

# 8

## Planning Scheme Grangegorman

### Phasing and Implementation





## Purpose and Layout of this Chapter

This chapter describes in broad terms the intended delivery of the Grangegorman Project, including the principle phasing of the development and construction strategy.

### Contents

- 8.1 Phasing
- 8.2 Implementation



## 8.1 Phasing

### 8.1.1 Introduction

The GDA was established by Government to manage the planning and development of the SDZ site which is subject to this Planning Scheme. The SDZ area includes an area of HSE owned land (at the North Circular Road end of the site) that the HSE will develop itself in line with the overall project vision and design guidelines.

The timing of each individual project on the SDZ site involves a number of contributing factors including;

- procurement method adopted,
- approval from the relevant sanctioning Authority,
- the prevailing economic conditions and;
- availability of suitable funding streams.

In addition, phasing of parts of individual building blocks may be required in order to allow for their planned expansion or to respond to new educational/ health/ enterprise initiatives which come on-stream. For these reasons, a degree of flexibility in phasing is required.

As described in the earlier chapters, a number of different stakeholders will be provided for throughout the development and operation of the site, including the local community, the HSE (clients, residents, staff and visitors) and DIT (students, staff and visitors).

### 8.1.2 Grangegorman Strategic Plan 2011

The strategy for the procurement of the Grangegorman campus is set out in the Grangegorman Strategic Plan 2011, which is a statutory document. The Strategic Plan has identified a suite of packages for the delivery of the Grangegorman development. While indicating a possible framework for delivery of the development, it also allows for a degree of necessary flexibility to take into consideration the factors discussed above.

The Strategic Plan shows the clustering of packages together in distinct zones to allow for an efficient delivery of site infrastructure and the public realm and to establish completed areas within the overall development at the earliest opportunity.



### 8.1.3 Guiding Principles for Phasing of Development

Overall guiding principles for the phasing of the Planning Scheme have been developed by the GDA to progress the orderly delivery of development and associated infrastructure and facilities across the site and as necessary external to the site. It will be a priority of the GDA that the development of the site takes place in a well-managed phased manner such that:

- The environmental impact to the local community of construction activity is minimised.
- Development is incremental and balanced, with complementary uses occupying the site as the development is rolled out.
- Delivery of supporting infrastructure and public realm takes place in tandem with, or in advance of, the development of the campus.

### 8.1.4 Summary of Phasing

In broad terms, table 8.1 outlines the principle steps that will be taken by the GDA in the delivery of the Grangegorman project following adoption of the Planning Scheme. The phasing and ordering of development shall generally reflect the suite of packages as set out in the Grangegorman GDA Strategic Plan, 2011.

### 8.1.5 Specific Phasing Objectives

The following specific phasing objectives will govern the implementation of the Planning Scheme:

#### 8.1.5.1 Existing Residents of St Brendan's Hospital

The GDA is in the process of developing in advance of works proposed for the SDZ site, a replacement HSE mental health facility on a site immediately adjacent to the SDZ site. This will provide high quality residential accommodation for existing residents of the site. It will also allow the SDZ site to be vacated prior to the commencement of its development.

## 8.1.5.2 Transport

A transport assessment for the overall development of the Planning Scheme area has been prepared and is summarised in Chapter 5 of the Planning Scheme. A possible development scenario for the site is also included in Chapter 5. The GDA will continue to work with relevant transport bodies and Dublin City Council on the provision of transport services and access to the site, and will continue discussions with third party landowners on potential additional access routes to serve the site.

## 8.1.5.3 Services infrastructure

It is intended that development on the SDZ site will take place in tandem with the delivery of necessary infrastructure. The GDA will closely liaise with Dublin City Council and the relevant utilities providers to ensure that the capacity of the local infrastructure can support the quantum of development to be delivered. The following infrastructure services will be provided as part of the site infrastructure network to coincide with the delivery of the first phases of development on the site; water supply, surface water drainage, foul drainage, gas, electricity, telecoms, security, heating network and site lighting.

The GDA acknowledges regional capacity constraints with respect to wastewater and water treatment plants and notes that DCC is working with the Department of Environment, Heritage and Local Government and the other Dublin Local Authorities on works programmes to increase capacity at these plants. The current Water Services Investment Programme contains significant provisions for these expansions and improvements.

The GDA will work closely with DCC on the early phases of development in particular to facilitate GDA and DIT in establishing critical mass on the new campus as dictated by normal operational requirements for educational establishments, and being cognisant of holistic needs of a new urban quarter in Dublin City.

It should also be noted that as part of this Planning Scheme, it is proposed that the Planning Authority reserve the power to make its own independent determination of the adequacy of water and waste water infrastructure and to refuse or phase development as it deems appropriate.

**Table 8.1 Summary Phasing Table**

Step	Item	Note
1	<b>Planning - Infrastructure and Public Realm</b> <ul style="list-style-type: none"> <li>In agreement with Dublin City Council, upgrade water services infrastructure serving the site as required</li> <li>Lodge planning application(s) for required infrastructural work within the SDZ site and externally as required</li> <li>Lodge planning application(s) for required public realm work including streets, pathways, landscaping, public spaces, play spaces, parkland, sports pitches, etc</li> </ul>	<ul style="list-style-type: none"> <li>Planning applications relating to infrastructural elements must be co-ordinated and agreed with Dublin City Council and / or relevant service providers prior to lodgement.</li> <li>An Environmental Impact Statement to be prepared and submitted where required under EIA Directive (85/337/EEC ) as amended by Directives 97/11/EC and 2003/35/EC.</li> <li>Preliminary Construction Management Plans, Transport Assessments and Mobility Management Plans must also be prepared and submitted for relevant planning applications (including buildings).</li> </ul>
2	<b>Planning - Buildings</b> <ul style="list-style-type: none"> <li>Lodge planning applications for relevant buildings / quads / etc. as required</li> </ul>	<ul style="list-style-type: none"> <li>The GDA will work closely with DCC in regard to the development of the site.</li> </ul>
3	<b>Construction</b> <ul style="list-style-type: none"> <li>Following receipt of necessary relevant planning permissions, statutory approvals etc., and completion of required procurements, commence construction work on –                             <ul style="list-style-type: none"> <li>Water services infrastructural upgrades (on and off site)</li> <li>Infrastructural and public realm works</li> <li>Buildings on a rolling basis</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>New replacement mental health facility to be in occupation prior to commencement of substantial infrastructural works that directly impact on the existing facilities.</li> <li>All details must be agreed with Dublin City Council for all necessary water services and road network upgrades prior to commencement on site of such works.</li> <li>A Construction Management Plan must be prepared and updated appropriately to ensure co-ordinated and effective site practices are utilised in order to minimise impacts on the local community.</li> </ul>
4	<b>Occupation</b> <ul style="list-style-type: none"> <li>Once the necessary relevant infrastructure (including water services and transport / access) and public realm is in place, and the relevant statutory requirements are met, occupation of the site will commence. This will include for public access to and across the site.</li> </ul>	<ul style="list-style-type: none"> <li>All necessary relevant infrastructural upgrades (including all water services and transport) must be in commissioned prior to occupation of each building.</li> <li>Appropriate levels of public realm must be delivered in parallel with each particular building. It is envisaged that public access to and across the site and at least one major sports pitch will be delivered in parallel with the opening of the first substantial educational building.</li> <li>Attractive and secure temporary screening arrangements of as yet undeveloped sites within the SDZ lands shall be agreed with and installed prior to occupation of the site.</li> </ul>



The first phase, which will require both works to upgrade infrastructure, and the lodgement of a planning application for the public realm, will need to address in detail the provision and management of water for the SDZ site. The first phase shall include with the first planning application a full surface water management plan incorporating the management of flood risk, which will have a bearing on the detail of the form and layout of the public realm.

The public realm application shall include detailed design of the proposed water main and will be required to be delivered and commissioned prior to completion of the first phase of buildings on the SDZ site.

Detailed design of the proposed surface water and foul drainage infrastructure: the design must demonstrate how this infrastructure will not cause any deterioration through increase in CSO discharges to existing water quality in River Liffey.

While it is recognised that the SDZ site is located with a low risk area for flooding, it is appropriate that the surface water management strategy incorporates a site specific detailed flood risk assessment as defined by and in accordance with the DoEHLG and OPW Guidance, "The Planning System and Flood Risk Management- Guidelines for Planning Authorities", and the associated Technical Appendices.

Additional infrastructure described in Chapter 7, including an energy centre and district heating system, will be delivered when the quantum of development reaches a critical mass that will ensure that the provision of such infrastructure is sustainable and economically viable. The inclusion of a distribution network for the district heating system, medium voltage power, telecommunications and other systems requiring underground ducting shall form part of the infrastructure planning application.

#### 8.1.5.4 Public Realm

Nearly 50% of the site can be defined as public realm, which consists of the circulation spaces for pedestrians, cyclists and vehicles in addition to recreational lands, all of which will be publicly accessible.

The proposed development will require the early delivery of the majority of the public realm elements in order to allow for access to buildings and recreational areas and for legible permeability across the site. The major elements



to be developed initially shall be St. Brendan's Way from Broadstone to Prussia Street on an east-west axis and linking north to the North Circular Road. In addition, Ivy Avenue will also be delivered at this initial stage to allow for access and servicing to the sites on both sides of this road.

The GDA intends that the sections of public realm required for access to the development packages and any early connections across the site are completed to a finished standard to coincide with delivery of buildings. It is critical that the quality of the experience of the public realm is of a high standard. The aim of the GDA will be to provide legible public realm from the outset of the opening of the campus.

The GDA will promote the advanced delivery of landscaping of the site. New trees will be planted as early as practicable to allow them to mature as the development progresses. The use of tree nurseries on or near the site will also be considered.

Where necessary, and as the development progresses across the site, temporary transitional arrangements will be incorporated into the public realm design. These could include temporary landscape works or screens to help establish a sense of enclosure to the public realm and to maintain visual amenity.



## 8.1.5.5 Recreational and Community Facilities

The GDA will seek to advance the early delivery of recreational facilities associated with the public realm, including elements of the playing fields, walking tracks and play spaces. Public access to these recreational and sporting facilities will be available once developed and safely accessible.

The delivery of the primary school in its permanent location is a priority of the GDA and it must be in use prior to completing the eastern portion of the site. The school is currently accommodated in temporary premises south of the Lower House.

The incorporation of the Dublin City Council Public Library into the Dublin Institute of Technology Library complex is also a priority of the GDA. Its delivery will require agreement with Dublin City Council Library Services.

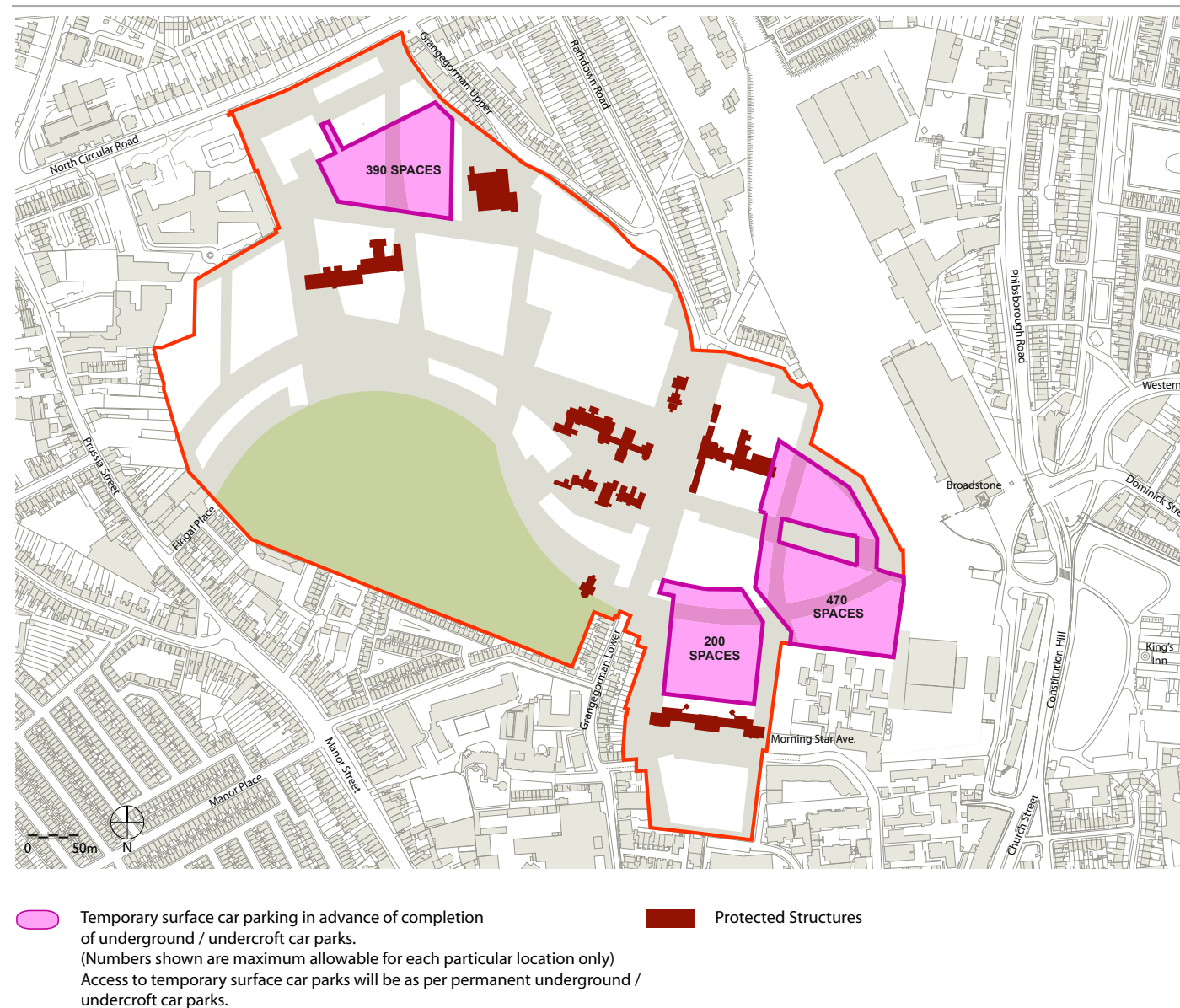
## 8.1.5.6 Ancillary Facilities

It is important for the effective operation of the campus that ancillary facilities which enhance the experience of students, staff, residents and the public are developed, as appropriate, in tandem with educational and healthcare core facilities.

In terms of the student experience, the library, student union, welfare and catering facilities, of appropriate scale, will be available from the outset of the operation of the campus. The DIT library will be open to the public on a managed basis.

Recreational and sporting facilities, either on-site or elsewhere, will be available from the outset of the operation of the campus, or will be available to existing users, students, staff (DIT and HSE), residents and the public.

Delivery of additional complementary retail and catering facilities, to be provided with the private sector, will be actively promoted by the GDA. The early delivery of student residential accommodation, which it is anticipated will be delivered with the private sector, will be actively promoted by the GDA.



**Figure 8.1: Temporary surface carparking**



## 8.1.5.7 Phasing of Car Parking

The quantum of carparking to be provided on the site during the phased implementation of development will be commensurate with the quantum of occupied development on the site at that time and the maximum number of spaces permitted in accordance with the parking strategy developed in the Transport Assessment. In this regard, car parking spaces will not be utilised prior to the occupation of the relevant building or zones. The carparking spaces will also be apportioned between the east and west side of the site, in agreement with Dublin City Council, in order to evenly distribute the cars entering or exiting the site and minimise peak loading on the adjacent road network.

Dependant on the delivery and phasing strategy for the overall site, the GDA may develop interim surface car parking on or near underground/undercroft parking locations. The GDA will ensure that with any such interim parking, that the car park access arrangements do not compromise the scheme's overall commitment to accessibility by walking and cycling or the achievement of a high quality public realm within the site and the environs of the site. Fig No. 8.1 provides an example of an interim on-grade parking solution. The surface carparking will be replaced with underground or undercroft car parking as development comes on-stream. Any interim arrangements will be subject to a traffic impact assessment to be submitted to Dublin City Council.

In addition to the carparking associated with the operation of the campus, temporary carparking and compounds will be necessary during the construction phases. The location and access to these construction compounds and carparks shall be consistent with to the principles established in the overall access strategy developed for the site and will be subject to consultation with Dublin City Council as the development progresses.

## 8.1.5.8 Protected Structures

The Protected Structures on the site are a valuable and important resource. They add character, reflect the history of the site, create a sense of place and provide a unique setting for new buildings and uses. The GDA will safeguard the physical condition of existing Protected Structures on the site to prevent deterioration of the building fabric. It will also prioritise the early and appropriate re-use of the Protected Structures on the site, in recognition of the value of these structures to all stakeholders.





## 8.2 Implementation

### 8.2.1 Introduction

The overall project will be implemented by the Grangegorman Development Agency (with the exception of the small HSE area to the north of the site previously mentioned) in line with the Grangegorman Strategic Plan 2011 and as empowered by the Grangegorman Development Agency Act 2005.

The Strategic Plan contains key aims and objectives for the GDA that address implementation issues such as on-going consultation; disposal of DIT property to fund the development; decanting of HSE and DIT properties as appropriate; joint venture developments with the private sector; and estate management issues. These aims and objectives will be developed into actions as appropriate.

The GDA also have a number of specific goals relating to implementation that are important to the Planning Scheme. These include:

- GDA will create HSE replacement accommodation on a site immediately outside the SDZ area to allow the SDZ site to be vacated for the further development of the Quarter.
- GDA will work with HSE to develop a decanting strategy for current HSE and associated occupation of the site so as to minimise disruption to priority residential patients and visiting clients.
- GDA will work with DIT to develop an aligned decanting strategy, and to refine arrangements for faculty movements to ensure alignment of academic and construction programmes.
- GDA will develop a Construction Management Plan to ensure an integrated approach to construction logistics as well as manage local impacts and ensure effective application of GDA consultation principles.
- GDA will plan the location of construction compounds and the boundaries of DIT construction sites to enable the expeditious delivery of the primary school.



- The GDA will assist 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 Gardaí and others as issues determine.
- The GDA shall regularly monitor noise levels during construction and establish and communicate with the adjoining communities a point of contact for complaints regarding noise. Internal project management structures shall be in place to ensure the construction noise is managed and limited to acceptable and appropriate levels.



## 8.2.2 Design Procurement Strategy

As outlined in the GDA's Strategic Plan 2011, and by utilising the framework detailed in the Planning Scheme, the GDA will ensure that a consistent and coherent approach is taken to the overall design of the site and its facilities, while introducing a level of vibrancy and variety that will be needed for a world class urban quarter. Further to this, the masterplan design team have been retained to design the public realm and site infrastructure and to give oversight on the proposed designs of the various buildings and quads to ensure that the project vision and design guidelines are being adhered to. This will help ensure coherence and consistency. The GDA will also procure different design teams to work on the various building packages to give diversity and visual life to the built environment.

## 8.2.3 Construction Methodology Strategy

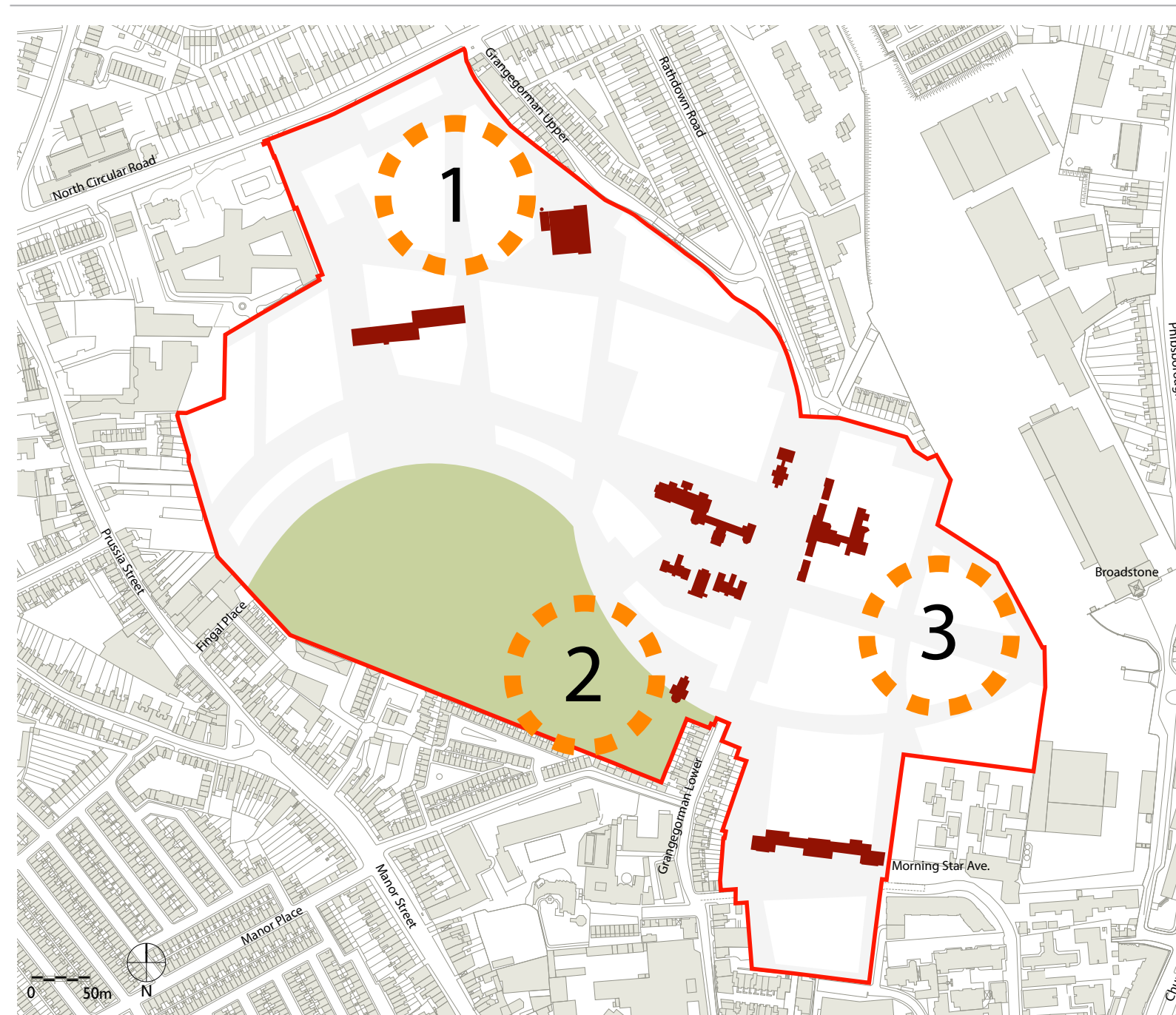
### 8.2.3.1 Construction Management Generally

It is expected a number of contractors will be working on site concurrently. GDA, either directly or through its agents, will pro-actively manage and co-ordinate all contractors on site by holding regular co-ordination meetings and constantly inspecting the site.

The site will be maintained in a neat and tidy condition and guarded by security to prevent unauthorised access. Traffic management will be a priority in the interests of safety. All contractors will be required to maintain the adjoining road network in a safe and clean state particularly during the early stages of construction. This will include sweeping and cleaning road surfaces during activities such as excavation of soil and concrete deliveries to ensure they are kept free of dust, debris and loose material. GDA recognise the sensitivities of working within an existing community and in this regard will ensure the existing environment is actively maintained by minimising pollution in the form of noise, air and litter.

### 8.2.3.2 Compounds

A number of locations around the site have been earmarked for contractor compounds. The compounds will provide secure and safe refuge space for contractor facilities and equipment. Compounds will be strategically selected for proximity to key construction sites they will serve whilst also being readily accessible from the primary entrances to the site and also in locations where there will be minimal effect on residential amenities.



**Figure 8.2: Anticipated location of construction compounds**

The primary compound to serve development of the West side of the site is located to the North of the site. This compound will be accessed from the main North Circular Road entrance. Additional compound spaces will be provided to the South along the periphery of the parklands and to the East side of the site in the location of the future mixed-use development. These areas may be used as material staging areas, temporary car parking for

construction workers, site offices and huts, storage of plant and equipment, etc. The compound to the South shall be located to minimise interference with the playing fields and to ensure these fields remain usable during the construction period. Please refer to Figure 8.2 which illustrates the anticipated locations of construction compounds.



## 8.2.3.3 Construction Traffic

It is proposed to use the new entrance off North Circular Road, which will be constructed as part of the HSE replacement accommodation, as the main construction vehicle access during site excavation and deliveries of materials, concrete, etc. Lorries and trucks will traverse the site along the access routes to be provided as part of the initial infrastructure.

Other opportunities for access may arise via Broadstone or Prussia Street which would be utilised as appropriate.

Light goods vehicles and cars will access the temporary car parks and compounds using the local road network, which will primarily include Grangegorman Lower/Grangegorman Upper or North Circular Road or Morning Star Avenue.

A project traffic management plan (revised and updated for each phase) for all stages of construction traffic will be prepared in accordance with the requirements of Dublin City Council before demolition, excavation and construction commences. The plan will detail access arrangements for labour, plant and materials and shall indicate the locations of plant and machine compounds.

## 8.2.3.4 Health & Safety

Health and Safety will be a key priority during development. In this regard, GDA have appointed a Project Supervisor Design Process (PSDP) to manage the health and safety aspects of the development concerned with design to date. However, additional PSDPs may be appointed for individual projects as they arise.

A Project Supervisor Construction Stage (PSCS) will be appointed prior to construction commencing on site. The strategy for appointing a PSCS has yet to be finalised and this will be contingent on the quantum of development being undertaken. However, one possible strategy would be the appointment of an independent PSCS who would retain overall responsibility and co-ordination for safety during construction. In addition, it is anticipated that at any one time, only one contractor will be appointed with overall responsibility for traffic co-ordination on site during construction works.



## 8.2.3.4 Environmental Issues

GDA take a proactive approach to issues concerning environment and sustainability. Environmental impacts during construction will be mitigated or reduced where possible.

In this regard, each contractor will be required to produce a construction management plan for GDA approval prior to commencing any works on site.

This plan will deal with issues such as noise and dust mitigation measures, hours of operation, traffic management, waste management, environmental management (including debris from construction traffic, noise, dust, air quality and the like), demolition, protection of trees, works to protected structures, etc.