite once the area is complete. A fair employment strategy will be put in place while having due regard to procurement and equality legislation.</p>
<ul style="list-style-type: none"> ▪ Any sports/recreation facilities should be inclusive of disabled participants. Any educational facilities should be accessible to disabled students. Doorways, corridors and turning spaces should allow for more modern 	<p>Noted having regard to comments above.</p>

<p>motorised wheelchairs which require more space than the manual wheelchairs. There should be an accessible alternative to fire alarm noise such as strobe lighting, floor directional lighting or portable buzzer systems. Car Park entrances should allow for taller than normal vehicles that may be carrying wheelchair passengers. Promotional materials for the GGDA development should be produced in accessible formats. The floors and outside grounds should be constructed with appropriate tactile paving for people with visual impairments.</p>	
<p>25. Councillor Niall Ring</p> <ul style="list-style-type: none"> • I want to put on record my absolute support for the proposed development. I am delighted with the level of information, support and access afforded to me and my constituents. • As one of the 24 recommendations that should be implemented on foot of the Grangegorman Neighbourhood and Primary Care Health Needs Assessment (April 2009), the proposed primary care facility should be upgraded to include a rapid injury clinic/accident and emergency department on the lines operating in Smithfield by the Mater. • The social Inclusion model vis a vis education that is operated by DDDA should be adopted by GDA. A local employment charter should be adopted by GDA at construction and operation phase with a percentage of jobs offered to local community. • The Strategic Plan should expand on how the site will be served by public and private transport and cycle ways. • Specific reference should be made in the Strategic Plan as to how GDA intends to identify, record and acknowledge local 	<p>Noted.</p> <p>The GDA will put this to the HSE and will procure such facilities if required by the HSE.</p> <p>GDA is keen to promote job opportunities for local residents and will cooperate with the local training and Employment agencies to this end. An average of 450 on-site construction jobs per annum are envisaged over a sustained period of ten years and there will be in the region of 1,500 new jobs onsite once the area is complete.</p> <p>A Transport Impact Assessment for the entire site and its surrounds will be presented to DCC as part of a draft planning scheme submission (SDZ) (see section 5.2 of the Master Plan) and the GDA will also prepare a Mobility Management Plan at the appropriate stage.</p> <p>Noted. The whole development is infused with the history and culture of the site. A strategy for recording this will be developed in due course.</p>

history, culture and uniqueness of the area.	
<p>26. Rathdown Road and District Residents</p> <ul style="list-style-type: none"> Understands and appreciates the design concepts behind the draft Strategic Plan and congratulates the GDA (and Moore Ruble Yudell) on the awards which the Masterplan has already received. The Association is prepared to welcome DIT to the neighbourhood, and to embrace the very significant changes that the development of the Grangegorman site will bring to the neighbourhood. There are particular concerns with building heights at the North East corner of the site. The proposed buildings in the diagrams would tower over the adjacent houses, dominating the visually and seriously overshadowing them. The proposed primary school would also be overshadowed for a significant part of school time. A major revision of the Draft Strategic Plan is necessary to ensure taller buildings are put towards centre of site with those nearer the perimeter being no more than two storeys. The provision of Luas BXD line is essential to achieve Movement Aim 1, which we support. Mobility management plan should have been prepared in advance of the Draft Strategic 	<p>Noted.</p> <p>The GDA will carry out an assessment of the impact the proposed development may have on neighbouring properties utilising 'BRE Digest 209:Site Layout Planning for Daylight and Sunlight' as guidance and will address the findings of the assessment in the SDZ Draft Planning Scheme, including potentially reducing heights as appropriate, in order to minimise any serious adverse impact that may arise from the development. Further studies will be carried out at the more detailed building design stage to optimise sunlight and daylight penetration.</p> <p>As above.</p> <p>This is the strategy which has been adopted in the draft Strategic Plan.</p> <p>The GDA fully supports the provision of Luas BXD.</p> <p>Proposals on transport (including parking, traffic management, public transport and road lay out) will</p>

<p>Plan and informed it.</p> <ul style="list-style-type: none"> • The Environmental Report makes no effort to assess the level of traffic that will result from locating DIT, HSE Facilities and DIT on the site, nor of the resultant loss of amenity to the adjacent houses. • It is worrying at this late stage that the GDA does not have agreements with third parties to allow vehicular access from Constitution Hill. • The Draft Strategic plan is unclear about the number of car parking spaces to be included on the site. The parking for DIT is minimal on the part of the site where their buildings are located. • There is insufficient parking in tranche one to meet the needs of those that will be relocated to the site at that time. • The Construction Management Plan needs to deal with the following: <ul style="list-style-type: none"> - Specifying access routes and limiting them to NCR and Constitution Hill; - Address issues of phasing so that residential roads are not needed to access particular buildings at a given time; - Provide adequate onsite parking for construction staff; and - Specify specific working hours and noise levels. • There is an under-provision of student housing. Also such housing does not seem a priority for DIT or GDA. A commitment to the provision of 20% of fulltime student cohort should be included in the Strategic Plan. • A commitment must be put in place that educational facilities will not be occupied 	<p>be submitted to DCC as part of the draft planning scheme for the purposes of the SDZ. The GDA's proposals will be informed by a detailed Transport Impact Assessment (to be completed) of site and neighbourhood impacts. The Masterplan envisages that Grangegorman Upper, Lower (and Rathdown Road) will be the only available through-route for external traffic and as a consequence it will be traffic calmed. It is not envisaged that this route will be a primary route for heavy construction traffic. Car parking standards on the site will take cognisance with those set out in the Dublin City Development Plan (2011-2017).</p> <p>It is the GDA's aim to achieve access to Constitution Hill As set out in Access Objective 1. Ongoing discussions are taking place with CIE, Dublin Bus, RPA, DCC, NTA and Bus Eireann.</p> <p>Parking for individual phases and tranches will be as permitted by DCC in accordance with development plan standards and the adopted SDZ Planning Scheme.</p> <p>As above.</p> <p>The issue of access of vehicles during construction affects all of the GDA's neighbours and the Association's submissions will inform the GDA's proposals for access routes. It is envisaged that strict conditions will be attached as regards noise and a risk assessment of noise (based on more detailed data). When more detailed building proposals are prepared they will also inform these conditions.</p> <p>The draft Strategic Plan envisages that accommodation for approximately 20% of the full-time student cohort will be provided for on-site. Currently up to 2,000 bed spaces are envisaged.</p> <p>It is the GDA's aspiration that student accommodation will be provided via commercial joint venture in tandem with other facilities on the</p>
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until student housing is in place.	site.
<p>27. Private Individual</p> <ul style="list-style-type: none"> I would like to ask that the open space is able to be used by the local population asap. Even if it is curtailed somewhat by the building process it would help people too more easily identify with the whole project. 	<p>While the GDA will make every effort to open the site up during the project regard must be had to the fact that St. Brendan's Hospital is an operational psychiatric facility and the welfare of its residents must be paramount. In addition once construction begins much of the site will be closed off for health and safety reasons.</p>
<p>28. Fingal Place Residents</p> <ul style="list-style-type: none"> Fingal Place Resident's Association object to the fact that Fingal Place is still being considered as an access route to the Grangegorman Development after their concerns were raised in their 2008 submission. The proposal for an access route on their road is unsustainable development and would degrade the residential amenity of the area by being a bad neighbour. It would create far too many adverse impacts and no thought or concern at all whatsoever has been given to the existing problems that would be exasperated in Fingal Place should this route be allowed. At present there are insufficient quantities of proper parking spaces in Fingal place and the adjacent Prussia Street. This causes illegal/nuisance parking and road hazards on a regular basis. The proposed access route would only exasperate the problem and have an adverse impact on the health and safety of pedestrians, cyclists, due to additional unnecessary traffic, vehicles mounting kerbs, on street parking, and turning circles. The effective further narrowing of Prussia Street and its Quality Bus Corridor due to unauthorised/ illegal parking will also have an adverse impact on road safety to cyclists at this narrow busy road intersection. Due to the physical restrictions of Fingal Place, the overall existing dimensions are 	<p>The status of the Fingal Place access route has not been finalised. It is envisaged that the Fingal Place gate will function as a managed, secondary pedestrian access route to the site. The GDA will continue to consult with residents of Fingal Place.</p> <p>As above.</p> <p>The GDA will work closely with Dublin City Council to assist in mitigating any parking and associated nuisances arising as a result of the site.</p> <p>As above.</p> <p>As above.</p>

<p>standard to provide for hockey.</p> <ul style="list-style-type: none"> • Range and use of facilities will replace existing terms and conditions. • A legal entitlement commensurate with current arrangements be put in place. • Interim arrangements be made during construction phase. 	<p>every effort to ensure sports facilities provided are of the highest standard.</p> <p>Section 6.2.4 of the Strategic Plan stipulates that existing sports clubs will enjoy similar levels of access on the new campus through a centralised booking system.</p> <p>As above.</p> <p>It will be necessary for the Club to find another pitch during construction and the GDA will lend support to the Club's efforts in finding alternative playing grounds during construction phase. The GDA will give the Club as much notice as possible about the likely start date of the works.</p>
<p>30. St. Brendan's GAA Club (2nd club submission)</p> <ul style="list-style-type: none"> • 4.2.2 and 4.2.15:- This section discusses making the site as pedestrian friendly as possible. What facility will there be for parking? Members will require easy access to a parking facility. We do not envisage having to pay a fee for this parking. • 4.2.5:- Gateway provides address for HSE and DIT. Will there be signposts here? St Brendan's GAA request that signage be put in place here and in other central areas to aid visitors to the club having easy way finding. Signs should include club name in Irish and English and also club crest. • 4.2.10:- "Residents will have shared access to the sports facilities on the DIT campus" With a number of interested parties what systems are planned to control usage to provide for existing users given that there will be only one GAA playing facility on site? GDA and DIT are aware of the needs of St Brendan's GAA from correspondence to date. • 4.4.15:- St. Brendan's GAA has serious reservations regarding the potential capacity 	<p>Section 4.2.2 of the draft Strategic Plan does indeed state that the district will be primarily pedestrian and served by public transport and internal vehicular access. The main parking facilities on the site will be at North Circular Road and Constitution Hill. The plan does not envisage dedicated parking for the users of the sports' facilities.</p> <p>Appropriate signage will be provided throughout the site.</p> <p>Section 6.2.4 of the draft Strategic Plan indicates that existing sports clubs using Grangegorman will enjoy similar levels of access on the new campus.</p> <p>It is not physically possible to provide additional playing pitches other than what is envisaged in the draft Strategic Plan, without seriously compromising</p>

<p>of a single GAA playing ground to meet the needs of both the club and DIT. We propose that consideration should be given to creating another facility of adequate size to field GAA teams. This space may not always be under the guise of a GAA size pitch but have the potential with movable goalposts etc. to be used at times for GAA games. This may involve extending the space proposed for soccer/rugby for such an eventuality.</p> <ul style="list-style-type: none"> • 4.7.5:- The club would request that any artefacts recovered from archives related to the GAA history be returned to club officials or copies of such items be given to the club. • 5.3:- St. Brendan's GAA club will require a formal ongoing feedback mechanism on progress particularly on the progress and funding availability for DIT Tranche 1 which has a direct impact on our well being as a club. The current mechanism via our meetings with the GDA is acceptable but meetings need to be planned and not on a needs basis. The club has misgivings, arguably unfounded, regarding the proposed schedule of completion in the current financial climate. • 5.3.4.1+2:- Package 2H has a delivery target of summer 2016 (DIT Tranche 1). This means that St. Brendan's GAA and other users of the site will be discommoded for several years. This may be longer given planning delays and funding issues etc. To date, there has been no concrete alternative playing ground identified while facilities are absent from the Grangegorman site. As users of the site for over 90 years it is an expectation of St. Brendan's GAA that the GDA identify and negotiate terms for use of a suitable facility for this time period. St. Brendan's GAA club view the coverage of costs in relation to this as responsibility of the GDA or related parties. Club officials are happy to assist with this process in an advisory capacity. • 7.1:- St. Brendan's GAA club can play a role in achieving socio-economic aim 4 in the plan. The club provides a sporting and social outlet for the Grangegorman area and beyond. DIT graduates may also benefit from the 	<p>the fundamental accommodation needs of HSE and DIT.</p> <p>Artefacts from the archive are currently with the HSE. The GDA will put forward your request to the HSE.</p> <p>GDA will continue its policy of having open channels of communications with St. Brendans and will discuss with the Club's officials how best this can be achieved.</p> <p>The re-development of the Grangegorman site will affect many organisations and groups who currently use the site for a variety of purposes. However, the GDA believes the final result will be in the best interests of such groups. As such the development represents a significant investment on all our parts. The GDA will lend support to the Club's efforts in finding alternative playing grounds during the construction phase.</p> <p>Noted. The GDA will ensure existing communication between the club and DIT continues to allow for proposals such as this one to be developed.</p>
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<p>availability of a GAA club in close proximity to Dublin city centre. Many will remain in the greater Dublin area after graduation and this amenity will provide a sporting, social and cultural outlet.</p>	
<p>31. Private Individual</p> <ul style="list-style-type: none"> I would like to register my opposition to the inclusion of PPPs as a funding mechanism for the Grangegorman site. Numerous reports have shown that PPPs do not represent value for money to citizens and taxpayers. The burden of proof lies with the GDA to show how PPPs would not adversely impact on the quality of education at DIT as well as on ancillary services and working conditions on which a publicly funded university campus depends. 	<p>As section 8 of the draft Strategic Plan requires that the development will not progress without an element of private financing. All projects to be procured using a PPP methodology have to be assessed in full compliance with the Department of Financing Capital Appraisal Guidelines for PPPs where issues such as value for money and the provision of quality services are important considerations.</p>
<p>32. Private Individual</p> <ul style="list-style-type: none"> Proposed four storey building will have a highly negative effect on house located at Marne Villas, in terms of sunlight and shadowing. Proposes that the draft Strategic Plan be modified so that the proposed buildings close to Marne Villas are reduced in size, or relocated, so that they do not reduce the existing levels of sunlight reaching Marne Villas. 	<p>The GDA will carry out an assessment of the impact the proposed development may have on neighbouring properties utilising 'BRE Digest 209:Site Layout Planning for Daylight and Sunlight' as guidance and will address the findings of the assessment in the SDZ Draft Planning Scheme, including potentially reducing heights as appropriate, in order to minimise any serious adverse impact that may arise from the development. Further studies will be carried out at the more detailed building design stage to optimise sunlight and daylight penetration.</p>
<p>33. Private Individuals</p> <ul style="list-style-type: none"> The draft plan has ignored the impact that the proposed development will have on this small community. It is proposed to place intensively occupied high rise student accommodation directly behind us, and the main car park entrance a few metres from the end of our terrace. 	<p>The residents in Grangegorman Villas were not ignored by the Agency. Following ongoing consultation with the residents the height of the student accommodation was reduced and in addition the proposal for the piece of land between the residents and the student accommodation was changed in light of their representations.</p>

<ul style="list-style-type: none"> • The car park will be in use day and night. This part of Grangeegorman Lower is very narrow and can only accommodate single traffic. The huge car park will cause road congestion, noise and disruption. It is our concern that the very limited parking we currently have will be targeted. • The student accommodation will create noise both day and night. 	<p>The level and usage of parking facilities will be a matter for the detailed planning process. The GDA will undertake a Transport Impact Assessment to consider possible impacts and develop appropriate solutions with relevant bodies.</p> <p>The GDA will assist DIT in creating a Campus Liaison committee . This committee will build on DIT's existing relationship with the community and will assist in the campus community interface. It will be made up of DIT staff, Student Union members, the HSE, local community representatives, local schools, community organisations, the Gardai and others as issues determine. In addition the design of the student accommodation will mitigate against any possible noise or disturbance issues which could arise.</p>
<p>34. Private Individuals (Upper Grangeegorman)</p> <ul style="list-style-type: none"> • Urban setting around the site is generally low rise residential laid out around old rather narrow streets. The development site is elevated. • The proposal has most of the built up area towards the north of the site. This makes the development unbalanced and will have significant impact on the residential community and the value of properties. • The development will cause overshadowing at the northern end of the site. 	<p>Noted. The design of the Masterplan is sympathetic to the surrounding environment.</p> <p>The plans for the site have been carefully considered and set out taking into account the current location of playing pitches and protected structures whilst also accommodating the needs of the stakeholders and the impact on the surrounding area.</p> <p>The GDA will carry out an assessment of the impact the proposed development may have on neighbouring properties utilising 'BRE Digest 209:Site Layout Planning for Daylight and Sunlight' as guidance and will address the findings of the assessment in the SDZ Draft Planning Scheme, <i>including potentially reducing heights as appropriate</i>, in order to minimise any serious adverse impact that may arise from the development. Further studies will be carried out at the more detailed building design stage to optimise sunlight and daylight penetration.</p>

<ul style="list-style-type: none"> • The arrival of 22,000 students along with approximately 2,600 teaching staff will have an enormous effect on the roads adjacent to the campus. • If the proposed new entrances and exits were not to come to fruition then the primary access to vehicular traffic would be Grangeegorman upper and Rathdown Road. • The Environmental Report appears to have been prepared in the absence of the mobility and construction management plans and the information they would have provided. The Report makes no effort to assess the level of construction traffic that will be necessary to implement the draft Strategic Plan. • The proximity of the proposed buildings will cause a significant loss of light and privacy to the rear of existing houses on Grangeegorman Upr. As there are no front gardens on these houses there is further need to preserve the back gardens. • The proposed path running along the rear of the proposed HSE accommodation and directly along boundary/garden wall of Grangeegorman Upr. Houses has the potential to attract undesirable behaviour. • Please give and include in strategic plan details of ground survey levels and shadow 	<p>A Traffic Impact Assessment will be carried out as part of the SDZ process.</p> <p>The Masterplan is designed to work sufficiently well utilising existing site entrances, in particular North Circular Road, but also including Grangeegorman Upper & Lower, Rathdown Road and Morning Star Avenue. However, the GDA will, as stated in the Strategic Plan, endeavour to further open up the site to the rest of the city to create greater connectivity. Proposals on transport (including parking, traffic management, public transport and road lay out) will be submitted to DCC as part of the draft planning scheme for the purposes of the SDZ. The GDA's proposals will be informed by a detailed Transport Impact Assessment (to be completed) of site and neighbourhood impacts.</p> <p>The GDA will carry out an assessment of the impact the proposed development may have on neighbouring properties utilising 'BRE Digest 209:Site Layout Planning for Daylight and Sunlight' as guidance and will address the findings of the assessment in the SDZ Draft Planning Scheme, <i>including potentially reducing heights as appropriate,</i> in order to minimise any serious adverse impact that may arise from the development. Further studies will be carried out at the more detailed building design stage to optimise sunlight and daylight penetration.</p> <p>This path will not be installed following consultation with residents.</p> <p>This will be carried out as part of the Planning and detail design processes.</p>
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<p>studies formally for discussion.</p> <ul style="list-style-type: none"> • Please submit details of traffic forecasts for each street. • Please give details of economic impact statement for specific areas. • We would insist that development adjacent to existing single storey and two storey houses along Grangegorman upper is kept to a maximum of one story with roof/attic accommodation if required to be in sympathy and keeping with the adjacent urban setting. • We would insist that the development if any is set back a minimum of 20m from the site boundary and suitable low level native trees are planted. Planting should be carried out as soon as plans are agreed and prior to any devolvement to ensure growth of the planting is in time with the development also providing a level of screening throughout the development/construction process. • We would insist that any path if required towards the northern corner of the site is set back and separated from the boundary wall by a minimum of 10m of open space and then 10m of tree planting to minimise impact. • An offer from the GDA of rear access to the gardens of these houses and the potential for provision of parking at the rear from the internal path would be desirable in compensation for the loss of privacy both front and back in what is currently a quiet residential area, due to a substantial increase in noise, traffic, difficulties with on street parking and additional negative health and safety risk from increased volumes of traffic on the Grangegorman upper. The rear access can act as a buffer against the proposed GDA development to the back of the houses. • Proposed buildings on the boundary should 	<p>A traffic impact assessment will be carried out as part of the SDZ draft planning scheme.</p> <p>It is envisaged that the Grangegorman project will create demand for property in the vicinity and will not in itself lead to material drop in property values.</p> <p>The GDA will comply with Dublin City Development Plan 2011- 2017 with regard to height and density of development.</p> <p>The delivery of public realm has been prioritised by the GDA.</p> <p>This path has been omitted.</p> <p>The GDA do not consider this proposal to be an appropriate use of the site. The GDA will work closely with the residents and the DCC to protect and where possible enhance the amenity of the residents on adjoining streets.</p> <p>The GDA consider proposed set-backs to be</p>
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<p>have the open space facing on to the boundary wall thus creating a safer more secure environment and also maintaining a more expectable set back between the proposed buildings and the existing houses.</p> <ul style="list-style-type: none"> • Look at Lansdowne Road compensation scheme for residents. Construction traffic management plan needs to be considered. • Rats need to be exterminated on site prior to the construction work. 	<p>appropriate for their environment. However, should particular issues arise at more detailed design and planning stages, these will be appropriately considered by the GDA in consultation with the appropriate bodies.</p> <p>A Construction Plan will be prepared at detailed Planning Stage.</p> <p>This will be considered at implementation stage.</p>
<p>35. Northwest Inner City Health Forum (Submission 35 and 36)</p> <ul style="list-style-type: none"> • The Forum notes and welcomes the planned services for a range of care groups, including replacement mental health facilities, a health and social care network centre, older persons, disabilities, addiction, children and families. • The Forum notes and welcomes the inclusion of a range of sports, leisure and recreational facilities, and asks that cognisance is given to local groups and clubs who should be allowed access such state of the art facilities in the area. • The Forum would like to see designated play areas on the campus for local children and their families to use. We note that on Page 39 of the Strategic Plan, specific mention is given to crèche facilities for DIT staff and students. The provision of accessible, affordable childcare is a necessity in the local community must be considered. • The Forum welcomes the suggestion of a public library on the campus, which is open and accessible to all in the community. 	<p>Noted.</p> <p>Section 6.2.4 of the draft Strategic Plan indicates that all facilities will be available to local groups on a managed basis.</p> <p>The draft Strategic Plan (section 6.2.3) states that it is proposed to establish a number of playspaces on the site. The issue of childcare is outside the remit of the HSE.</p> <p>Noted.</p>

<ul style="list-style-type: none"> Develop a new service for children 0 – 15 years and their families in the NWIC on-site as part of the Grangegorman Development, which can incorporate both early childhood and family support initiatives modeled on the above mentioned services. 	<p>This proposal will be passed on to DCC and HSE.</p>
<p>36. Glenbeigh Area Residents Association (Submission 37)</p> <ul style="list-style-type: none"> The Glenbeigh Area Residents' Association welcomes the announcement and publication of the Strategic Masterplan. We envisage that this plan will greatly enhance the area and will provide a much needed development anchor for the social and economic uplift for the North West Inner City of Dublin. The Association would like to express its concern about the potential disruption and public inconvenience caused by large scale development works on the site and adjoining areas. It would suggest that a management plan is put in place in order to minimise the impact of construction noise, dirt and potential disruption to water, electricity, gas and other public utilities during the construction phase. The Association would like to express its concern about the potential impact of large plant machinery to local traffic flow and would suggest that a site traffic management plan is established during the construction phase The Association would welcome and envisage that the Grangegorman Development Agency could put in place a local employment plan for the construction phase of the project and consult with relevant agencies in the area (FAS, Social Welfare) with a view to identifying matching skills and employment status of those living in the catchment area, as a priority. The Association would like to propose that a percentage local employment allocation be included in all tender specification documents, subject to approval by the relevant state agencies The Association would envisage and support the development of a resource efficient construction phase, making sure that any 	<p>Noted.</p> <p>The GDA will put in place a comprehensive traffic management plan during construction. Measures will also be taken to minimise disruption and provide guidelines to mitigate the potential problems in consultation with the community. We will adhere to the appropriate guidelines for construction works as set out in the Dublin City Council Development Plan (2011-2017).</p> <p>The GDA will make every effort to ensure benefits are felt by local community we will work with relevant state agencies and the main contractors being mindful of procurement and employment laws to assist those in the catchment area. The GDA is keen to promote job opportunities for local residents and will cooperate with the local training and Employment agencies to this end. An average of 450 on-site construction jobs per annum are envisaged over a sustained period of ten years and there will be in the region of 1,500 new jobs onsite once the area is complete.</p>

<p>materials that can be reused from existing buildings on site are used in newly constructed buildings. It recommends that a plan for the sustainable reuse of existing building materials is put in place.</p> <ul style="list-style-type: none"> • The Association would like to express its concern about the potential impact of new large scale buildings on the adjacent neighbourhoods. It recommends the use of Shadow Cast Analysis during the planning phase to ensure the public are made fully aware of the impact of new buildings on houses, public open spaces and adjacent buildings on the site. Final building design should maximise light and reduce overshadowing. • The Association would like to express its concern about the potential impact of lighting, including night lighting of sports pitches, on the general amenity of the area • The Association would envisage that the site is laid out so as to maximise its connectivity with the local community and neighbouring areas. In this regard, The Association would like to propose that the agency survey existing movement (<i>desire lines</i>) and access points between the site and Stoneybatter/North Circular Road/Broadstone. It should also ensure that the site has a fully integrated network of cycle and 	<p>The draft Strategic Plan seeks to do this where possible. Section 4.7.4 details 11 structures that will be retained and reused. Materials available for reuse on site construction will be determined in the tender stage.</p> <p>The GDA will carry out an assessment of the impact the proposed development may have on neighbouring properties utilising 'BRE Digest 209:Site Layout Planning for Daylight and Sunlight' as guidance and will address the findings of the assessment in the SDZ Draft Planning Scheme, <i>including potentially reducing heights as appropriate</i>, in order to minimise any serious adverse impact that may arise from the development. Further studies will be carried out at the more detailed building design stage to optimise sunlight and daylight penetration.</p> <p>The GDA will have regard to the surrounding area in the detailed planning for evening time lighting for pitches on the site.</p> <p>The representations of the Association will be addressed in the forthcoming Transport Impact Assessment.</p>
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<p>footpaths</p> <ul style="list-style-type: none"> • The Association envisages that any landscaping proposals for the provision of 20% open space for residential elements of the plan will include adequate and safe sit out spaces for the elderly and young families. The Association envisages that any public open space provision will contain the necessary play spaces and equipment for children, teenagers and adults • Many of the local children from the Glenbeigh Area are pupils of the Dublin 7 Educate Together School currently sited on the Grangegorman grounds (beside the Grange Pub). The Association notes the plan positions the school directly adjacent to the social and supported housing blocks of the HSE/St. Brendan's. ("HSE Support Space" and "HSE Supported Housing" and "HSE Health Care & Supported Housing". It also notes that the school is sited at some distance from green areas in the plan. The Association suggests the GDA should consult with the Board of Management of the School prior to any finalisation of plans for the relocation of the school to a new build on the site. The school should also be consulted with regard to allocation of sufficient land adjacent to it to make provision for a school market garden. • The Association would support other community gain projects, for example: <ul style="list-style-type: none"> • A campus Community/Further/Adult Education Centre for early school leavers (given that the FAS Training Centre in Cabra will cease to operate from 24th December, 2010). • A campus Community IT centre, to provide for full IT hardware/software for the local community and small businesses. • A campus Enterprise Hub for local business start-ups and entrepreneurs. • A campus based sports centre with swimming pool with privileged access for 	<p>Section 6 of the plan details landscaped public realm including play spaces will be made available. Public seating will also be put in place as part of the detailed planning phase.</p> <p>Noted. There are a number of green areas proposed throughout the site, some of which will include play spaces. In addition Dublin 7 Educate Together School will have its own quadrangle for student play space.</p> <p>DIT currently operates such a scheme (Community Links) and it will be expanding once the move to Grangegorman is complete.</p> <p>To be considered with DIT.</p> <p>This is outside the remit of the GDA.</p> <p>DIT currently operates such a scheme and there is space provided for such facilities in the Strategic Plan</p>
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<p>the local community and residents.</p> <ul style="list-style-type: none"> • A Civic Centre, with meeting rooms, hall and crèche facilities for the community (in addition to any proposed facilities for students or staff i.e. staff crèche on site). • Social housing above the 25 units specified, to cater for young single family units, particularly students. • A community growing area designated within the green zones of the plan. • A community park with seating and play areas designed for the elderly, young children and teenagers. In addition, the Community Park should be landscaped to enhance local biodiversity. • The Association notes that a Mobility Management Plan is to be devised for the site and that parking provision will be catered for by means of underground parking. In view of the proximity of the site to the Glenbeigh neighbourhood, residents have expressed particular concern about the potential impact of increased traffic and congestion in the locality. Residents have also expressed concern about increased pressure for parking on roads adjacent to the GDA site 	<p>Access to DIT facilities to be considered on a managed basis</p> <p>A number of large 2 bed student accommodation provided</p> <p>To be considered.</p> <p>A small communal garden is proposed on site. The community will have full access to the open areas of the site.</p> <p>The GDA will undertake a Transport Impact Assessment to consider possible impacts and develop appropriate solutions with relevant bodies.</p>
<p>37. RPA (Submission 38)</p> <ul style="list-style-type: none"> • RPA commend GDA for designing the campus to promote and encourage the use of sustainable transport among other aims. We welcome the full integration of the nearby Luas Broombridge stops as main pedestrian access points to the campus. We also welcome the consideration of access to the site from various stops on the existing Luas Red Line. • The opening of the possible future Grangegorman stop is dependent on the further development of Grangegorman and Broadstone lands. Delivery Aim 4 (<i>to move a minimum of 50% of the DIT student body into the new campus in a single first relocation from existing DIT accommodations</i>). The RPA propose to continue consultation with the GDA with regard to the timing of a future stop 	<p>Noted.</p> <p>Noted. The GDA will also continue to liaise closely with the RPA on this issue.</p>

<p>opening.</p> <ul style="list-style-type: none"> The stops should be called Broadstone-DIT and Grangegorman respectively. 	<p>Noted. The GDA is happy to respect the decision of the RPA on this matter.</p>
<p>38. Private Individuals (Submission 39)</p> <ul style="list-style-type: none"> We are concerned by the excessive heights proposed within the plan. Flooding from the Bradogue River is a major concern. More family friendly accommodation as opposed to simply student housing is needed in the area. Open spaces are welcome and while noise and vibration is a significant concern during construction we trust that the development will become a major improvement to the region. Tourism and the development of the local economy should become features of the new development. 	<p>The GDA will comply with the guidelines about building heights as set out in the Dublin City Development Plan.</p> <p>Noted. This issue will be considered as part of the project's sustainable drainage system. A separate storm water drain is proposed to be provided to remove loading on the Bradogue Culvert.</p> <p>It is envisaged that a proportion of the student residence accommodation to be provided on-site will suit mature students and families.</p> <p>Noted.</p> <p>Noted. The project will have a significant positive impact on the local economy.</p>
<p>39. Private Individuals (Includes submissions 40, 41 and 42.)</p> <ul style="list-style-type: none"> Houses on Rathdown Road will be deprived of natural sunlight. 	<p>The GDA will carry out an assessment of the impact the proposed development may have on neighbouring properties utilising 'BRE Digest 209:Site Layout Planning for Daylight and Sunlight' as guidance and will address the findings of the assessment in the SDZ Draft Planning Scheme, <i>including potentially reducing heights as appropriate</i>, in order to minimise any serious adverse impact that may arise from the development. Further studies will be carried out at the more detailed building design stage to optimise sunlight and daylight penetration.</p>

<ul style="list-style-type: none"> Residents will be adversely affected by the construction traffic and influx of students resulting in increased traffic levels. 	<p>The GDA will undertake a Transport Impact Assessment to consider possible impacts and develop appropriate solutions with relevant bodies.</p>
<p>40. Private Individual (Submission 43)</p> <ul style="list-style-type: none"> The redevelopment of the Grangegorman site has the potential to greatly enhance the neighbourhood. The redevelopment must ensure that the neighbourhood remains an attractive community for existing residents. The over-concentration of multi-storey, student residential accommodation next to existing low-rise homes should be avoided. Short-term, rented accommodation for students and summer visitors should not include balconies or windows over-looking existing homes and gardens. A plan for the phased integration of large numbers of students to the neighbourhood should be put in place. Existing residents should have access to new facilities, including parks and sports facilities. 	<p>Noted.</p> <p>Every effort will be made to make this possible. GDA objectives are in line with this comment.</p> <p>The GDA will comply with Dublin City Development Plan 2011- 2017 with regard to height and density of development.</p> <p>Noted. The design of all buildings on the Grangegorman site will have regard to the surrounding neighbours.</p> <p>Phasing is contained within the Strategic Plan and will be discussed with DIT</p> <p>Section 6.2.4 of the Masterplan states that all facilities for sport and recreation will be available to local community on a managed basis.</p>
<p>41. Navan Rd Community Council (Submission 44)</p> <ul style="list-style-type: none"> The extra traffic generated from the proposed development will slow or hinder our direct access to the City and may undo the benefits to be expected from the Navan Road QBC (currently in pre-planning). Arrangements should be put in place to ensure that parking throughout the surrounding roads will not become a problem. 	<p>The GDA's Transport Impact Assessment will address all these issues.</p>

<ul style="list-style-type: none"> • The existing open green areas should be maintained and all mature trees be listed and protected. Some space should be allocated to allotments. All leaf fall should be gathered to create compost. • All sporting facilities should be open to the public and young people and local schools should be encouraged to use the facilities. • Special areas should be created within the library facilities for use by the public, including young people and local schools. • Buildings are too high (15 stories) within an historical area of 2/3 stories. Such extreme heights will overwhelm protected buildings within the compound. Of particular concern are the towers located on the escarpment which will dominate the skyline of the historic North Inner City. Their height should be limited to no more than 32 metres. • Historic buildings in the area should provide a guideline to encourage sensitive and intelligent development, and retain the importance of this catchment area. 	<p>Quite a proportion of the site will be reserved for open spaces. Design Objective 10 states that the GDA will seek to retain a substantial majority of the existing mature trees of quality and will implement a comprehensive planting programme of native species to affect a high quality sylvan public realm. Due to the constrained nature of the site it will not be possible to provide allotments. An overall estate management plan will be developed for the site in line with best practice.</p> <p>The sports facilities will be available to the local community.</p> <p>This proposal will be considered when the detailed design of the library is being drawn up.</p> <p>The GDA will comply with the guidelines for building height as set out in the Dublin City Council's Development Plan (2011-2017).</p> <p>Noted. The Grangegorman plans have and will continue to have regard for the historic nature of the area.</p>
<p>42. National Transport Authority (Submission 45)</p> <ul style="list-style-type: none"> • The NTA strongly supports the development of the Grangegorman site. • Recommended that a wider Transport Impact Assessment be carried out prior to any significant new development taking place. • The NTA favours limited parking provision and this should be informed by the Transport Impact Assessment. • The NTA supports the walking objectives 	<p>Noted.</p> <p>Agreed a Traffic Impact Assessment will be carried out as part of the SDZ draft planning scheme.</p> <p>Noted. This is the intention of the GDA.</p> <p>Noted. All these issues will be considered as part of</p>

<p>contained in the plan. However, it is necessary that this is complemented by a high quality pedestrian environment in the vicinity of the strategic plan. The Transport Impact Assessment should assess local bus stops, proposed LUAS stops, pedestrian access points and all junctions in the vicinity of the site.</p>	<p>the Transport Impact Assessment and the further detailed design.</p>
<p>43. Private Individuals – Grangegorman Villas (includes submissions 33, 46 and 52)</p> <ul style="list-style-type: none"> • The draft plan has ignored the impact that the proposed development will have on this small community. It is proposed to place intensively occupied high rise student accommodation directly behind us, and the main car park entrance a few metres from the end of our terrace. • The car park will be in use day and night. This part of Grangegorman Lower is very narrow and can only accommodate single traffic. The huge car park will cause road congestion, noise and disruption. It is our concern that the very limited parking we currently have will be targeted. • The student accommodation will create noise both day and night. 	<p>The residents in Grangegorman Villas were not ignored by the Agency. Following ongoing consultation with the residents the height of the student accommodation was reduced and in addition the proposal for the piece of land between the residents and the student accommodation was changed in light of their representations.</p> <p>The level and usage of parking facilities will be a matter for the detailed planning process. The GDA will undertake a Transport Impact Assessment to consider possible impacts and develop appropriate solutions with relevant bodies.</p> <p>The GDA will assist DIT in creating a Campus Liaison committee . This committee will build on DIT's existing relationship with the community and will assist in the campus community interface. It will be made up of DIT staff, Student Union members, the HSE, local community representatives, local schools, community organisations, the Gardai and others as issues determine. In addition the design of the student accommodation will mitigate against any possible noise or disturbance issues which could arise.</p>
<p>44. An Taisce (Mr. Kevin Duff) (Submission 47)</p> <ul style="list-style-type: none"> • The methodology used for the planning of the new buildings at the Grangegorman lands fails to recognize the importance of the site as one of the city's ancient open spaces. • A full appraisal of the evolution of the designed landscape should take place and the important features identified and carefully incorporated in the planned design. An Taisce is concerned that the current proposal has 	<p>The Strategic Plan fully recognises the importance of the site and seeks to enhance its role in the city. The Masterplan preserves a significant proportion of the site as open space.</p> <p>The evolution of the design landscape has been fully identified. The Masterplan has been prepared in response to the historic evolution of the site.</p>

<p>not sufficiently researched the evolution of the site and the importance of the surviving structures standing on the site.</p> <ul style="list-style-type: none"> • The Grangegorman lands are of national and international heritage importance as a complex of buildings set in a designed landscape. Future development should respect, restore and enhance this remarkable heritage whilst providing for its regeneration. • The character and special interest of protected structures within the Grangegorman lands would be seriously damaged and undermined by the scale, bulk, layout and proximity of new development. There are many historic buildings and groups of buildings of significant architectural and cultural value on the lands which are Protected Structures. This affords a considerable degree of protection to their 'character and special interest', including their setting. Under the draft plan, new development blocks would inappropriately dominate and overwhelm protected structures, undermining their relationship to each other and to their surrounds. This would be contrary to the provisions of the Architectural Heritage Guidelines for Planning Authorities 2005 (sections 13.5 to 13.7) and the Dublin City Development Plan 2005-11 (section 10.1.4), and would be contrary to best international conservation practice for development in historic settings. • The physical and visual impact of siting numerous large blocks close to and beside what are mainly one- to three-storied groups of historic buildings has not been adequately assessed in the draft Strategic Plan. The character of protected structures and other features of the historic lands need to be taken as the starting point for its development. The shoehorning of modern blocks close to and up tight against protected structures as proposed in several instances does not protect their character, special interest or setting including views and prospects. 	<p>The Grangegorman development will create a sustainable urban quarter.</p> <p>The GDA will respect the requirements of the Dublin City Development Plan (2011-2017) and appropriate guidelines as regards protected structures , any new development will be designed in a manner that pays regard to existing protected structures on the site. The masterplan considered and was sympathetic to the existing protected structures.</p> <p>As above. See new conservation objective number 5.</p>
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<ul style="list-style-type: none"> • Under the draft plan, the clock tower building would be emasculated by excessively large and bulky blocks adjoining immediately to the north and south. This would fail to retain an appropriate setting for the building and would therefore be seriously at variance with the policies contained in the Dublin City Development Plan 2005-11 as they relate to development within the curtilage and setting of protected structures (section 17.10.2) and the provisions of the Architectural Heritage Guidelines for Planning Authorities 2005. The aim should be to maintain the primacy and landmark presence of this building as currently exists. • The draft Strategic Plan provides for demolition of the 1930s former Nurses' Home to the south alongside the Clock Tower building. This is a perfectly good building of its period which can be upgraded to meet modern energy requirements. • It is not appropriate to build on the space in front of the former Richmond Lunatic Asylum as the draft Strategic Plan proposes. The existing green space is a formal setting for the classical building and should be maintained free of development. • There is extensive existing residential development adjoining the site, primarily on Grangegorman Upper and North Circular Road. These areas are zoned Z1 (To protect, provide and improve residential amenities) and Z2 (To protect and/or improve the amenities of residential conservation areas). The scale and layout of blocks on the Grangegorman lands must carefully integrate with these residential areas and ensure their amenities are protected as per the site zoning. It should prevent against overlooking, overshadowing and visual obtrusiveness and be generally in line with the policies of the 	<p>It is acknowledged that the detailed design of buildings located to the north, south and east of the Richmond Penitentiary building will require careful consideration and that the landmark presence of the building should be respected. See also Conservation Objectives 1-5.</p> <p>St. Brendan's Way is a key structuring principle of the new campus development, creating an important east-west corridor which links the site to the city centre and to the surrounding area. The retention of the Former Nurses' Accommodation, which is not a Protected Structure, would pose a serious impediment to the creation of St. Brendan's Way. The building is a cellular concrete structure which is costly and very difficult to adapt to new uses. Re-use would not be suitable for the end users or allow for the proposed permeability of St. Brendan's Way.</p> <p>Any development to the south of the Richmond Lunatic Asylum will be designed in a manner that pays due regard to the full façade of the building. The proposed layout of development creates an enclosed area of urban design quality to the south of the Asylum, while screening development on adjoining sites thereby creating an enhanced setting for the Protected Structure.</p> <p>Every effort will be made to minimise overlooking and overshadowing. The draft Strategic Plan is in line with the policies of Dublin City Council and the GDA in approving detailed designs will do so having regard to the criteria set for building height in the Dublin City Development Plan 2011-2017.</p>
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<p>Dublin City Development Plan 2005-11 and new Draft Plan 2011-17.</p> <ul style="list-style-type: none"> • The siting of high buildings at Grangegorman is unnecessary and unjustified in urban design terms. • The last ecological assessment of the site was carried out in 2007. An up-to-date ecological assessment needs to be carried out, and in greater detail. No decision should be made without the results and proposed mitigation measures of the bat survey. • How the plant material (from disposed trees) will be treated, disposed of, and not spread should be detailed within the report. • The three proposed alternatives should include more measures to enhance the on-site habitats. For example, where the dry meadow grassland exists, these should be actively preserved and enhanced, similarly with the existing woodlands. As part of mitigating against the proposed development, there is potential to improve diversity and habitat significance within the site. This has not been adequately addressed within the SEA. 	<p>The GDA proposes the development of buildings of appropriate scale which reflect a detailed urban design analysis in line with the DCC Development Plan 2011-2017.</p> <p>A bat survey was carried out by the GDA in July 2009. It is not considered that further ecological surveys are required at this stage.</p> <p>This issue will be dealt with in due course.</p> <p>The GDA considers that the issue of habitats has been dealt with in a comprehensive manner in the Environmental Report. The S.P. proposes to preserve and enhance habitats commensurate with its brief to accommodate DIT, HSE and community requirements on the site.</p>
<p>45. Grangegorman Residents' Alliance (Submission 48)</p> <ul style="list-style-type: none"> • It is of crucial significance that the draft Strategic Plan complies with the Dublin City Council Development Plan. • Grangegorman is identified as an area for mid-rise buildings i.e. up to 50m. The higher buildings must be designed and sited in a manner which complies with the policies and standards of the City Plan. • Far from creating “an appropriate urban landscape” and maximising “the positive features of the existing landscape” and “architectural heritage” of the site (which, it cannot be disputed, are considerable), the 	<p>The GDA will comply in full with the Dublin City Council Development Plan (2011-2017) which came into effect on 22 December 2010. In particular, the GDA will in preparing its outline planning scheme have full regard to Chapter 17 of the Development Plan. Of special importance are compliance with the density standards (section 17.3); plot ratios (17.4); building heights (section 17.6); and development standards for works to protected structures (section 17.10).</p> <p>The GDA does not agree with this statement.</p>

<p>draft Grangegorman Plan succeeds in destroying many of the most valuable features of the site and in so doing creates a highly inappropriate urban landscape</p> <ul style="list-style-type: none"> • The Grangegorman Strategic Plan is seriously problematic in many respects. The fundamental and overriding difficulty is the excessive intensity of development envisaged for the site. It is bad planning on a number of grounds to endeavour to accommodate such a volume of development on a site of this size • The density of the proposed development on the site is not specified in the Plan. We are not told what plot ratio/site coverage will be considered suitable or what residential density will apply. It is of great concern that the densities resulting from the envisaged scale of development are likely to exceed the SRDUA recommended densities for a site such as this. It is clear then that the Draft Grangegorman Plan fails to address this most important aspect of the development of the site and in doing so, is likely to lead to a contravention of the City Plan, with which any Plan for the Grangegorman site must comply on adoption • The heights proposed for the area are excessive and utterly fail to have regard to the constraints of the site i.e. <ul style="list-style-type: none"> ○ The topography of the site which would result in development as envisaged having a significant impact on a huge area of the city. ○ The presence on the site of 11 Protected Structures as well as the boundary walls and gates. ○ The residential context of the adjoining predominantly 2/3 storey houses • <i>“The massing strategy for the building heights is shaped by the needs of DIT and HSE, the response to sunlight and wind conditions, and by the relationship with the neighbouring buildings on the edges of the site.”</i> This statement is extraordinary, given the valuable built heritage located on the site and the 	<p>The Grangegorman proposal is relatively low density in the context of the appropriate DCC standards</p> <p>The proposed density is in the order of 1:1.35, accordingly the plot ratio is well within the indicative standards set out in the Dublin City Development Plan 2011-2017.</p> <p>The GDA will comply with the Dublin City Development Plan 2011-2017 with regard to height and density of development.</p> <p>The GDA will respect the requirements of the Dublin City Development Plan (2011-2017) and appropriate guidelines as regards protected structures , any new development will be designed in a manner that pays regard to existing protected structures on the site. The masterplan considered and was sympathetic to</p>
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<p>imperative to protect it and its setting. Any consideration of development on the site must consider its impact on the protected structures as a priority, but very clearly in this instance they were disregarded</p> <ul style="list-style-type: none"> • When we look at the heights proposed for the site, we note that the 'Campanile' is to be 15 storeys high, development at the Broadstone Gate area is to be between 5 and 12 storeys high and the student accommodation between 4 and 8 storeys. These heights on a site which is already at a considerable height relative to other sites in the city would be visible from an extensive area and have a significant impact on the skyline and on areas even at considerable distance from the site. • The Grangegorman Plan as it relates to the protected structures on the site utterly disregards Par.17.10.2. of the City Plan. It is evident that, in drawing up the Plan, no regard was had to the setting or character of the protected structures on site. • The Z1 objective "to protect, provide and improve residential amenities" and Z2 "to protect and/or improve the amenities of residential conservation areas" couldn't possibly be met as is required, if development of the site were to proceed as is envisaged in the Grangegorman Plan. In fact, the heights envisaged for the site, as well as the intensity of use, would impact on residential amenities at a considerable distance from the site. Par.15.9 of the City Plan is relevant in this regard. • Due to the scale and density envisaged on the site, the amenities of residential properties in the area will not be protected as required, but rather, that they will in fact be greatly diminished. Another aspect of the Plan that is of serious concern is the failure to ensure that new buildings on the site harmonise in design and materials with the protected structures on site. • It is very difficult to understand the heights (from 4 to 15 storeys) envisaged in the draft 	<p>the existing protected structures.</p> <p>A full visual impact assessment will be carried out as part of the SDZ planning process. This will take into account views of the site from other parts of the city.</p> <p>The GDA will respect the requirements of the Dublin City Development Plan (2011-2017) and appropriate guidelines as regards protected structures , any new development will be designed in a manner that pays regard to existing protected structures on the site. The masterplan considered and was sympathetic to the existing protected structures.</p> <p>The GDA will comply with the Dublin City Development Plan 2011-2017 with regard to height and density of development.</p> <p>It is the view of the GDA that the local residential amenities will be greatly enhanced by the new development.</p> <p>Heights across the site are generally 4 to 6 stories</p>
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<p>Grangegorman Plan and the massive scale of overdevelopment being proposed for the site is obvious. Arguments supporting the case against the construction of tall buildings is provided.</p> <ul style="list-style-type: none"> ○ The open space environment created by the excessively tall buildings and their proximity to each other is likely to be highly unsatisfactory with excessive shadow and loss of sunlight. • The negative impact of the proposed buildings on the protected structures on the site is alarming. The proposed buildings are of such a scale, mass and bulk that they overwhelm the protected structures. This is of course, contrary to best conservation practice which dictates that the setting of a protected structure should not be negatively impacted. • The scale of buildings adjoining the Clock Tower building, dating from 1814, fails to have due regard to the setting and character of the protected structure and so is not in compliance with the Architectural Guidelines or the conservation provisions of the City Plan. • The group of buildings comprising the Mortuary, the Female House, the Male Infirmary, the Roman Catholic Church and the Female Infirmary, are predominantly two-storey and all date from the Victorian period with the exception of the Mortuary which is an Edwardian structure. All of these protected structures would be overwhelmed by the scale of development envisaged (4, 5, and 6 storey buildings) in the immediate vicinity. Also, the interventions to the front façade of the Female House are inappropriate and contrary to best conservation practice. Its integrity should be retained so that the contextual relationship with the Male Infirmary, Catholic Church and Female Infirmary is not interfered with. • The interjection of development between the Church of Ireland Chapel and the Male Infirmary, Female Infirmary and Roman Catholic Church is extremely intrusive and 	<p>with heights being modulated to take account of existing neighbouring buildings and the overall architectural masterplan composition.</p> <p>Analysis carried out during the masterplan design does not concur with this view.</p> <p>The GDA will respect the requirements of the Dublin City Development Plan (2011-2017) and appropriate guidelines as regards protected structures , any new development will be designed in a manner that pays regard to existing protected structures on the site. The masterplan considered and was sympathetic to the existing protected structures.</p> <p>It is acknowledged that the detailed design of buildings located to the north, south and east of the Richmond Penitentiary building will require careful consideration and that the landmark presence of the building should be respected. See also Conservation Objectives 1-5.</p> <p>The GDA will respect the requirements of the Dublin City Development Plan (2011-2017) and appropriate guidelines as regards protected structures , any new development will be designed in a manner that pays regard to existing protected structures on the site. The masterplan considered and was sympathetic to the existing protected structures.</p> <p>As above.</p>
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<p>damaging to the setting of these four protected structures and should not be contemplated.</p> <ul style="list-style-type: none"> • The single storey Laundry Building, dating from 1895 is similarly overwhelmed by surrounding buildings. • The demolition of the neo-Georgian style Nurses' Home dating from 1938, which very satisfactorily compliments the adjoining clock-tower building in scale and design, is highly objectionable. It is a solid structure of high grade materials which is of architectural merit (as acknowledged in the previous architectural appraisals). It also fails to comply with the City Plan. • Every effort should be made to ensure the retention of all healthy mature trees on site and any attempt to remove trees of quality should be opposed. In fact, given the very significant contribution made to the quality of the landscape by the mature trees, a key objective in drawing up the Plan should have been the conservation of as many mature trees as possible. • Given the degree to which the draft Grangegorman Plan fails to comply with provisions of the City Plan and with the D/EHLG Architectural Guidelines, as well as the degree to which it fails to reflect the views of members of the public expressed repeatedly at meetings, the Plan must be revised in such a manner as to ensure compliance with the aforementioned, as is required • The Alliance has concerns about the proposed development of the Grangegorman site and the inability, within the framework of the proposed Strategic Plan, of the surrounding transport systems to handle the associated loading. Of note, within the documents, there is a substantial and under-appreciated link between land use and transport. While it is proposed to move 20,000-30,000 people to the site, there is little improvement proposed 	<p>As above.</p> <p>St. Brendan's Way is a key structuring principle of the new campus development, creating an important east-west corridor which links the site to the city centre and to the surrounding area. The retention of the Former Nurses' Accommodation, which is not a Protected Structure, would pose a serious impediment to the creation of St. Brendan's Way. The building is a cellular concrete structure which is costly and very difficult to adapt to new uses. Re-use would not be suitable for the end users or allow for the proposed permeability of St. Brendan's Way.</p> <p>Design Objective 10 states that the GDA will seek to retain a substantial majority of the existing mature trees of quality and will implement a comprehensive planting programme of native species to affect a high quality sylvan public realm.</p> <p>The Grangegorman plan does and will comply fully with the Dublin City Development Plan and the Department of the Environment, Heritage and local Government guidelines. The GDA has undertaken extensive consultation to date and will continue to work with all stakeholders throughout the project.</p> <p>The GDA will undertake a Transport Impact Assessment to consider possible impacts and develop appropriate solutions with relevant bodies.</p>
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<p>to the transport systems, which already have difficulty accommodating existing users.</p> <ul style="list-style-type: none"> • Further, the proposed “Big Bang”, with many DIT departments moving to Grangegorman in a single year is undesirable and poses potential risks that have not been addressed, which may lead to technical, resource, financial, social and academic difficulties, e.g. limited consideration seems to have been given to the provision of a mobile phone system to handle a large shift in population to a very dense site. • Importantly, in the absence of the currently unfunded Luas Line BXD the development fails to put any rail or Luas stop within a 12-minute (1 km) isochrone of the centre of the site, which means the site will almost exclusively rely on road transport. Notably, the agency is relying on the proposed Luas Line BXD to provide the bulk of the transport to the site. Not only is the line not funded under the changes to Transport 21 in the revised Programme for Government or under the National Recovery Plan 2011-2014. Consideration should be given to providing a LUAS stop closer to the centre of the campus e.g. in the vicinity of the Clock Tower. Further, the reliance on bus transport to deliver much of the balance of commuting needs is less than ideal as, like Luas Line BXD, it does so at the periphery of the site, making it less desirable. • Metro North will pass along the eastern edge of the GGN on its journey from St. Stephen's Green to Swords via Dublin Airport. There will be a short section of tunnel passing through the Grangegorman neighbourhood (GGN), but no station will be within the GGN and the stations at O'Connell Bridge, Parnell Square and the Mater Hospital will each be more than 1km from the GGDAA. While Metro North will provide some links to the GGDAA, these will need connections to provide a meaningful level of service. • The DART Underground project will, via the Interconnector tunnel, provide services from Drogheda to Hazelhatch via stations at 	<p>The implementation of this phased development will holistically deal with all necessary requirements for the decanting of DIT to the site.</p> <p>The GDA fully support the development of Luas Line BXD. The GDA will undertake a Transport Impact Assessment to consider possible impacts and develop appropriate solutions with relevant bodies in relation to Luas line BXD.</p> <p>The GDA will undertake a Transport Impact Assessment to consider possible impacts and develop appropriate solutions with relevant bodies.</p> <p>The GDA supports the provision of the DART</p>
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<p>Docklands, St. Stephen's Green, Christchurch, Heuston Station and Inchicore. Again, all the stations are outside the GGN and connecting services will be required to serve the GGDA</p> <ul style="list-style-type: none"> • In the proposed Strategic Plan there appears to be no solid proposal to connect to Manor Street (as opposed to Prussia Street). The proposal for a single, pedestrian-only route via Broadstone to the city, cannot be considered as “integrating” Grangegorman and the city centre. • While proposals for a cycle network are in the development plan and are welcome, there is a need for a holistic approach, with appropriate priority, junction treatments, parking provision and where suitable ancillary provision such as bicycle hire, bicycle and accessory sales/repairs and suitable changing facilities. • It is proposed to develop the HSE and DIT portions of the site in two large tranches each. This is likely to require a larger temporary construction workforce and more frequent deliveries than would be the case where more gradual phasing would be involved, with a consequent impact on neighbouring areas. • The existing site use at Grangegorman puts very little pressure on the area. The proposal is to radically change the land use in the GGDA, which will also have an effect on the GGN. This will result in existing infrastructure and social structures, which are already at capacity, being put under further strain. • It will be important to ensure that internal routes and access to external transport are designed in such a way that un-trafficked spaces and loiter-spots that lack passive supervision are avoided. As the campus will be somewhat open, there is an inability to close off much of the campus during the night. This may permit anti-social behaviour and the risk of more serious crime. 	<p>Underground.</p> <p>The GDA aims to allow the site to be opened up to adjoining areas to ensure permeability so that it can evolve as a new city quarter.</p> <p>Noted. DIT currently operate a bicycle repair service in conjunction with ROTHAR.</p> <p>A construction management plan will be prepared at the appropriate time.</p> <p>The GDA will work closely with all stakeholders to mitigate against any impacts arising from the development.</p> <p>The GDA will assist DIT in creating a Campus Liaison committee . This committee will build on DIT’s existing relationship with the community and will assist in the campus community interface. Itwill be made up of DIT staff, Student Union members, the HSE, local community representatives, local schools, community organisations, the Gardai and others as issues determine. In addition the design of the student accommodation will mitigate against any possible noise or disturbance issues which could arise.</p>
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<ul style="list-style-type: none"> • While the use of primarily pedestrian routes through the campus reduces the risk of traffic injuries, appropriate means will be required for crossing the adjacent streets, many of which are busy with traffic. In particular, a combined pedestrian-Luas bridge across Phibsborough road at Broadstone should be investigated. • It would be useful for the student accommodation element of the development to be expanded, such that a larger proportion of the college community lives on or near the campus. This can be achieved through a shift in the allocation of space within the campus towards student residences from either education or from the reserved expansion space. If necessary, the Bolton Street/Linenhall campus could be retained. In particular, there should be sufficient accommodation to allow all first year and international students the option to live on campus. • As an alternative to on-site accommodation, satellite residences could be provided within walking or cycling distance of the campus, similar to the Trinity Hall residences in Dartry used by Trinity College. Trinity Hall has ready access to the main TCD campus via the almost door-to-door Dublin Bus route 128 and to a lesser degree the Luas Green Line. Trinity College has sought expressions of interests from developers for similar such residences. For Grangegorman, potential sites are at the former railway sidings at Cabra Road, McKee Barracks or other former Department of Defence properties, Broadstone, or a variety of infill sites in Cabra, Phibsborough, Smithfield, Heuston Station or indeed in certain current DIT properties, subject to them being suited to conversion. • It is fundamentally important that the current 	<p>The current proposal is for the Luas to cross Constitution Hill. This will be a matter for the RPA and DCC.</p> <p>The proposed provision of student accommodation is in line with international norms. The funding for Tranche 2 proposes the sale of Bolton Street.</p> <p>DIT currently manage off site student accommodation and this may continue.</p> <p>The GDA are working in liaison with DCC to help</p>
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<p>fractured road network in the GGN be improved in the creation of the Grangegorman development</p> <ul style="list-style-type: none"> • It would be useful to design routes such that they provide direct access to the core of the campus and that the core would contain the busiest building uses, e.g. lecture theatres, public offices, restaurants and retail services and that lower priority be assigned to private offices, stores, workshops and other low density uses. Notably the current core is focused on the lowest intensity use on site – the playing fields. It may be useful to provide public transport services along either the main axis to the site or along the service road • An appropriate site traffic management plan (STMP) will be required to manage construction deliveries, work vehicles and the parking of personal vehicles by contractor's staff. It would be useful to make it mandatory for all contractors to provide season (weekly, monthly, annual) tickets to staff and to ensure that staff use them and to take the maximum possible measures to prevent commuter parking in residential areas. • Most of the potential expansion sites are within clusters of buildings that will be built in the early phases. This would appear to be contrary to good planning as it increases disruption to existing building users and makes access more difficult, reducing design options and increasing costs. • The draft Strategic Plan is deficient and needs revision and correction. 	<p>optimise the road and street network in the surrounding area.</p> <p>There are two central hubs on the site, the academic and the social. These will contain the busiest areas of the site.</p> <p>A construction management plan will be devised at the appropriate time.</p> <p>The potential expansion space for buildings was carefully designed with future costs and disruption taken into account.</p> <p>The draft Strategic Plan is a well developed document which sets out a blue print for the successful completion of the Grangegorman project.</p>
<p>46. Environmental Protection Agency (Submission 49)</p> <ul style="list-style-type: none"> • The full range of effects, as set out in Annex 1 of the SEA Directive, should be assessed and reported. In particular, the potential for cumulative effects in combination with other relevant plans, programmes, and projects within and adjoining the Plan area should be assessed. The mitigation measures and monitoring proposals in the SEA ER should be 	<p>Noted. The SEA process has assessed the full range of effects as set out in Annex 1 of the SEA Directive.</p> <p>The SEA Directive provides for flexibility concerning the scope and level of detail to be included in an environmental report. Article 179 C of the <i>Planning and Development Regulations 2001 – 2010</i> lists the information that is reasonably required as part of an</p>

<p>linked with the relevant key significant environmental issues identified in the baseline data and environmental issue chapter of the SEA ER. The Plan implementation monitoring should also be linked with the relevant aspects of the SEA related monitoring. You are also referred to the requirement to prepare a SEA statement outlining <i>Information on the Decision</i> as required by the SEA Regulation. The implementation of any proposed amendments to the draft Strategic Plan that are likely to have significant effects on the environment should be subject to the same method of assessment as undertaken in the environmental assessment of the Plan. Screening should also be undertaken of any proposed amendments, for Habitats Directive Assessment requirements, where appropriate.</p> <ul style="list-style-type: none"> • The draft Strategic Plan reflects a proactive and positive approach towards integrating environmental considerations and promoting the principles of sustainable development. A number of additional considerations, as follows, should be added to the Plan before its adoption. • The Strategic Plan should promote the protection of water resources and associated habitats and species. Provisions should be made in the Plan for the incorporation of the specific relevant objectives and measures for individual water bodies set out in the relevant River Basin Management Plan (RBMP) and associated Programme of Measures (POM). The Plan should not hinder, and where possible promote the achievement of these specific objectives at water body level. In addition, the Plan should outline the current water quality status and the status to be achieved by 2015 in any receiving waters covered by the Plan. • The Plan should refer to and incorporate the recent Surface Water legislation <i>Environmental Objectives (Surface Waters) Regulations 2009</i>" 2009 (S.I. No 272 of 2009), 	<p>environmental report and shall take the following into account:</p> <ul style="list-style-type: none"> • Current knowledge and methods of assessment; • The contents and level of detail in the strategic plan; • The stage of the strategic plan in the decision-making process; and • The extent to which certain matters are more appropriately assessed at different levels in the decision making process in order to avoid duplication of environmental assessment. <p>The level of detail contained in the <i>Environmental Report</i> reflects the nature and scope of the Strategic Plan as required under S. 12 of the Grangegorman Development Agency Act, 2005.</p> <p>The statement that the draft Strategic Plan reflects a proactive and positive approach towards integrating environmental considerations and promoting the principles of sustainable development is welcomed. The additional considerations referred to do not significantly affect the findings of the SEA process and the findings as assessed against the set Environmental Objectives contained in the Environmental Report will be taken on board by the GDA as the Grangegorman development progresses through planning and development stages. The additional considerations will, as appropriate, be considered for inclusion in the forthcoming Draft Planning Scheme and associated Environmental Report. The Strategic Plan, under the legislation, indicates objectives for development of the site, including procuring the setting of a budget for the strategic plan and a strategy for its delivery.</p> <p>As above.</p>
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<p>where relevant and appropriate.</p> <ul style="list-style-type: none"> • The Plan should refer to the recent <i>Water Quality in Ireland 2007 – 2008, Key Indicators of the Aquatic Environment</i> (EPA, 2009) as appropriate and relevant. • The Plan should implement the European Communities (Drinking Water)(No.2) Regulations 2007 and should implement and include, as appropriate, the relevant recommendations set out in <i>The Provision and Quality of Drinking Water in Ireland – A Report for the Years 2007-2008, (Office of Environment Enforcement- EPA, 2009)</i>. • The Plan should refer to the EPA guidance handbook on the <i>Implementation of the Regulations for Water Services Authorities for Public Water Supplies</i> that has been prepared under the European Communities (Drinking Water) (No.2) Regulations 2007. • The Plan should include, where applicable, specific objectives for the improvement of any water supplies in the Plan area, in particular the Plan should address the specific objectives to be achieved where these water supplies are included on the EPA's Remedial Action List. • The Plan should take account of any groundwater protection schemes and groundwater source protection zones data. • Where the introduction of additional lands for development is being proposed within the Plan area, relevant policies/objectives should be included in the Plan, and as appropriate, to promote assessment of the adequacy of the existing wastewater treatment facility (ies) in terms of both capacity and performance and the potential risk to human health and water quality. Where relevant, the potential impact on habitats and species of ecological importance should be addressed. The Plan should include as appropriate measures to ensure that trade effluent in the area covered by the Plan is managed properly and discharged to sewer in accordance with relevant discharge licences 	<p>As above.</p> <p>Noted. The plan will adhere to all National and EU regulations.</p> <p>Noted. The GDA will have regard to this.</p> <p>The GDA will work with DCC in this regard.</p> <p>Noted. The GDA will take account of this.</p> <p>Not applicable.</p>
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<p>where appropriate.</p> <ul style="list-style-type: none"> • The Plan should include clear policy and objective for the protection of groundwater resources and associated habitats and species. • The Plan should include a stronger emphasis/commitment measures to promote conservation of water. • The Plan should include promote and support proper planning and sustainable development including sustainable use of water resources. • The Plan should promote the appropriate zoning of lands and restriction of use in areas liable to flooding to avoid increased risk of flooding of the lands either within or adjoining the zoned areas. • Zoning for development within the Plan area should be linked to availability and adequacy of water supply/waste water treatment infrastructure and capacity. A strong commitment to the provision of adequate and appropriate infrastructure in advance of development within the Plan area should be promoted through the Plan. • The Plan should include a clear policy to protect all designated habitats and species within the area. • The Plan should include policies/objectives to ensure that the local authority, in fulfilling its responsibilities in the supply of services, zoning of lands and authorisation of development, addresses the threatened habitats and species identified in the National Parks and Wildlife Service Report. • The Plan should include any sites listed on the Water Framework Directive Register of Protected Areas. • The availability and status of Management Plans for the Natura 2000/ European sites within the Plan area, required in accordance 	<p>Noted. The plan will have regard to this.</p> <p>The Strategic Plan includes a strong emphasis on water conservation.</p> <p>The Strategic Plan promotes the sustainable use of water resources</p> <p>Not applicable</p> <p>Noted. The GDA will work closely with DCC to ensure that appropriate water services infrastructure is in place to service the development.</p> <p>The Environmental Report includes as an Environmental Objective 'to protect and enhance biodiversity, flora and fauna'.</p> <p>Noted. The GDA does not have local authority functions .</p> <p>Noted. The GDA will have regard to this.</p> <p>This has been carried out as part of the Appropriate Assessment Screening.</p>
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<p>with the Habitats Directive, should be determined.</p> <ul style="list-style-type: none"> • The Plan should include, where relevant, a clear policy/objective that sets out a requirement for Appropriate Assessment Screening for new/reviewed/amended Plans or proposed projects, being prepared by the local authority for the Plan area that may have the potential to impact on Natura 2000 sites. • The Plan should promote the application of the guidance set out in the recent D/EHLG publication <i>Appropriate Assessment of Plans and Projects in Ireland- Guidance for Planning Authorities</i> (2009). • The Plan should promote the protection non-designated habitats, species and local biodiversity features including rivers, wetlands, hedgerows, individual trees, streams, grassland, coastal areas, etc. • The existence of potential soils associated with the underground river should be further explored in the context of building considerations. The recommendations with regards to the bearing capacity in sub-section <i>ground conditions</i> should be included in the draft Strategic Plan. The existence of potential contaminated soils should be further explored and appropriate measures integrated into the draft Strategic Plan • The buildings around RPS, particularly in the Cultural Garden, should be carefully designed to maintain the historic character and setting. significant alterations to the RPS (in the form of partial demolitions) are proposed. There is a need for a detailed architectural assessment and conservation plan for each building, as well as cumulative impact assessment on cultural heritage. Specific renewable energy and green development requirements should be built into the design guidelines to be prepared for the SDZ. This includes the key considerations highlighted in the diagram on page 6.8 of the draft Strategic Plan. 	<p>This is a statutory requirement and will be fully complied with by the GDA.</p> <p>It is considered that the Strategic Plan does this.</p> <p>The Environmental Report includes as an Environmental Objective 'to protect and enhance biodiversity, flora and fauna'.</p> <p>Appropriate studies have either been carried out or are in train.</p> <p>A conservation plan will be prepared for each Protected Structure as the development progresses.</p>
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<ul style="list-style-type: none"> Indicators should be revised and amended to make them clear, concise and measurable (e.g. quantifiable) and to ensure that each indicator has a specific target against which it can be contrasted. Monitoring should include specific targets and indicators (see above) to facilitate the process. In addition, remedial actions (i.e. type of interventions) should be established for addressing any decaying trend on indicator values. There would be merits on incorporating an objective to ensure that environmental impacts are mitigated at all planning stages through the adequate provision of SEA, EIA and HDA screening requirements, as appropriate, at plan and project level. Consider series of wording revisions to strengthen policies and statements. Consideration should be given to the inclusion of at least one of the energy generation considerations under "Sustainable Energy Strategy Objective 1" as a pre-requisite for all new buildings. Consider including new aims/objectives to address: protection of biodiversity (sensitive species, such as bats, in particular); decontamination of soils before development; aquifer protection during development (where appropriate); specific requirements and recommendations for the foul and water drainage; protection of unknown archaeology on site (archaeologist on-site during development); and preparation of conservation plans and design guidance for RPS (cumulative impact considerations). Consider including a new design aim to optimise energy efficiency, water management and biodiversity (e.g. green walls and roofs). There would be merits on including a table with the key findings of the SEA and AA findings, recommendations and associated mitigation measures, and the corresponding 	<p>The indicators are considered to be measurable and will be kept under review by the GDA</p> <p>This is dealt with in Ch.10 of the Environmental Report and will be kept under review by the GDA</p> <p>Noted. The point will be considered for inclusion in the forthcoming Draft Planning Scheme and associated Environmental Report.</p> <p>Noted. The point will be considered for inclusion in the forthcoming Draft Planning Scheme and associated Environmental Report.</p> <p>Noted- the points will be considered for inclusion in the forthcoming Draft Planning Scheme and associated Environmental Report.</p> <p>Noted. The GDA will examine this proposal.</p>
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<p>amendments to existing Aims/Objectives or resulting incorporations of new aims/objectives into the draft Strategic Plan.</p> <ul style="list-style-type: none"> • Certain sections could be enhanced and complemented with mapped representations and spatial assessments. Maps should always be readable and comprehensive. Maps should provide indication of environmental constraints and opportunities. • The ER notes a number of data gaps throughout the sections (e.g. health variables, air quality, etc.) and, in some cases, indicates how certain data gaps are addressed (e.g. noise and bat surveys). Nevertheless, there would be merits on incorporating a detailed section on data gaps. • Provide a summary of the consultation feedback in relation to environmental report (e.g. scoping results and/or Scoping Report). Provide information on the zone of influence of the Strategic Plan outside the Plan area (e.g. impacts on air quality, water quality, habitat and protected areas in adjoining areas). • Consider the expansion of a number of areas within the Environmental Report. For the Environmental Protection Objectives, consideration should be given to the development of additional relevant Environmental Objectives and associated targets and indicators for assessing environmental impact. • Indicators should be more specifically worded and be quantifiable, where possible. Targets should have specific limits and timeframes defined to assist monitoring and determine the need for remedial action. In all cases, indicators and targets should be correlated. • The assessment matrix in Appendix A of the ER includes comments which, in some cases, define the nature of impacts. It should be clarified, however, how the full range of environmental effects of the implementation of the Plan, as set out in the SEA Directive and 	<p>Maps have been included as appropriate.</p> <p>The comments are noted, however where gaps exist, such gaps were clearly identified and mitigation measures proposed.</p> <p>A scoping issues report has been prepared and forms the basis for the issues considered in the ER. The environmental assessment provides information on the area outside the site.</p> <p>The SEA Directive provides for flexibility concerning the scope and level of detail. The level of detail contained in the <i>Environmental Report</i> is adequate taking into consideration the level of land use planning policy documents exerting influencing on the proposed development at Grangegorman.</p> <p>Indicators have been worded to be measurable and quantifiable and will be kept under review. The timeframe is the delivery of the project.</p> <p>The assessment in Appendix A includes secondary, cumulative, synergistic, short, medium and long-term, permanent and temporary, positive and negative effects.</p>
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<p>Regulations, i.e. <i>“secondary, cumulative, synergistic, short, medium and long-term, permanent and temporary, positive and negative effects”</i> have been assessed and documented.</p> <ul style="list-style-type: none"> • Mitigation measures proposed should be directly linked to the specific relevant significant effects identified in the Environmental Report. • The monitoring programme should be flexible to take account of the various stages of the Strategic Plan and should be able to deal with specific environmental issues as they arise. The programme must be able to deal with the possibility of cumulative effects. While the monitoring programme sets out the GDA as responsible for monitoring, the actual departments and agencies responsible for collecting, collating and analysing the data should be identified as soon as possible after the Strategic Plan has been adopted. • There would be merits on incorporating additional spatial data (through mapped representations) to aid understanding on the spatial distribution of key environmental considerations. 	<p>Mitigation measures are outlined in Chapter 9 of the ER and directly linked to specific relevant significant effects.</p> <p>Noted. The monitoring programme will be regularly reviewed by the GDA</p> <p>Noted. The GDA will examine this proposal</p>
<p>47. Insaka Ireland (Submission 50)</p> <ul style="list-style-type: none"> • Extension of the 'five fingers' planning concept to incorporate the following axes: Bolton Street, Smithfield and Gravel Walk. • Develop Royal Canal Bank Walkway (Carnegie Library to Broadstone) in line with New Walk in City of Leicester and to be called after locally born writer Iris Murdoch 'Walk of Memory'. • Reopen Broadstone Station as a Light Rail and Tram hub and called after local scientist Sir William Rowan Hamilton. • All buildings on campus to be 'low rise' only. 	<p>Under its enabling legislation the GDA does not have a remit to extend the scope of the Strategic Plan outside the footprint of the Grangegorman site.</p> <p>As above.</p> <p>The RPA has submitted a draft Railway Application Order to An Bord Pleanála that envisages a LUAS line running past the Broadstone Station. This building is in the ownership of CIE/Bus Eireann.</p> <p>The site is primarily low rise with only carefully located use of mid rise buildings. All building heights</p>

<ul style="list-style-type: none"> • Car parks to be underground with a maximum of 500 cars managed by DITSU and Community Enterprise Co-op Trust joint venture. • Bolton Street and Linenhall complex to be retained in DIT property portfolio, converted to student accommodation and managed by DITSU/Community Enterprise Coop Trust. • Location of childcare facilities to accommodate 500 children with Montessori Nursery and Crèches (to be subsidised by car park levy and funds transferred from the wage roll of redundant religious chaplains). This for children of students, staff and local community alike and managed by joint venture co-op. • Locate a new mixed gender, non-denominational 200 place second level school on the site managed by CDVEC and incorporating Junior Science Park, Arts Centre and Sports Academy: to be named after local writer Austin Clarke • Adopt intercultural policy and practice in line with norm at De Montfort University, Leicester, UK and declare the campus a 'Racist Free Zone'. • Adopt 'Good Neighbour' principles in line with the norm at Dublin City University. • Adopt a targeted local student access programme and commence 'War on Illiteracy'. 	<p>will be assessed in line with the requirements of the Dublin City Council Development Plan (Table17.1 in particular).</p> <p>Section 4.8.4 of the Strategic Plan details current parking plans. The details on precise numbers and locations etc. will be part of the detailed planning stage. It is envisaged that the underground car parking spaces will be provided on a commercial basis and be operated in line with the Mobility Management Plan.</p> <p>These properties will be sold as envisaged in the draft Strategic Plan.</p> <p>T</p> <p>his is outside the remit of the GDA.</p> <p>The Department of Education and Skills does not envisage a need for a new secondary school given current capacity in the neighbourhood.</p> <p>Noted. The GDA will bring this to the attention of DIT, which currently has anti-racism policies.</p> <p>This is fundamental to the principles set out in section 3 of the draft Strategic Plan.</p> <p>The project's detailed approach to access by local communities is as set out in section 6.6 of the draft Strategic Plan. The issue of illiteracy is a matter for the Department of Education and Skills.</p>
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<ul style="list-style-type: none"> • Adopt a sports driven 'Fit not Fat' slow food programme working with local 'Hall of Healing' HSE Centre, Sports Academy and campus food centres. • Sports facilities to be extended to incorporate proposed John Giles Football Academy at Old Fish Market site and Garda Grounds at Phoenix Park. • Develop the Ivor Browne Arts Therapy Centre in former Laundry Building. • Develop the Hospital Museum to incorporate a DIT museum and interpretative centre on North Dublin Union and Workhouse including memorial to female deportees to Australia. • Convert former Richmond Hospital to joint-use library (based on library at Fort Lauderdale, Florida, USA) to be named after George Berkeley (associated with St. Paul's Church, North King St.). • Develop a non-denominational campus and facilitate inter-faith dialogue in the constituency. • Develop Children's Science Centre at Smithfield. Develop artists and multimedia studios at Smithfield, Markets Area, Phibsborough and Cabra. • Develop youth theatre using 'per cent for art' scheme in the name of local actor, Sir. Michael Gambon. • Adopt Fairtrade Campus in line with recommendations of Dublin City Council. • Adopt 'Total Access' policy for people with 	<p>Noted. The GDA and DIT will examine this proposal</p> <p>The GDA has no statutory responsibility for facilities outside the Grangegorman site.</p> <p>The laundry building will be used in line with the masterplan principles. The provision of therapy centres is a matter for the HSE.</p> <p>The GDA will discuss this proposal with the HSE and DIT.</p> <p>There is already a proposal to locate a community and DIT library on the site.</p> <p>This is outside the remit of the GDA but will be brought to the attention of DIT.</p> <p>The Smithfield and other areas are outside the remit of the GDA.</p> <p>The Arts Centre will include a major destination venue including a recital hall (section 4.4.6 of the draft Strategic Plan). An Arts Strategy is to be developed for the site in line with our objectives.</p> <p>Noted. . DIT currently has Fairtrade status.</p>
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<p>disabilities.</p> <ul style="list-style-type: none"> • Adopt anti-child labour policy in line with International labour Office Directives. • Locate Garda Sub-Station as per 'Campus Cop' in UK. 	<p>The GDA will support the principles of universal/inclusive access in line with Dublin City development Plan 2011-2017.</p> <p>The GDA will comply with all relevant national legislation in relation to the ethical sourcing of material in procurement.</p> <p>The possibility of having a permanent Garda presence on site will be explored.</p>
<p>48. RIAI (Submission 51)</p> <ul style="list-style-type: none"> • Welcome the Strategic Plan as providing an important template for the development of the project. • There is a danger that the extent of the proposed open space, as promised, may under current economic constraints be implemented as infrastructure only i.e. without the quality and detail necessary to maintain a significant public realm. • The project has a reliance on the success of related infrastructural implementation and land use. For example, LUAS and the access at Broadstone bear heavily on the success of the project. • Access to the site is restricted with long walkways from public transport limited by the number of entrances through the boundary wall. • The Strategic Plan presents a number of problems (as follows) to be resolved by the future design teams that will implement the campus design- <ul style="list-style-type: none"> -providing a sustainable environment to the narrow intermediate spaces between some of the campus buildings, particularly at the high points identified in the proposal. -managing the narrow access corridors to the existing site, particularly if adjacent development and land consolidation does not progress. -maintaining unity of purpose and 	<p>Noted.</p> <p>The GDA intends to implement the Strategic Plan in full, including all elements of the public realm.</p> <p>The Strategic Plan has been developed to take cognisance of possible future provision or non-provision of local or city wide infrastructure.</p> <p>As a key inner-city site it has direct and easy access to a variety of existing public transport infrastructure. One of the key aims of the masterplan is to further open up the site.</p> <p>The Masterplan proposes an urban solution which is a representation of a sustainable use of this site in a considered manner and will provide many opportunities for design teams to propose a variety of innovative solutions to optimise returns from the site.</p>

<p>response.</p> <p>-ensuring a unified installation and common standard for running the campus at zero carbon, the anticipated standard required as the first campus buildings will near completion.</p> <ul style="list-style-type: none"> • We note that, unfortunately, heights and massing are much higher than stated in the summary, in several locations. • In respect of sustainability, a crucial, though often missed opportunity, is to consider the building form at a macro level with respect to energy efficiency, thermal comfort and maintenance i.e. wind-sheltered siting/ solar orientation and wind-turbulence between buildings. • The project faces dual hurdles of acquiring funding and the SDZ status required to make the strategic plan a viable project. The current government may have pledged the public money in the autumn. But this alone would not, it would seem, make it a certainty due to the events since in the context of the scale of investment required: The government have also said (since) every expenditure is under review. An over-arching concern would be of starting something which is unachievable due to the collapse of private sector investment required, particularly for DIT to realise sufficient funds from the sale of their city-centre properties. 	<p>The proposed masterplan heights are clearly outlined. However the Detail of individual building heights, design and massing will be subject to the SDZ planning process and future individual planning applications.</p> <p>These issues have been considered in the development of the Masterplan.</p> <p>The Government has demonstrated that Grangegorman is a significant and important economic project for the city and the country and funding strategies have been developed, which are cognisant of the current market conditions.</p>
<p>49. Private Individual (Submission 53)</p> <ul style="list-style-type: none"> • Having seen the plans for the development of the Grangegorman facility I wish to commend the proposed regeneration of the area. • The jobs that would be created during the construction phase of the project and beyond that would obviously be of tremendous benefit to the people of the local area and would give a massive boost to the local economy. 	<p>Noted.</p> <p>Noted. The project will have a positive socio-economic impact on the surrounding area.</p>

<p>50. Private Individual (Submission 54 A)</p> <ul style="list-style-type: none"> I am proposing the building of a hydroponic rooftop greenhouse for growing of fruit and vegetables 	<p>Noted. This proposal will be examined at the appropriate time.</p>
<p>51. Private Individual (Submission 54 B)</p> <ul style="list-style-type: none"> Record the construction of the Grangegorman facility on television. 	<p>Noted. This proposal is being examined.</p>

Section 3.

Executive Summary and Recommendations

Summary of Submissions	General Comments	Executive Recommendations
Consultation The GDA should respond to many issues raised by local and community interest groups.	The GDA's Communications Officer will continue to engage with local and community groups and assist them in achieving their broader socio-economic aims for the Grangegorman neighbourhood as per the GDA's consultation aims and objectives. The Agency will also assist in any way it can on issues which are outside its area of responsibility. The Agency is committed to a communication process which not only provides everyone with regular and timely information on the project but allows all stakeholders to communicate with the Agency on issues in the project which affect or are of interest to them. A variety of media including newsletters, press releases, mail drops, social media and informal meetings are being utilised to ensure communication and consultation objectives are met and to ensure that the Agency is able to talk to and listen to stakeholders on the project.	Ensure effective ongoing communication and consultation at all stages of the project utilising a wide range of methods and media.
Design Building heights and densities in addition to overshadowing remain a concern of many residents.	In preparing the original land use master plan, the GDA were very conscious of heights and other such associated issues. Studies, including overshadowing and access to daylight, were carried out by the design team in order to	Add two new design objectives; 11. The GDA will carry out an assessment of the impact the proposed development may have on neighbouring properties utilising 'BRE Digest 209:Site Layout Planning for Daylight and Sunlight' as guidance and will address the

	<p>optimise the design. However, in response to concerns raised by neighbours and interested 3rd parties, the GDA will undertake further studies to better address these concerns as part of SDZ draft planning Scheme and to set up clear guidelines for later building designs that will minimise serious adverse impacts on the existing and future built environment.</p>	<p>findings of the assessment in the SDZ Draft Planning Scheme, <i>including potentially reducing heights as appropriate</i>, in order to minimise any serious adverse impact that may arise from the development. Further studies will be carried out at the more detailed building design stage to optimise sunlight and daylight penetration.</p> <p>12. The GDA will comply with Dublin City Development Plan 2011- 2017 with regard to height and density of development.</p>
<p>Conservation The protected structures on site should be better protected. The nurses home adjacent to the clocktower building should be retained</p>	<p>The Strategic Plan affords a high level of protection and consideration to these structures. Any works to protected structures will comply with the Dublin City Council Development Plan 2011- 2017 and with appropriate guidelines. An additional objective will strengthen this protection. St. Brendan's Way is a key structuring principle of the new campus development, creating an important east-west corridor which links the site to the city centre and to the surrounding area. The retention of the Former Nurses' Accommodation, which is not a Protected Structure, would pose a serious impediment to the creation of St. Brendan's Way. The building is a cellular concrete structure which is costly and very difficult to adapt to new uses. Re-use would not be suitable for the end users or allow for the proposed permeability of St. Brendan's Way.</p>	<p>New conservation objective to be added;</p> <p>5. The physical relationship between new development and existing Protected Structures will be carefully considered so that the intrinsic qualities of the Protected Structures are respected in a new setting of quality urban design and public realm.</p>

<p>Movement and Transportation</p> <p>Linkages with public transport need further detailed consideration as does parking on and off site and construction traffic management. Cycling facilities were also mentioned in several submissions.</p>	<p>A Transport Impact Assessment will be completed as part of the draft planning scheme. This study will cover all the traffic and transportation issues raised by residents' associations who will be consulted about its findings prior to its publication. The details of adequate cycling provision needs careful consideration in the design of public realm.</p>	<p>Add the National Transport Authority as a main transportation body to work with in Movement Objective 1.</p> <p>Add two new Movement objectives;</p> <ol style="list-style-type: none"> 8. The GDA will undertake a Transport Impact Assessment to consider possible impacts and develop appropriate solutions with relevant bodies. 9. The GDA will prioritise parking for people with disabilities and cars forming part of a pooling or sharing scheme. 10.
<p>Development Delivery Plan</p> <p>Several requests were made to the Agency to research and outline the impacts of construction on the surrounding area.</p>	<p>It is the intention of the Agency to carry out a Construction Management Plan as part of the project. The issue of access of vehicles during construction affects all of the GDA's neighbours and issues raised in the submissions will help to inform the GDA's proposals for access routes. It is envisaged that strict conditions will be attached as regards noise and other environmental issues (based on more detailed data). When more detailed building proposals are prepared they will also inform these conditions.</p>	<p>The GDA will have regard to issues raised in submissions when carrying out the Construction Management Plan (Development Delivery Plan Objective 4).</p> <ol style="list-style-type: none"> 1. GDA will develop a Construction Management Plan to ensure an integrated approach to construction logistics as well as to manage local impacts and ensure effective application of GDA consultation principles.
<p>Site Engineering and Infrastructure</p> <p>Due cognisance should be taken of the Environmental impacts of the design of drainage and other such infrastructure.</p>	<p>Close liaison with DCC will be necessary to ensure the site is serviced correctly/adequately once operational.</p>	<p>Add new Site Engineering and Infrastructure objective;</p> <ol style="list-style-type: none"> 7. The GDA will work closely with Dublin City Council in the design of adequate water services infrastructure to serve the quarter.
<p>Access to the Quarter</p> <p>This can be divided into 3 sub-headings as follows;</p> <p>Universal Access</p> <p>Representations were made on a range of access issues including disability, jobs,</p>	<p>Universal Access</p> <p>GDA recognises the need for equality of access for everyone to</p>	<p>Add two new Access objectives;</p> <ol style="list-style-type: none"> 4. The GDA will support the principles of universal/inclusive access in line with Dublin City Development Plan 2011-2017.

<p>services, sport etc. The main theme running through these submissions was in relation to equality of access for all.</p> <p>Permeability Residents of one area were strongly opposed to the opening of an access point in their area.</p> <p>Access to Services New onsite services should be available to everyone in the community</p>	<p>the site, the buildings and services and has explored this issue with other organisations such as The Centre for Excellence in Universal Design and The National Disability Authority. The Agency will encourage the implementation of best practice standards with regard to the built environment products and services as appropriate.</p> <p>Permeability The GDA are proposing the opening of a secondary managed access point in this area. Ongoing discussions will take place with these residents(Fingal Place).</p> <p>Access to Services DIT currently runs an access programme through it Community Links project and it will continue to build relationships and encourage people in the Grangegorman neighbourhood to avail of its services through this and other initiatives. In addition the section below on Public Amenity, Sports and Recreation outlines refers to access to new facilities.</p>	<p>5. <i>Permeability is a key principal of the Grangegorman Plan. The GDA will explore all possibilities for increasing permeability while also aiming to minimise any potential serious adverse impact on neighbouring residents.</i></p>
<p>Public Amenity, Sports and Recreation All facilities should be available for use by the local community.</p>	<p>The very essence of the project is to open up and create a new quarter and to make it accessible to the local community. For example, once on site DIT will promote a policy of sport and recreation for all. The sports facilities will operate on a non-profit basis with local residents and students/staff having priority access. The GDA will continue to keep in close contact with local sports clubs prior to the commencement of the first phase of construction and will support their efforts to find alternative short-term playing facilities.</p>	<p>Amend Public Amenity, Sports and Recreation Objective no. 5 to include;</p> <p>“which are similar to existing levels of access.”</p>

<p>Arts and Culture Strategy Sport and Irish Language, The North Union Workhouse. There are concerns that all aspects of the history and culture of the site will be properly addressed in the new development. Several requests were also made in relation to the naming of new features of the site after people from the area who have had a positive impact on both Grangegorman and the project.</p>	<p>The Agency is aware of its responsibilities under the Language Act and in addition will have extra regard to the cultural importance of the language. In addition DIT already operates dual language signage and this will continue once the move to Grangegorman takes place. As the project progresses the GDA will ensure that the various aspects of historic or cultural importance are considered and incorporated as appropriate. Finally, the Agency will look to develop an appropriate naming strategy for various aspects of the site which could consider stakeholders who have made important contributions in some way.</p>	<p>Add two new Arts and Culture objectives;</p> <ol style="list-style-type: none"> 3. The GDA will recognise and have regard to the Irish language as an important cultural aspect of the project and the Grangegorman site. 4. The GDA will recognise and have regard to the cultural and historic aspects of the site, including sport. 5. The Agency will have regard to stakeholders who have made positive contributions to Grangegorman when developing a naming strategy at the appropriate time.
<p>Estate Management Noise and disruption from student housing is seen as a potential problem by many residents, as is the proposed level of provision.</p>	<p>The north inner city currently has a large students population which contributes positively to the area. The arrival of an increased number of students will animate the Grangegorman neighbourhood and have a positive effect on the social, cultural and economic life of the local community. In addition DIT and its students have already built many positive community relationships in the area through Community Links. Every effort will be made to promote the integration and harmonisation of the new student population in both on and off campus accommodation with the surrounding neighbourhood. A campus Liaison Committee is to be established with representation drawn DIT Student Services to</p>	<p>Add new estate management objective;</p> <ol style="list-style-type: none"> 1. The GDA will assist DIT in creating a Campus Liaison committee . This committee will build on DIT's existing relationship with the community and will assist in the campus community interface. Itwill be made up of DIT staff, Student Union members, the HSE, local community representatives, local schools, community organisations, the Gardai and others as issues determine.

	<p>include Manager Campus Life, Student Accommodation Manager, President DIT Students' Union, Head of DIT Estates with a representative of campus security, Student representatives from on-campus accommodation (2), Other representatives may attend as issues determine e.g. DIT Head of Sports; Community Garda representative, Local community representatives (3) and representatives of the HSE (2). The primary focus of this Community Liaison Committee will be to build on DIT's long established relationship with the community and to assist in the management and operation of the campus/community interface.</p> <p>In addition the design of the student accommodation will mitigate against any possible noise or disturbance issues which could arise.</p>	
<p>Socio-Economic Impacts During construction and later phases local employment should be a priority.</p>	<p>The GDA will promote job opportunities for local residents and to this end will cooperate with the local training and employment agencies. An average of 450 on-site construction jobs per annum are envisaged over a sustained period of ten years and there will be in the region of 1,500 new jobs onsite once the development is complete. Following the publication of a report on the employment impacts of the Grangegorman project, Joining up the Dots, a Labour and Learning Committee was set with the aim of implementing as many of the recommendations of the report as possible.</p> <p>DIT currently operates incubation space for business start-ups, which will ultimately be re-located to Grangegorman where it will be more closely integrated</p>	<p>Add a new Socio-economic objectives;</p> <p>10. The GDA will explore means of prioritising job opportunities for people with disabilities during construction and operation phases.</p>

	with academic activities.	
Environmental Impacts The environmental impacts have not been adequately addressed.	It is the view of the GDA that environmental impacts have been adequately addressed	An SEA is to be carried out of the SDZ draft Planning Scheme. Furthermore additional studies and surveys will take place as the project proceeds and we move into building design. We will have due regard to best practice and local and national guidelines in carrying out all assessments.

Section 4.

Updated Aims and Objectives of Strategic Plan

GDA Draft Strategic Plan – Summary of Aims and Objectives

The various sections of the *GDA Draft Strategic Plan* include a set of aims and a set of objectives relating to these aims. The following details each of these aims and objectives.

1. Consultation

Consultation Aim

To maintain an effective communication strategy throughout the delivery of the project enabling appropriate consultation.

Consultation Objectives

1. GDA will utilise a multi-stranded consultation framework for disseminating comprehensive current information on the project and for identifying and addressing the needs and concerns of all stakeholders. Key features of this framework will be regular meetings of the Consultative Group, communication with the many registered groups, meetings with groups and individuals, the availability of a dedicated Communications Officer within the GDA and close liaison with the appropriate public bodies.
2. GDA will operate its Communication Principles throughout the Project to ensure a consistently high level of public consultation.
3. GDA will operate its website as a comprehensive communication medium providing easy public access to all important news and information concerning the Project. GDA will utilise newsletters, public advertisements, social media outlets, and any other media it sees as appropriate as supplementary resources.
4. GDA will maintain close liaison with HSE, Department of Education and Skills, and DIT throughout the planning, design and delivery phases of the Project.

2. Design

Design Aims

1. To realise the physical dynamic of the Grangegorman Project Vision.
2. To achieve a continuity in urban design whilst permitting architectural diversity.
3. To relate the design of the Quarter to the existing neighbourhood character and to the strategic objectives of Dublin City Council for local area development.
4. To provide the HSE with excellence in healthcare design, ensure accessibility of health services accommodation to the local area, appropriate levels and combinations of privacy, security, openness and legibility within a generally low density – high amenity environment.
5. To effect a fully integrated campus for DIT with optimal College inter-relationship and future-proof flexibility (and expansion capacity), appropriate levels and combinations of privacy, security, openness and legibility within a generally mid-density – high amenity environment.
6. To organise the Quarter to provide cohesiveness, collegiality and connectivity and to establish nodes of activity with strong, legible and animated routes connecting them.

Design Objectives

1. GDA will develop Architectural Design Guidelines to mandate the building design in the progressive development of the Quarter as per the Procurement Strategy.
2. GDA will position the Primary School and its private play ground close to existing housing, (and the proposed elderly housing) and in a location convenient for child and parent access.
3. GDA will establish a lighting strategy for the Quarter to ensure that the ambient light, sense of place and architectural impacts are optimised.
4. GDA will establish a signage and way-finding strategy to facilitate legibility, internal navigation and sense of place.
5. GDA will position the higher density mixed-use development at Broadstone Gate to reflect use and scale characteristics compatible to future possible development of Broadstone, market requirements, likely phasing of development and the ambition of a Science and Technology Park.
6. GDA will orient buildings to optimise sustainability, utility, urban design continuity, public space and route quality and building aesthetics.
7. GDA will seek to ensure that a minimum sustainable building design standard of BRE A is achieved throughout the Quarter.
8. GDA will distribute student accommodation through the campus to encourage evening and weekend residential animation throughout, assist with passive supervision of the main arterial routes and the fields and to encourage vibrant use of public spaces.

9. GDA will landscape the Quarter to incorporate key environmental characteristics in support of sustainable design including wind harvesting/cooling and storm water retention.
10. GDA will seek to retain a substantial majority of the existing mature trees of quality and will implement a comprehensive planting programme of native species to effect a high quality sylvan public realm.
11. The GDA will carry out an assessment of the impact the proposed development may have on neighbouring properties utilising 'BRE Digest 209:Site Layout Planning for Daylight and Sunlight' as guidance and will address the findings of the assessment in the SDZ Draft Planning Scheme, ***including potentially reducing heights as appropriate***, in order to minimise any serious adverse impact that may arise from the development. Further studies will be carried out at the more detailed building design stage to optimise sunlight and daylight penetration.
12. The GDA will comply with Dublin City Development Plan 2011- 2017 with regard to height and density of development.

3. Conservation

Conservation Aims

1. To establish and articulate the historical social, urban and architectural values of Grangegorman and to ensure these are suitably incorporated within the overall development.
2. To integrate the historic structures of significance within the site in a manner which ensures that they contribute to the generation of spaces and places in terms of both physical layout and character and to protect and conserve these for future generations.

Conservation Objectives

1. GDA will retain, restore and re-use all of the Protected Structures with the exception of Connolly Norman Mews.
2. GDA will seek to minimise interventions to the boundary wall so far as is practicable and consistent with achieving the Vision of a new and open Quarter.
3. GDA will seek to identify uses for the retained historic buildings which are compatible with their spatial layout, which will ensure full and useful occupancy and which will allow this important heritage to make a dynamic contribution to the cultural and functional character of this evolving urban quarter.
4. GDA will establish strategies for repair, intervention, adaptation and extension to the historic structures. These will include general and specific strategies and will also include approaches and objectives for upgrading of historic structures for increased thermal efficiency and other initiatives to achieve the Plan Brief objectives for greater energy efficiency and sustainable development.
5. The physical relationship between new development and existing Protected Structures will be carefully considered so that the intrinsic qualities of the Protected Structures are respected in a new setting of quality urban design and public realm.

4. Movement and Transportation

Transportation and Movement Aims

1. To ensure the provision of the necessary infrastructure and services to facilitate the maximum usage of sustainable modes of transport, such as walking, cycling and public transport.
2. To ensure that the development facilitates internal routes and external connectivities to the advantage of the users of the Quarter, the local area in particular and the city of Dublin in general.

Movement Objectives

1. GDA will work with Dublin Bus, Bus Éireann, **The National Transport Authority**, Irish Rail, RPA, Dublin City Council and other key transportation bodies to secure the optimum provision of public transportation connectivity and service for the Quarter and surrounding community and in particular to achieve an inter-modal transport hub at Broadstone Gate.
2. GDA will develop a Mobility Management Plan for the Quarter and a comprehensive review of local traffic impacts and mitigation measures. The Mobility Management Plan will seek to minimise private car dependency.
3. GDA will seek to ensure that the Quarter secures the necessary connections to perimeter public transportation services and walking/cycling routes.
4. GDA will seek to procure within the development a limited provision of formal car-parking space for users and visitors to the Quarter generally underground and distributed to mitigate junction impacts. A limited regime of managed on-street parking will be further appraised with a view to facilitating events and sports in particular and providing surface animation and passive supervision in non-peak periods. Parking capacity will not exceed that determined by the Mobility Management Plan.
5. GDA will ensure that the Quarter is pedestrian prioritised with excellent amenity for both cyclists (including secure parking) and pedestrians.
6. GDA will organise the street and walking route hierarchy to facilitate public pedestrian and cycle routes through the Quarter and to encourage links with other strategic routes throughout north Dublin.
7. GDA will ensure that the design of all routes, access points and building entrances are fully accessible and also will ensure a good distribution of accessibility parking throughout the Quarter.
8. **The GDA will undertake a Transport Impact Assessment to consider possible impacts and develop appropriate solutions with relevant bodies.**
9. **The GDA will prioritise parking for people with disabilities and cars forming part of a pooling or sharing scheme.**

5. Planning Strategy

Planning Aims

- 1.** To secure planning permission to facilitate implementation of the Project and provide the future flexibility to allow for institutional development over time.
- 2.** To achieve a high degree of confidence in planning outcomes and timeframe in order to:
 - Facilitate procurement processes
 - Allow predictable timeframe for disposal of DIT properties and phased occupation of the Quarter and
 - Create a best match with available finance and professional resources
- 3.** To allow for early applications in respect of HSE facilities and schools.

Planning Objective

- 1.** GDA will seek to secure SDZ status for the Grangegorman site and then develop the Masterplan into a Draft Planning Scheme.

6. Development Delivery Plan

Delivery Aims

1. To organise the sequence of development works to permit an orderly roll-out of the Project.
2. To achieve the earliest possible completion of the replacement health facilities for the HSE.
3. To progress the Project as quickly as possible consistent with economic efficiency, and appropriate mitigation of construction environmental impacts and subject to the constraints of planning and finance.
4. To move a minimum of 50% of the DIT student body into the new campus in a single first relocation from existing DIT accommodations and ensure concurrent provision of essential support services and amenities.
5. To enable the expeditious delivery of the permanent primary school.
6. To enable the delivery of DIT and HSE facilities that follow at later stages in an orderly manner without impairing occupied uses of the site.

Delivery Objectives

1. GDA will develop the HSE replacement accommodation as the first phase in order to meet the critical needs of local healthcare services and to allow the site to be vacated for the further development of the Quarter.
2. GDA will work with HSE to complete design briefs for the first phase accommodation and to develop a decanting strategy for current HSE and associated occupation of the site.
3. GDA will work with DIT to detail comprehensively their first relocation, to develop an aligned decanting strategy, and to refine arrangements for College movements to ensure alignment of academic and construction programmes.
4. GDA will develop a Construction Management Plan to ensure an integrated approach to construction logistics as well as to manage local impacts and ensure effective application of GDA consultation principles.
5. GDA will plan the location of construction compounds and the boundaries of DIT construction sites to enable the expeditious delivery of the primary school

7. DIT Property Disposal Strategy

DIT Disposal Aims

- 1.** To maximise the disposal value of the DIT property portfolio to fund the project.
- 2.** To effect disposals in a manner that supports the project phasing strategy and enables unimpeded functioning of DIT.

DIT Disposal Objectives

- 1.** GDA will co-ordinate disposals and development to achieve an efficient and cost effective transfer from existing properties to the new buildings.
- 2.** GDA to select a sale strategy for individual properties in terms of timing and form which will best exploit the then current market possibilities.
- 3.** GDA to maximise the value of the DIT's portfolio and achieve the best possible prices and sale terms for individual properties.

8. Site Engineering and Infrastructure – Sustainable Solutions

Site Engineering and Infrastructure Aims

1. To ensure the provision of a sustainable supply of services - water, drainage, energy, telecommunications, security and waste disposal to meet the needs of the project generally and the Sustainable Energy Strategy in particular.
2. To provide a sustainable waste management system for the development of the Quarter to serve the end users requirements as detailed in the briefs with suitable expansion capacity.

Site Engineering and Infrastructure Objectives

1. GDA will mandate compliance with Department of the Environment 'Best Practice Guidelines' for Construction and Demolition Waste Management in the procurement of all construction works.
2. GDA will put in place a waste management strategy to ensure that best practice in this area is integrated across the site.
3. GDA will develop a centralised energy centre and utilities spine to convey essential services across the site such as will permit all building elements to connect.
4. GDA will ensure all site drainage systems are built to meet SUDS (Sustainable Urban Drainage Systems) standards and in all respects meet the requirements of Dublin City Council Drainage Division's standards and "Code of Practice".
5. GDA will ensure that the site water supply network is built to Dublin City Council Water Division *Standard for New Water Mains in Private Property*.
6. GDA will ensure the implementation of sustainable water use strategies and measures for each building development.
7. The GDA will work closely with Dublin City Council in the design of adequate water services infrastructure to serve the quarter.

9. Complementary Mixed-Use Activities

Complementary Mixed-Use Activities Aims

1. To procure the development of commercial activities that will complement and support the core activities of DIT & HSE.
2. To procure the necessary accommodation to facilitate the Research and Development Strategy.
3. To maximise the leverage of employment opportunities from the complementary commercial activities.

Complementary Commercial Activities Objectives

1. GDA will seek to meet the needs of DIT in relation to accommodation for its student population by procuring circa 1,500-2,000 student accommodation units on campus
2. GDA will seek to procure an Incubator and Innovation and Technology Transfer Centre.
3. GDA will seek to procure a range of mixed-use development at Broadstone Gate.
4. GDA will seek to procure Commercial Laboratories to commercialise DIT research.
5. GDA will seek to ensure the provision of retail and food outlets of a standard and range expected by the occupants of a modern higher education and medical quarter and in a fashion complimentary to existing local retail provision.

10. Development of Social Infrastructure Projects

Development of Social Infrastructure Projects Aim

To seek to secure, in addition to the general public amenity of the Project, social infrastructure through specific inclusion in the Project works of a public library, primary school and social housing for the mid-dependency elderly.

Development of Social Infrastructure Projects Objectives

1. GDA will work with Dublin City Council and DIT to secure the development of a local public library as an integral element of the DIT library complex.
2. GDA will work closely with the Department of Education and Skills and Educate Together to secure the development of a primary school (and related play-grounds) with capacity for approximately 400 pupils.
3. GDA will work with Dublin City Council, Department of Environment, Heritage and Local Government and the HSE to secure the development of approximately 25 units of social housing for independent living of the disabled and frail elderly.

11. Access to the Quarter

Access Aim

To allow the site to be opened up to adjoining areas to ensure permeability so that it can evolve as a new city quarter both for the stakeholders who are going to be located in the Quarter and for the people of Dublin.

Access Objectives

1. GDA to secure a major public point of entry to the Quarter through the CIE and DCC lands at Broadstone.
2. GDA to liaise with the HSE, regarding adjacent lands at N. Circular Rd., and with the developer Albion Properties regarding lands adjacent to the Lower House quadrangle, in relation to integrated pedestrian access to the Quarter.
3. GDA To explore opportunities for further entry points to the Quarter from Prussia St.
4. The GDA will support the principles of universal/inclusive access in line with Dublin City development Plan 2011-2017.
5. *Permeability is a key principal of the Grangegorman Plan. The GDA will explore all possibilities for increasing permeability while also aiming to minimise any potential serious adverse impact on neighbouring residents.*

12. Research and Development Strategy

Research and Development Strategy Aims

1. To promote and enhance research, development, innovation and technology transfer and encourage new science and technology related business development and underpin the DIT institutional mission and national economic strategy and policy.
2. To significantly enhance the capacity of DIT to attract major research projects and permit a major growth in PhD output.
3. To generate high added-value economic activity in the north inner city.

Research and Development Strategy Objectives

1. GDA will seek to procure Dedicated Research Centre buildings and Research Institutes.
2. GDA will seek to procure an Incubator and Innovation and Technology Transfer Centre.
3. GDA will seek to procure a Science and Technology Park.
4. GDA will seek to procure Commercial Laboratories for the Quarter.
5. GDA will work with Enterprise Ireland and DIT to seek to secure start-up business space in the Science and Technology Park that would support local economic development.
6. GDA will maintain a database of Grangegorman Project related data as a medium for learning and public policy development

13. Public Amenity, Sports and Recreation

Amenity Aims

1. To ensure that the new Grangegorman Quarter is a publicly accessible environment.
2. To ensure that DIT achieves an excellent facility for student sports and recreation
3. To ensure that the public realm is designed to offer real and meaningful social amenity to the local area as well as those living, studying and working on the site.
4. To ensure that the campus sports facilities are designed and operated to provide both recreational amenity to the local community (particularly the schools) and field sports utility to existing user organisations.

Amenity Objectives

1. GDA will ensure the establishment of a management regime which provides open access to the Quarter.
2. GDA will ensure availability of high quality children's play areas at key points of community accessibility. These play areas will be maintained in a good clean and safe condition at all times.
3. GDA will seek to procure substantial provision for field sports.
4. GDA will seek to procure indoor sports facilities to include a swimming pool and provide a flexible multi-sport environment to meet the needs of DIT and provide capacity for HSE residential clients and community use.
5. GDA will work with DIT and consult with community groups to develop an appropriate operational regime to facilitate access by the community (particularly schools), existing user organisations, and HSE residential clients to indoor and outdoor sports and recreation amenities **which are similar to existing levels of access.**

14. Arts and Culture Strategy

Arts & Culture Aims

1. To ensure that the Grangegorman Quarter enriches the cultural landscape of Dublin and in particular that the College of Arts and Tourism of DIT acts as an accessible medium for arts and cultural interaction with the local community and as an educational and development resource to the community.
2. To consolidate the establishment of the Grangegorman Quarter as a destination in its own right and linking this new city area with the Museum Quarter at Collins Barracks, Kilmainham and to the Digital Hub/NCAD/Thomas Street area.

Arts and Culture Objectives

1. GDA will seek to procure, in association with the College of Arts and Tourism, a significant arts venue which will have a very significant public purpose as well as an academic purpose.
2. GDA will operate the Per Cent for Art Scheme and seek to ensure an art dynamic to both the architecture and public realm throughout the Quarter. GDA will work with Dublin City Council and DIT College of Arts and Tourism to establish an arts strategy to address both static and event based art activities related to the Project.
3. The GDA will recognise and have regard to the Irish language as an important cultural aspect of the project and the Grangegorman site.
4. The GDA will recognise and have regard to the cultural and historic aspects of the site, including sports.
5. The Agency will have regard to stakeholders who have made positive contributions to Grangegorman when developing a naming strategy at the appropriate time.

15. Sustainable Energy Strategy

Sustainable Energy Strategy Aims

1. To achieve optimal sustainability and cost-efficiency in meeting the energy needs of the Quarter.
2. To ensure an energy management system which minimises carbon emissions and which has the capacity, in association with other sustainability measures, to be developed to permit the Quarter achieve Zero Carbon status.
3. To establish an energy management regime consistent with the Project Vision in general and the Estate Management Strategy in particular.

Sustainable Energy Strategy Objectives

1. GDA will establish a flexible mixed medium energy generation and management system with capacity to incorporate renewable fuel boilers, solar water heater panels, gas powered CHP and ESB power supply as the principal media with possible supplementation from geothermal heat, wind turbines and photovoltaic systems. The energy generation and management plan will be refined to reflect emergent technologies and opportunities up to the point of procurement.
2. GDA will develop a central energy centre to accommodate CHP and other energy plant.
3. GDA will, so far as is reasonably practicable, design in sufficient flexibility to the central plant and infrastructure that future technologies and external energy uses may be readily incorporated.
4. GDA will ensure that whilst HSE phase 1 may be operational before construction of the Energy Centre and plant, it may readily and without significant redundancy be connected into the central system subsequently.

16. Estate Management

Estate Management Aim

To ensure a sustainable maintenance management regime for the Quarter which upholds the Project Vision and is equitable amongst facilities occupiers in terms of authority and accountability.

Estate Management Objective

1. GDA will evolve the estate infrastructure, landscape and utility services systems in association with DIT and HSE and in close consultation with Dublin City Council and establish a maintenance management regime and related corporate structures as appropriate.
2. The GDA will assist DIT in creating a Campus Liaison committee . This committee will build on DIT's existing relationship with the community and will assist in the campus community interface. It will be made up of DIT staff, Student Union members, the HSE, local community representatives, local schools, community organisations, the Gardai and others as issues determine.

17. DIT Access Policy

DIT Access Policy Aim

GDA will work closely with DIT in planning, designing and delivering the Project so that the completed academic campus can support the delivery of DIT access policies.

DIT Access Policy Objective

GDA will deliver appropriate facilities for DIT including sporting and cultural facilities to support the delivery of DIT access policies.

18. Socio-Economic Impacts

Socio-economic Aims

1. To promote sustainable development, to maximise the potential of Grangegorman and to improve the quality of life of its residents.
2. To facilitate opportunities for the creation of employment in the Grangegorman area.
3. To protect, conserve and enhance the character, appearance and amenity of Grangegorman, especially as regards its landscape quality, the built and natural environment.
4. To enhance the provision of effective leisure, recreational, community and other facilities and services.

Socio-economic Objectives

1. GDA will work with DIT to seek to ensure the provision of its required educational facilities so as to create opportunities to sections of the community that have been unable to access third level education opportunities.
2. GDA will work with HSE to seek to ensure the improvement of primary healthcare services available to the population of the Grangegorman area.
3. GDA will work with transportation bodies to promote the Quarter through stronger communication links with road and rail networks to encourage and facilitate economic growth and contribute to wealth creation.
4. GDA will explore the means to create local employment opportunity in the construction of the Quarter.
5. GDA will seek to ensure the creation of employment in the Grangegorman area through the creation of jobs in the services sector.
6. GDA will seek to create an area attractive to new economic development to assist in achieving the socio-economic aims of the development.
7. GDA will work particularly with DIT and Enterprise Ireland to seek to help attract inward investment thus assisting in the economic regeneration of the area in achieving the socio-economic aims of the development.
8. GDA will seek to ensure the provision of leisure, recreational, community and other facilities and services in line with the socio-economic objectives to improve the quality of life for local residents, DIT students and staff, HSE staff and service users.
9. GDA will seek to ensure improvement in the provision of local facilities and services.

- 10.** The GDA will explore means of prioritising job opportunities for people with disabilities during construction and operation phases.

19. Funding Sources

Funding Aim

To secure the funding necessary to deliver the Project taking account of the Government Decision in 2002 and to align with Project Vision and in line with Delivery Strategy.

Funding Objectives

1. GDA will seek to realise the maximum contribution to project funding from judicious implementation of the DIT Property Disposals Strategy.
2. GDA will work closely with the appropriate authorities to determine the quantum of funds available under the Government Grant, the timing of the availability of capital funding and the extent of the translation into PPP Government Credits.
3. GDA will work closely with DIT and HSE to seek to ensure the maximum funding leverage from commercial funding sources including PPPs and commercial joint ventures towards the delivery of all facilities of the Project Vision.
4. GDA will work closely with Government Departments and the NDFA to examine supporting funding tools such as GDA borrowings, refundable grants and a student accommodation tax incentive scheme.

20. Procurement Strategy

Procurement Aim

To procure the various elements of the Project in a coherent and integrated process which delivers the quality of built environment and the operational and maintenance management regime appropriate to the Project Vision, supports the project phasing strategy, fits the project funding strategy and, subject to the foregoing, provides the best overall value for money.

Procurement Objectives

1. GDA will bundle elements in line with the Phasing Strategy and with reference to optimal procurement methodologies as determined by funding and cross funding aspects of the building elements.
2. GDA will ensure that procurement arrangements and contracts are designed to ensure delivery of a quality built environment and an operational and maintenance management regime appropriate to the Project Vision.
3. GDA will work closely with HSE, DIT, Government Departments, HEA and NDFA and other relevant parties to ensure the optimal procurement methodology that provides value for money for the State

Section 5.

Glossary and Definitions

Glossary

- AA** - Appropriate Assessment
- DCC** - Dublin City Council
- DIT** - Dublin Institute of Technology
- DPS** - Draft Planning Scheme
- ER** - Environmental Report
- GDA** - Grangegorman Development Agency
- MMP** - Mobility Management Plan
- NDA** - National Disability Authority
- NTA** - National Transport Authority
- NWIC** - North West Inner City
- SDZ** - Strategic Development Zone
- SEA** - Strategic Environmental Assessment
- SP** - Strategic Plan
- TIA** - Transport Impact Assessment

Definitions

Mobility Management Plan

A Mobility Management Plan (MMP) consists of a package of measures put in place by an organisation to encourage and support more sustainable travel patterns among staff, clients and other visitors. A MMP provides an assessment of existing mobility issues, describes the process of development of the Mobility Management Strategy, and examines the scope available to users of the site for use of alternative (non-car) means of travelling to/from the proposed development.

A MMP is a set of measures and procedures tailored to suit the individual circumstances of different locations, but with the common aim of reducing the impacts of travel and transport activity. Companies, organisations and institutions adopt such a plan to manage the transport needs of users by raising awareness, promoting alternatives, facilitating change, and implementing a programme of continuous management and review.

MMPs can be submitted as part of typical planning applications but these are generally outline documents which require further development prior to adoption at the opening of a development. A MMP will typically contain a number of measures proposed by the Applicant such as car pooling, car park management, initiatives to promote the soft modes.

Transport Assessment

A Transport Assessment can best be described through its objectives. The objectives of a Transport Assessment are as follows:

- To describe the existing transportation environment, highlighting key deficiencies in the transport network and noting any future schemes or initiatives which will impact on general traffic and transport patterns;
- To describe the development proposals, and how they have been developed to take account of existing and future transport needs through the locality;
- To quantify the likely traffic and transportation demand that will arise as a result of the development proposals, and to identify the impact of such demand on the network;
- To highlight those areas where the impact of the development can be defined as 'significant', and subsequently to identify suitable measures, if any, to mitigate those impacts.