To the Lord Mayor and

Members of the Dublin City Council

Report No. 245/2011 of the

Assistant City Manager

Dublin City Council

Comhairle Cathrach Bhaile Átha Cliath

Submission under Section 37E(4) of the Planning and Development Acts 2000 to 2010 in relation to the proposed development of a new children's hospital at Eccles Street, Dublin 7 on a development site known as the Mater Misericordiae University Hospital campus.

Requirements of the Planning Authority

The application for the New Children's Hospital (known as the Children's Hospital of Ireland) was lodged as a direct application to An Bord Pleanala on Tuesday 19th July 2011, in respect of a strategic infrastructure development, in accordance with the Planning and Development Acts 2000-2010.

Dublin City Council, as the planning authority for the area in which the development would be situated, is required to make a written report to An Bord Pleanala setting out the views of the authority on the effects of the proposed development on the effects of the proposed development on the environment and the proper planing and sustainable development of the area, having regard to the matters specified in Section 34(2) of the Planning and Development Acts 2000-2010.

Summary Description of Proposal

The applicant for the proposed development is the National Paediatric Hospital Development Board, on behalf of the Health Service Executive.

According to the information provided by the applicant, the entire (Mater Misericordiae University Hospital campus) site is approximately 7.2 hectares and is bounded:

- to the south by Eccles Street,
- to the east by the Mater Private Hospital and by the rear of properties on Leo Street,
- to the north by the North Circular Road, and
- to the west by Berkeley Road.

The site contains protected structures, namely Nos. 30 to 38 Eccles Street and the original Mater Misericordiae Hospital building.

Approximately 2.04 hectares within the hospital campus has been transferred to the Health Service Executive for use of the proposed national paediatric hospital, which will also retain a space for future potential proposals for a new maternity hospital.

According to the information provided by the applicant, the subject development may be summarised as follows:

- The construction of a new 392-bed in-patient, plus 53-bed day care, national paediatric hospital at Eccles Street, Dublin 7, to be known as the Children's Hospital of Ireland (CHoI).

- The new hospital will comprise 88,797 square metres above ground level. The gross floor area of the building will be 108,356 square metres, with 35,590 square metres provided for underground parking.

- The building height above ground level (at Eccles Street) will vary from four storeys in the building block fronting onto Eccles Street to sixteen storeys (15 storeys plus a level of plant rooms).

- The building height will be 94.49 metres (OD) or approximately 73.89 metres at its highest point above street level at the entrance forecourt on Eccles Street.

- Provision of external terraces at the eastern and western ends of the proposed development at levels 10 to 14. Roof gardens at levels 6, 7, 8, 9, 10 and 15 variously facing north, south, east and west.

- Public realm works along part of Eccles Street.

- Associated road works on Eccles Street and the North Circular Road to facilitate new vehicular access arrangements into the new hospital.

- The development will include a new four storey covered, landscaped pedestrian forecourt to the new hospital onto Eccles Street.

- The development will also include works to facilitate the development of the permitted metro station entrance structure onto Eccles Street.

- The development will provide 972 car parking spaces and 243 bicycle spaces over four basement levels, with access via the permitted Adult Hospital car park ramp on Eccles Street. A secondary vehicular access and service yard access to the hospital delivery area will be provided from North Circular Road.

- The development will include revisions to already approved development per Plan No. 4929/03, as modified by Plan No. 2563/05, Plan No. 5449/07 (and An Bord Pleanala Ref: PL29N.226878), Plan Nos. 2080/08 and 3655/10, all relating to the Mater Adult Hospital.

- The demolition of 11,031 square metres of existing hospital buildings over one to three levels.

- Proposed works to protected structures including demolition of buildings abutting the eastern elevation of the original Mater building (protected structure), reconstruction of original window openings, restoration of part of original façade, removal of ducting, ventilation and building services, the provision of a new link bridge between proposed new children's hospital and eastern façade of Mater building, demolition of walls, added structures, removal of services, alterations and other works to Nos. 30 to 38 Eccles Street (protected structures).

- Provision of a new landscaped area between the proposed new Children's Hospital and the original Mater Hospital to link Eccles Street to the North Circular Road including alterations to ground levels.

- Demolition of a section of the boundary wall onto North Circular Road to facilitate the proposed new secondary car park entrance (with signage) and construction of railing to match sliding gate of Mater Adult Hospital.

- Associated construction works, site development works and services works.

A seven year planning permission is requested by the applicant.

Details of the proposed development have been provided on the following website: http://www.newchildrenshospitalplanningapplication.ie

ASSESSMENT OF THE PROPOSED DEVELOPMENT

1.0 DEVELOPMENT PLAN PROVISIONS

1.1 Core Strategy Strand 2

3.2.2.2 Revitalising the City's Economy
This priority seeks to stimulate the long term economic renewal of the City, consolidating and strengthening the role of Dublin as the main economic engine in the state and putting Dublin at the heart of the region. Through the Framework for a Sustainable Dublin (FSD), it seeks to develop sustainable employment in the areas of innovation, digital industries, science, academic research, medical research centres, leading edge green / clean technologies, in addition to the financial, legal and insurance services sector.

This priority promotes three new innovation corridors radiating from the city centre –

- Northwards to Dublin Airport, including clusters, knowledge, research and growth centres such as Grangegorman, the Mater, DCU and Ballymun / Finglas
- Southwards from Trinity College to UCD, primarily as a knowledge and innovation corridor including RTE as the national media centre and St. Vincent's Hospital
- Westwards from Heuston, including the Digital Hub, St. James Hospital, Park West, Cherry Orchard, the Naas Road developing area and extending into the wider metropolitan are to incorporate new urban centres such as Adamstown

These three corridors form part of a proposed innovation network to level growth across the city region, levering on and support government policy to foster innovation and a smart economy.

1.2 Development Plan Policy & Objectives

Policy RE17
It is the policy of Dublin City Council:
To promote and facilitate economic development and clustering taking place along the Southern, Metro North and Naas Road / Rail Innovation Corridors within the Dublin City Region and to promote the city centre being the economic engine for the region.

Policy RE19
It is the policy of Dublin City Council:
(i) To encourage the regeneration of the city centre zoned area through the promotion and facilitation of innovation clusters and the intensification of existing clusters such as the Mater Hospital, James' Hospital and the Digital Hub
(ii) To recognise the strategic role of the hospital complexes in the city including the Children's Hospital of Ireland, having regard to their national medical function, their role as a major employer in the city, as a generator of significant economic benefits for the economy of Dublin's inner city, and a promoter of the knowledge economy through research and education links with third level colleges in the city.

Policy RE20
It is the policy of Dublin City Council:
To develop and implement specific land use and other planning policies so as to facilitate the retention and growth of existing and emerging clusters.

Section 16.1 The Public Realm. Urban Form and Architecture

The guiding principles for the public realm, urban form and architecture provided in Chapter 16 of the Development Plan are described in detail under the following headings:

- Design of Public Spaces
- Connections
- Making Successful Streets
- Proportions and Enclosure
- Mix of Uses and Activities
- Movement and Vehicles
- Materials and Detailed Design
- Urban Form and Architecture
- Architectural Design

Section 16.1.10 Issues for Building Design Assessment Criteria

Section 16.1.10 sets out issues which should be considered in the design of buildings and the criteria for assessing designs:

Clarity

Clarity of meaning, intent and purpose; Clarity of articulation, form and scale; Clarity of material and detail.

Generosity

Generosity in consideration of routine elements and delivery of functional requirements; Generosity through discovery of opportunities for enhanced enjoyment and use; Generosity in creation of distinctive and memorable places.

Order

Order of scale responsive to the individual, the communal and the transcendent; Order of composition of plan, section, elevation and components; Order of articulation and sequence.

Fit

Fit response to context, that is positive, enriching, well-mannered and considered; Fit expression of times; Fit for life-cycle and intended use.

Craft

Craft applied to design; Craft applied to detailing; Craft applied to construction.

Section 16.1.11 Sustainable Urban Form

The orientation of streets, blocks and the heights of their enclosures should be adequately considered in order to aid passive solar design. Designers must demonstrate how this has been considered.

Building heights should be designed to minimise overshadowing of adjacent properties and public spaces, for example, by avoiding taller buildings on the soutn side of an east-west street.

To minimise the waste of embodied energy in existing structures, the re-use of existing buildings should always be considered as a first option in preference to demolition and newbuild. New public spaces should incorporate proposals for Sustainable Urban Drainage (SUDS) in their design.

Section 16.4 Principles for Building Height in a Sustainable City and Section 16.4.2 Key Development Principles for Each Area

16.4.1 General Principles

The general principles provided include the following (to be read in conjunction with the standards for building heights and development principles set out elsewhere in the development plan):

- All proposals for high buildings must form part of a sustainable, mixed-use urban district at appropriate density, well served by high quality public transport, with a strong sense of place, a coherent urban structure, and with sufficient neighbourhood facilities for both the existing and new communities, including people friendly civic spaces.
- All high buildings must be of the highest architectural quality and should aim to have a slenderness ratio of 3:1 or more and have regard to the existing urban form, scale and character, and the built heritage of the area.
- Each Plan shall have regard to the overall city form and structure, in order to prevent visual clutter or negative disruption of the skyline.
- High buildings should be associated with significant open space, to promote appropriate setting, day lighting and amenity.

Phibsborough (see Phibsborough / Mountoy Local Area Plan):

- To ensure that height and massing do not impact negatively on protected structures and the social and historic heritage of the area.
- To ensure that high buildings create a visually and architecturally coherent and attractive contribution to the skyline, in terms of slenderness ratio and height.
- To protect and frame important views and vistas, and to ensure proposals for high buildings will have no negative local or city-wide impacts.

17.6.3 Assessment Criteria for High Buildings

All proposals for mid-rise and high buildings must have regard to the assessment criteria for high buildings as follows:

Urban Form and Spatial Criteria

- Exhibit exceptional architectural character and quality, creating a building which is of slender proportions, elegant, contemporary, stylish and in terms of form and profile, makes a positive contribution to the city skyline, city structure and topography.
- Create a positive relationship with the immediate surroundings, both existing and proposed buildings and prominent features in the vicinity, as well as streets and existing open spaces.
- Successfully incorporate the building into the existing urban grain: proposals to be accompanied by a design statement.
- Create positive urban design solutions including new public spaces.
- Protect important views, landmarks, prospects, roofscapes and vistas.
- Protect the built and natural heritage of the city.
- Ensure that the site is of an appropriate size and context to allow for a well-designed setting of lower buildings and/or landscaped open space.
- Include an outstanding ground floor and entrance design.
- Ensure that the entrance is proportionate to the scale of the entire building and relates directly to the site's principal street frontages and allow easy access for all users.
- Use materials of the highest quality in the design of the building façade.

- Consider signage, branding and lighting at the outset as part of the overall design approach and submit details at the application stage, including an assessment of potential impacts of light pollution on the immediate and wider context.
- Consider the impact on the scale and quality of existing streetscapes, spaces and buildings.
- Consider the impact on protected structures, conservation areas, and the architectural character and setting of existing buildings, streets, and spaces of artistic, civic and historic importance, in particular, the building's relationship with the historic city centre, the river Liffey and quays, Trinity College, Dublin Castle, the historic squares and precincts, the Phoenix Park, the Royal Hospital, Kilmainham and the canals.

Environmental / Sustainable Criteria (see also 16.2 and 17.1.4 Development Plan)
Illustrate exemplary standards of environmental sustainable design and building solutions with regard to the following:

- Building Energy Conservation
- Opportunities for renewable energy generation
- CCHP Systems (combined cooling, heating and power)
- Waste Management and Recycling Strategy
- Dublin City Council's Climate Change Strategy

Give special consideration to a micro-climatic assessment including shadow impacts and down draft effect. Proposals must be accompanied by the following:

- Shadow Impact Assessment
- Wind Impact Analysis
- Assessment of Building Ventilation
- Demonstrate flexibility of layout and construction to accommodate possible future changes in the building use.

Social Criteria

- Minimise overshadowing and overlooking of surrounding properties and adverse impacts on established or emerging residential communities.
- The development contributes to the social/community gain of the area.
- Be part of a mixed-use scheme which contributes to the vibrancy of the area throughout the day.
- Contribution to the animation of the street at ground floor level.

Economic Criteria

- Represent a strategic intervention in terms of significant regeneration and/or a significant economic contributor.

Transport and Movement Criteria

- Maximise access and permeability to public transport connections.
- Form part of an integrated movement strategy to reduce the reliance on the use of
- private cars and to promote increased use of low energy sustainable forms of transport, such as public transport, cycling and walking. A Travel Plan may be required in this regard (see section 5.1 and Appendix 5).
- Link public open spaces with high quality pedestrian and cyclist routes.

Cultural Criteria (see also Chapter 7, Policy FC25)

- Include provision for cultural facilities / cultural venues at a suitably prominent and
- accessible location in all proposals for high buildings which form part of a larger scheme. Provide for high quality public art as an element of all proposals to create visual interest and a sense of place in the public realm.

17.2.3 Public Open Space – All Development

The requirement for Z15 lands will be 25% accessible public open space and/or provision of community facilities.

Conservation Policies & Objectives

The site of the proposed development is located within the curtilage of a number of protected structures primarily on Eccles Street. The location of all such protected structures is noted on the drawing below along with the zoning of residential conservation areas and the designation of conservation area to Berkley Road/Mountjoy Street. Additional protection to the adjoining sites is afforded by Architectural Conservation areas status and further recommendations to the Record of Protected Structures. (Proposed protected structures in solid red and proposed architectural conservation areas in hatched red, existing conservation area and architectural conservation areas hatched in black, existing protected structures in solid black and residential conservation areas in yellow).

A schedule of the Protected Structures immediate to the site is included in the Appendix to Chapter 14 of the EIS Cultural Heritage section; there are approximately 100+ immediate to the site.

The principal structures to the site for the purposes of architectural heritage include:

- The original Mater Misericordiae stone building (protected structure),
- 30-38 Eccles Street (protected structures),
- 39-81 Eccles Street (protected structures),
- St. Joseph's Church, Berkeley Road. (protected structure),
- Rosary House (permission previously granted for demolished),
- Former Radiology Building (to be demolished).

Streetscapes, significant buildings and protected structures within the immediate vicinity of the Mater Hospital Complex include:

- Eccles Street and adjacent streets including St. George's Church and Hardwicke Place;
- Nelson Street, St. Joseph's Parade, St. Joseph's Place, Blessington Place;
- St. Joseph's Church (Berkeley Road, Berkeley Street);
- Blessington Street and Blessington Basin, Goldsmith Street, St. Vincent Street, Sarsfield Street, O'Connell Avenue, Geraldine Street;
- Leo Street and adjacent streets including St. Joseph Street, Synnott Place, Synnott Row, De Valera Place, Josephine Avenue, Leo Avenue, Eccles Place;
- Dorset Street;
- North Circular Road and environs.

Historic urban landscape including:

- O'Connell Street;
- Mountjoy Square;
- Botanic Gardens;
- Phibsborough Road and Royal Canal;
- Mountjoy Street, The Black Church and Western Way;
- North Great George's Street;
- Clontarf Road; Drumcondra Road;
- Henrietta Street.

Policies and objectives in the Development Plan of relevance to Architectural Heritage include the following:

SC2
"To develop the city's character by cherishing and enhancing Dublin's renowned streets, civic spaces and squares; to create further new streets as part of the public realm when the opportunities arise; to protect the grain, scale and vitality of city streets; to revitalise the north Georgian squares and their environs; and to upgrade Dame Street/College Green as part of the Grand Civic Spine."

SC17
"To protect and enhance the intrinsic quality of Dublin as a predominantly low-rise city, and to provide for taller buildings in the designated limited locations."

SC18
"To protect and enhance the skyline of the inner city, and to ensure that all proposals for mid-rise and taller buildings make a positive contribution to the urban character of the city, having regard to the criteria and site principles set out in the

Chapter 17: Development Standards provides that, in particular "all new proposals must demonstrate sensitivity to the historic city centre, the river Liffey and Quays, Trinity College,

The cathedrals, Dublin Castle, the historic squares and the city canals, and to established residential areas, open recreation areas and civic spaces of local and citywide importance."

7.2.4 The Strategic Approach

In accordance with the core strategy, Dublin City Council will take the following approach to protecting and enhancing the city's built heritage (including the following):

- "Emphasising the regeneration of the north Georgian core to its former cultural and historic importance so as to leverage economic and social benefits for the entire city,
- Developing a research agenda for architectural heritage in the city, which will guide the assessment of aspects of the city's built heritage focusing on materials, typologies, climate change, and the interface between contemporary design and the historic setting,
- Investigating the potential for Dublin to be designated as a World Heritage Site".

The relevant Development Plan policies are:

FC26
"To protect and conserve the city's cultural and built heritage; sustaining its unique significance, fabric and character to ensure its survival for future generations"
FC57
"To support the designation of Dublin as a World Heritage Site."

The DoEHLG document proposing Dublin's inclusion on the Tentative World Heritage List seems to refer to the area contained by the canals. The Development Plan identifies large parts of that area as the Georgian Core: the subject site lies outside of that core area, but within the canals. In this context, the World Heritage Site concept of a 'Buffer Zone' is relevant."

FC27
"To seek the preservation of the built heritage of the city that makes a positive contribution to the character, appearance and quality of local streetscapes and the sustainable development of the city."

FC28
"To continue to protect our built heritage and development proposals affecting the built heritage will be assessed in accordance with the DoEHLG document "Architectural Heritage Protection Guidelines for Planning Authorities, 2004"

FC29
"To co-operate and facilitate partnerships with relevant agencies for the continued development of integrated policies in order to reinforce the character, cultural significance and tourism potential of the historic areas in the city"

Protected Structures and the Built Heritage

FC30
"To include those structures considered to be of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest in the Record of Protected Structures. To protect these structures, their curtilage and the setting from any works that would cause loss or damage to their special character."

FC31
"To maintain and enhance the potential of protected structures and other buildings of architectural/historic merit to contribute to the cultural character and identity of the place, including identifying appropriate viable contemporary uses."

Conservation Areas:

The special value of Conservation Areas lies in the architectural design and scale of these areas and is of sufficient importance to require special care in dealing with development proposals and works by the private and public sector alike. Dublin City Council will thus seek to ensure that development proposals within all conservation areas complement the character of the area, including the setting of protected structures, and comply with development standards. The mechanisms used to designate areas of particular conservation value are:

- Land use zonings: Residential Conservation Areas (Zoning Objective "Z2") and Architectural and Civic Design Character Areas (Zoning Objective "Z8") and the red-hatched area shown on the zoning objective maps (see above).
- Architectural Conservation Areas: which are intended to preserve the special character of streetscapes that are of architectural, historical, archaeological, artistic, cultural, scientific, technical or social interest.

17.10.1 Works to Protected Structures

In determining applications which relate to protected structures or their setting the authority will take into account:

- The importance of the building, its intrinsic special architectural and/or historic interest and rarity.
- Particular physical features of the building, external and internal.
- The extent and impact of interventions and alterations proposed and that which have already taken place, excluding any unauthorised development.
- Setting and contribution to streetscape.
- Extent to which the proposed works would bring substantial benefits to the community.
- In the case of change of usage regard will be had to the compatibility of such use in terms of its impact on the protected structure.

17.10.2 Development within the Curtilage of a Protected Structure

In considering applications for development within the curtilage of a protected structure, the Planning Authority shall have regard to the following:

- The protected status of the structure and the need to protect its special character.
- The various elements of the structure, which give the protected structure its special character and how these would be impacted on by the proposed development.
- Proximity of any new development to the main protected structure and any other buildings of heritage value.
- The design of the new development, which should relate to and complement the special character of the protected structure.

An insistence on quality will be a foremost consideration when assessing proposals for development within the curtilage of protected structures, with particular emphasis on siting, building lines, proportions, scale, massing, height, roof treatment and materials.

This does not preclude innovative contemporary buildings which can contribute to the richness of the historical context. Materials shall be appropriate to the locality and sympathetic to the existing buildings.

Development proposals should include an appraisal of the wider context of the site or structure. This appraisal should examine the visual impact and design of the proposal and should address issues including the grain of historic settings, sensitivity to scale and context, views and the design of innovative quality architecture which would complement the setting of the protected structure. The Planning Authority will seek to retain the traditional proportionate relationship in scale between buildings, their returns, gardens and mews structures, and shall also seek to retain gardens and mature trees (those in good condition) which contribute to the character of a protected structure, as soft landscape.

17.10.8.1 Development in Conservation Areas

The part of the subject site which includes the south and west blocks of the old Mater Hospital is located within a Conservation Area. In this regard the Development Plan provides that all new buildings should complement and enhance the character and setting of conservation areas. In considering proposals for development in conservation areas, it is policy to have particular regard to:

- The effect of the proposed development on buildings and the surrounding environment, both natural and man-made.
- The impact of development on the immediate streetscape in terms of compatibility of design, scale, height, plot width, roof treatment, materials, landscaping, mix and intensity of use proposed.
- Development within conservation areas should be so designed so as not to constitute a visually obtrusive or dominant form of development. New alterations and extensions should complement existing buildings/structures in terms of design, external finishes, colour, texture, windows/doors/roof/chimney/design and other details.

1.3 Development Plan Zoning

The subject site is zoned Zoning Objective Z15 "To provide for institutional, educational, recreational, community, green infrastructure, and health uses", in the Dublin City Development Plan 2011-2017.

Areas zoned objective Z15 are "areas which are zoned for educational, recreational community and health uses which are unlikely to change in the future. The present uses on the land generally include community related development including schools and colleges, residential healthcare institutions, e.g. hospitals, prisons."

The proposed development and its uses are permissible under the Z15 Zoning and the associated car parking serving the proposed development are 'open for consideration' under the Z15 Zoning.

In relation to the Z15 Zoning, the Development Plan provides as follows:

- These lands are an important resource for the city in the achievement of a compact sustainable city with a full range of community infrastructure such as schools, hospitals and open space, essential for the creation of vibrant neighbourhoods and a sustainable well-connected city.

- With any development proposal on these lands, consideration should be given to their potential to contribute to the development of a strategic green network (see Chapter 6 of the Development Plan). In addition, development at the perimeter of the site adjacent to existing residential development shall have regard to the prevailing height of existing residential development and to standards in section 17.9 in relation to aspect, natural lighting, sunlight, layout and private open space, and in section 15.9 in relation to the avoidance of abrupt transitions of scale between zonings.

- The 25% public open space shall not be split up and shall be comprised of soft landscape suitable for relaxation and children's play (see above).

2.0 LOCAL AREA PLAN PROVISIONS: PHIBSBOROUGH / MOUNTJOY LOCAL AREA PLAN

The Phibsborough / Mountjoy Local Area Plan was made by Dublin City Council on the 6th October 2006.

Policies and objectives of the Phibsborough / Mountjoy LAP relevant to the proposed development include the following:

Key Mixed Use Objectives [Obj MU]
The LAP seeks to promote mixed-use development in accordance with the following (refer to No. 5):

- Support the development of the Mater Hospital as the National Paediatric Hospital and to exploit complementary spin-off medical and related uses throughout the LAP area as a major source of local employment.

Key Economic Development Objectives [Obj ECO]
The LAP seeks to promote economic development and employment creation according to the following objectives (refer to No. 3);

- Promote the delivery of the planned National Paediatric Hospital as a major employment location in the Phibsborough / Mountjoy LAP area and to promote ancillary and associated employment opportunities in the Phibsborough / Mountjoy area.

Key Community Infrastructure Objectives [Obj CSI]
The LAP seeks to facilitate the enhancement of community and social infrastructure through the following (refer to No 2):

- Support the development of the Mater Hospital as the National Children's Hospital to provide world class paediatric and general hospital services with a local, national and international function.

Key Open Space, Recreation & Landscape Objectives [Obj OSL]
The LAP seeks to provide for the creation of quality landscape and open space through the following objectives (refer to No. 13):

- Provide for outdoor recreational facilities and play spaces on all Key Development Sites and throughout the plan area.

Key Urban Design Objectives [Obj UD]
The key urban design objectives of this LAP are as follows (refer to No. 1):

- Develop an attractive urban character which marries the provision of new contemporary architecture and urban spaces with the integration and reuse of historic structures.

Key Urban Structure Objectives [Obj US]
The LAP sets out a vision for consolidating the urban structure of the plan area by (refer to No. 2):

- Creating new routes – especially pedestrian and cyclist routes – which contribute to an ease of movement and connect existing spaces, circulation patterns and public transport.

Key Public Realm Objectives [Obj PR]
The LAP seeks to improve the quality of the public realm in the LAP area in accordance with the following (refer to No. 8):

- Require all new major developments to contribute to the enhancement of the public realm, directly or indirectly through financial contributions.

Key Urban Form Objectives [Obj UF]
The essential urban form objectives of the LAP are as follows (refer to Nos. 1 to 9 inclusive):

- Contribute to the urban structure and the network of routes and scapes that connect locally and more widely to the city.
- Contribute to the consolidation of the fine grain urban structure and the pattern of street blocks, open spaces and buildings in the area.
- Contribute to the quality of landscape and open space of the area, including form, ecology, planting, materials, art elements and boundaries and treatments.
- Contribute to the intensification and mix in terms of the amount of development on a given piece of land, the range of uses, density intensity of development and contribution to the vitality and viability of the area.
- Consider the scale and height of new buildings in relation to their surroundings, particularly the impact of development on particular landmarks or background buildings; or strategic views.
- Consider the three dimensional massing and shape of new development in relation to other buildings and spaces in the area.
- Consider the impact of scale and massing on local microclimate, including the effects of wind tunnelling, overshadowing and passive solar gain.
- Promote legibility in new development in terms of the articulation of street level and rooftop, the distinction of public and private areas, and primary circulation and entrances.
- Promote pedestrian permeability through the provision of legible pedestrian routes and linkages.

Key Density Objectives [Obj DY)
The LAP seeks to identify the plan area through the following key objectives (refer to No. 8):

- Ensure that new developments in the LAP area maximise the potential of the site and achieve the optimum levels of density compatible with their local context and the overall design principles of the LAP.

Key Building Height Objectives [Obj HT]
The LAP's key objectives in relation to building height are as follows (refer to Nos. 1, 3 and 5-8 inclusive):

- Provide for a range of building heights on key redevelopment sites and provide for architectural quality and visual interest.

- Provide a site specific site analysis and masterplan which demonstrate that the bulk and scale of development can be accommodated without causing undue impacts on existing or proposed proximate buildings.
- Ensure redevelopment sites adjoining established residential development provides building height and adequate setbacks to ensure the protection of established residential amenity.
- Ensure the height impact of new development does not have a detrimental effect on local microclimate, within or adjoining the development site, either by inhibiting sunlight penetration or causing wind tunnelling.
- Ensure that the height of new development responds to the receiving environment and make a positive contribution to the character of the area and a contribution to quality of life and regeneration of Phibsborough / Mountjoy generally.
- Ensure that the height and massing of proposed new development does not impact negatively on the sustainable conservation of protected structures

Key Landmark Objectives [Obj LK]
Tall landmark buildings may be appropriate in the Phibsborough / Mountjoy LAP area subject to the following key objectives (refer to Nos. 2 to 8 in LAP):

- Support the development of a cluster of taller buildings on the Mater Hospital site to assist the delivery of the national Children's Hospital.
- Ensure that proposed tall buildings create a visually and architecturally attractive contribution to the skyline, in terms of slenderness ratio (minimum 3:1) and height (maximum 50m).
- Require proposals for tall buildings to deliver a significant planning gain in terms of the key objectives of this LAP.
- Ensure that proposals for tall buildings deliver a quantifiable contribution to urban quality, in terms of public realm, built form, architectural treatment and the quality and details of materials proposed.
- Require an architectural design to be exemplary and reflect the building's function and location; massing and scale should be assessed to avoid monolithic buildings which overpower their surroundings.
- Ensure proposals are sensitive to local context and protect established residential amenity, historic buildings and open spaces.
- Protect important views and vistas within the LAP area and ensure proposals for tall buildings will have no negative local or city wide visual impacts, overshadowing and microclimate impacts.

Key Architectural Design Objectives [Obj AD]
The following key design objectives will apply within the LAP area (refer to Nos. 3, 4 and 7 respectively):

- Demonstrate the achievement of energy efficiencies, sustainable layout, design and density, waste management, sustainable travel and positive microclimate benefits.
- Promote building designs that are sympathetic to and enhance the established built heritage (particularly in close proximity to Protected Structures) and street patterns.
- Promote new design within the LAP area which is clearly modern and embrace recent construction methods. Use of innovative building forms and lightweight materials are encouraged.

Key Sustainability Objectives [Obj SUS]
The LAP seeks to reduce energy consumption and the total energy of the neighbourhood in accordance with the following (refer to No. 1):

- Require the use of all best practice ecological standards in the design of new buildings to include innovations and technological advances in environmentally sustainable design.

Key Heritage and Conservation Objectives [Obj AHC]
The Local Area Plan seeks to conserve and protect the architectural heritage of the Phibsborough / Mountjoy area through the following objectives (refer to No. 10):

- Ensure the historic context and setting is fully considered in the assessment of all new development proposals.

Key Public Transport Objectives [Obj PT]
The LAP seeks to improve public transport through the following objectives (refer to No. 1):

- Support the development of Metro North with underground stations at the Mater Hospital and Drumcondra.

Local Site Framework Strategies

Key Development Sites

The successful development of the major sites in the plan area is critical to the delivery of the overall regeneration of the Phibsborough / Mountjoy area. These landbanks - Mountjoy Prison, Phibsborough Shopping Centre, Dalymount Park, the Mater Hospital, Cross Guns Bridge and the Smurfit Printworks - are a major resource, not just for Phibsborough, but for the city generally.

Each of the key sites can play a fundamental role in delivering the overall vision. To do this, each will be expected to deliver some, if not all, of the following key - or non negotiable - planning gains:

- extend the range and choice of local housing;
- provide for integration of dispersed communities;
- provide enhanced services, amenities and employment infrastructure;
- provide an element of essential community and social infrastructure;
- contribute to the quality of public space;
- facilitate convenient pedestrian and cycle routes;
- deliver a high standard of built form and architectural design.

Key Masterplan Objectives

The details of the proposed development, including the drawings, reports, Environmental Impact Statement (EIS) and other information provided as part of this application for the proposed New Children's Hospital of Ireland, meet the requirements of the key masterplan objectives relating to development details for key sites as provided at 08/01 Key Development Sites on page 73 of the Phibsborough / Mountjoy Local Area Plan.

Key Development Sites: The Mater Hospital

The Phibsborough / Mountjoy Local Area Plan (06.02 Key Development Sites: The Mater Hospital) provides as follows:

Following the Government decision to locate the new National Paediatric Hospital at the Mater Hospital, the site will be the subject of major redevelopment which will consolidate it as a medical facility of national and international significance.

The National Paediatric Hospital Development Board has been established to oversee the development of the new medical facility. The development brief and quantum of floorspace proposed has not been finalised to date. However, Dublin City Council recognise that this facility will require the development potential of the site to be maximised if it is to deliver a world class medical facility, serviced by an underground metro station.

The LAP seeks to capitalise upon the economic, social and cityscape opportunities which will result from the proposed expansion of the hospital and to ensure that these are fully accommodated and integrated within the regeneration of the area. The LAP sets out indicative proposals for the design and spatial organisation of proposed Mater Hospital development to ensure permeability and accessibility in a manner which maximises the advantages which will be delivered by Metro North.

The LAP vision for the Mater Hospital site is to develop a permeable campus environment which integrates within the emerging wider urban structure. The LAP is cognisant that the redeveloped hospital site will require a significant quantum of floorspace and the plan is flexible with regard to the urban form and density of development including building height.

The plan however seeks a design solution of the highest quality; innovation, distinctiveness and originality will be encouraged in the building form, roof shape, materials and finishes, façade details and fenestration. Each building should be set within a cohesive design context taking into account the group of buildings with which it is associated.

The development should also be a model of best practice in environmental responsibility, having regard to the sustainability objectives of this plan and the recent amendment to the Dublin City Development Plan.

To encourage high quality design, a clear rationale for the design choices made must be demonstrated. The optimum form of development should emerge from a design-led masterplan approach focused on the particular character of the site and its surroundings, and the functional and operational requirements of a 21st century world class hospital.

The development of the Mater Hospital Campus will involve the reconstruction of key parts of the Hospital and the construction of the new National Paediatric Hospital on the site delivering a medical facility of national and international importance.

New development on the site will be predominantly medical, with related uses in accordance with the Objective Z15 zoning of the site. This will include, inter alia, a new accident and emergency department which will be double the size of the existing; a new, significantly larger outpatients department; twelve new operating theatres; a new specialist care, intensive care and high dependency care departments; and a new radiology department. Where possible, active ground floor uses should be provided and individual building entrances orientated to enhance the public realm, create a vibrant and attractive urban environment and improve safety and security.

It is considered appropriate that a medical campus of the scale proposed should also include ancillary retail, services and commercial units and these uses will be supported by the planning authority particularly at ground floor level adjacent to the main public arteries.

The provision of a Metro North stop serving the hospital and surrounds in accordance with Transport 21 is also a key objective of the LAP. This will contribute significantly to the Mater Hospital's suitability as a major medical, employment and economic destination in the LAP area.

The LAP vision for the integration of the Mater Hospital into the area is centred on reinstating and enhancing the existing courtyard structure and introducing permeability through the site in a series of connected spaces. The Mater Hospital site should be developed as a fine grain campus within the wider urban structure of the neighbourhood, similar to Trinity College. The plan proposes that buildings on the North Circular Road be demolished to create a continuous landscaped area, while also resolving issues of privacy, daylight and ventilation for the new hospital buildings. The City Council acknowledges that delivery of the plaza in its entirety as shown on the indicative site framework plans may not be feasible in the short-medium term given the location of the Mater Orchard Convent building which is presently the permanent residence of the Sisters of Mercy.

The LAP proposes a new north - south route through the hospital campus. This route will allow permeability through the site and prevent this major institution becoming a barrier to movement in the area. The route proposed should provide ease of orientation, access and pedestrian flow through the hospital. It is an objective of the LAP to promote the reopening of the internal courtyard as part of the proposed remodelling and conservation of the original Mater building, providing a route linking Eccles Street to North Circular Road. A new public space will be promoted creating facing the North Circular Road, reinstating the symmetry of the original hospital facade.

The proposed location of a new underground metro station adjacent to the Mater Hospital will add further positive dimension to the redevelopment of the hospital and the overall objectives of the LAP for permeability and accessibility. Dublin City Council will seek the provision of an entrance to this proposed underground Metro station on Eccles Street in order to allow for increased accessibility for the area as a whole, further integrating the hospital into the existing urban structure.

Redevelopment should also prioritise appropriate departmental adjacencies and clear signage in order to provide clear way finding through the hospital, clearly demarcating public and private areas and providing ease of orientation in the campus.

Dublin City Council recognise that the requirement to deliver a world class medical facility on the site will result in a significant intensification of use and density, with considerable height increases.

The LAP does not impose a maximum plot ratio or quantum of development on the Mater site, insofar as these are compatible with the overall height objectives of this LAP. However, the optimum form of the development will take due regard to the established historic character of the adjoining buildings and the plan will be considered in the context of existing and proposed open spaces together with the effect of development proposals on the local microclimate, views and the skyline of the city.

Every effort must be made to ensure that increases in height will not have any negative overshadowing effects on adjoining properties or impact negatively on the settings of the protected structures both on the site and its periphery.

The form of the hospital buildings and the spaces between them shall be required to create an environment which is pleasant to use; easy to read.and move around; and contributes to the overall quality of the urban experience. A rich variety of architectural expression is encouraged, creating a vibrant and stimulating environment.

The design of the individual building blocks shall make clear distinctions between public fronts and private backs with particular regard to the routes created through the hospital

and buildings facing streets, squares and parks which shall be required to provide continuity of street frontage and where possible active ground floor uses.

The Mater Hospital – Key Site Objectives

The Phibsborough / Mountjoy LAP seeks to facilitate the optimum development of the Mater Hospital site in accordance with the following:

1. Provide an appropriate quantum of floorspace in order to facilitate the development the Mater Hospital as a world class medical institution and the delivery of a paediatric facility of national and international significance.

2. Require the preparation of a detailed site specific masterplan as a prerequisite to any planning application to address the future development of the site with regard to such issues building height, quantum of floorspace and accessibility in accordance with the objectives of the LAP.

3. Promote a design-led approach to density, building height and intensity of development.

4. Require the use of high quality and vibrant architectural design, materials and finishes.

5. Ensure that all buildings of significant height are of the highest architectural standard with landmark qualities in order for the site to function as a city wide destination.

6. Require the preparation of an assessment of citywide strategic views to accompany planning applications for buildings of significant height.

7. Develop a campus-style urban environment with a series of internal amenity spaces focused around the original historic hospital building.

8. Ensure the preservation of the amenity of adjoining residences, business and conservation buildings with regard to such issues as overshadowing light spillage and noise.

9. Provide for a clearly defined arrangement of open spaces which integrate into the emerging pedestrian route network for the area and provide north-south and east-west permeability through the site.

10. Contribute significantly to streetscape and public realm improvements along North Circular Road, Eccles Street and Berkeley Road.

11. To seek the removal of unsympathetic building clutter in the vicinity of the original Mater Hospital building and the development of a new public plaza to the North Circular Road.

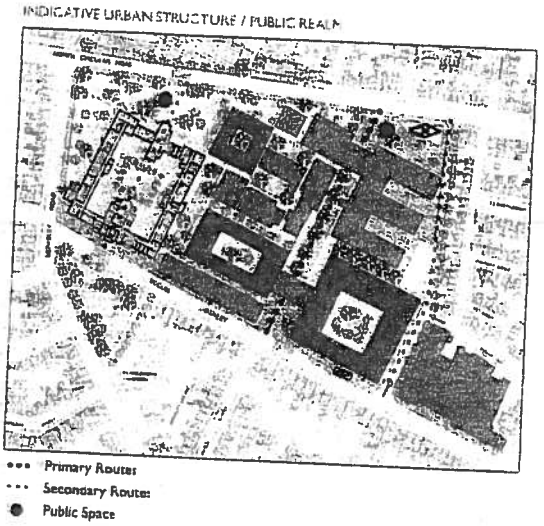
12. Reinstate the historic quadrangle of the original hospital building as an open and accessible landscaped space.

13. Require the use of model best practice ecologically sustainable construction and energy efficient building technologies.

14. Facilitate the development of a metro station, including a station entrance on Eccles Street, and to orientate and design buildings to maximise accessibility to metro.

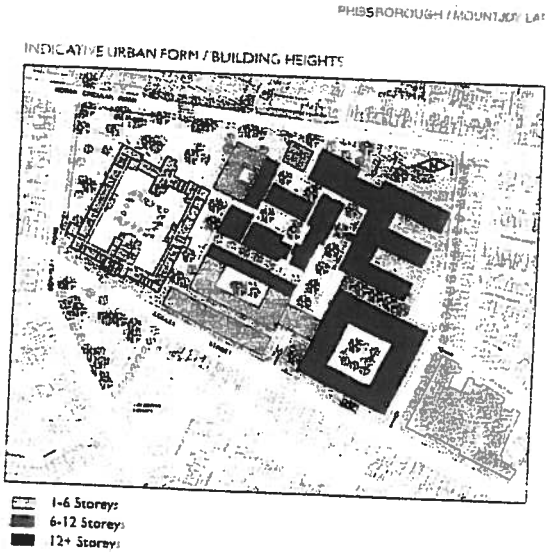
15. Require the preparation of a detailed mobility management plan.

Phibsborough / Mountjoy Local Area Plan: Key Development Site: The Mater Hospital
Indicative Urban Structure / Public Realm



The Phibsborough Mountjoy LAP also includes an objective for the provision of a cycle / pedestrian facility (north-south) and diagonal cycle lane on Mater site (refer to Illustration: LAP area, Public Transport Proposals, 05:24 LAP Development Strategy, p. 65).

Phibsborough / Mountjoy Local Area Plan: Key Development Site: The Mater Hospital
Indicative Urban Form / Building Heights



3.0 OTHER RELEVANT PLANS

3.1 National Development Plan 2007-2013

The National Development Plan (NDP) provides for the investment of €2.4 billion in acute hospital infrastructure and confirms that funding will be available to build a new independent national tertiary paediatric centre on a site to be made available by the Mater Hospital in Dublin.

3.2 National Spatial Strategy 2002-2020

The National Spatial Strategy (NSS) sets out the strategic planning framework for the future development of Ireland. It recognises that Dublin, as the capital city, plays a vital national role and that the performance of its economy is essential to the success and competitiveness of the national economy. In order to sustain this role as the engine of the economy, it advocates the physical consolidation of Dublin, supported by effective land-use and transportation policies, as an essential requirement for a competitive Dublin.

The NSS places particular emphasis on the physical consolidation of the metropolitan area, which incorporates the entire functional area of Dublin City Council. This necessitates the sustainable development of all vacant, derelict, and under-used lands with a focus on areas close to public transport corridors as well as areas of under-utilised physical and social infrastructure. There is also an emphasis in the NSS on supporting the city's capacity for employment and innovation and achieving intensification without compromising amenity or environmental quality.

3.3 Regional Planning Guidelines

The Regional Planning Guidelines for the Greater Dublin Area 2010-2022 (RPGs) translates the national strategy to regional level with an emphasis on Dublin as the driver of national development and the need to physically consolidate the growth of the Metropolitan Area, with clear direction for greater integration of land-use and transport planning. The RPGs settlement hierarchy seeks to prioritise and focus investment and growth to achieve integration in services, infrastructure, transport, economic activity and new housing.

4.0 PLANNING HISTORY

There is a considerable planning history on the overall Mater Hospital lands. The most relevant planning permissions in relation to the subject application are:

Plan No. 4929/03: the development of the Mater Public and Children's Hospitals at Eccles Street and North Circular Road, comprising the upgrading and extension of the existing Mater Misericordiae University Hospital in Dublin 7, including demolition and new build and also the relocation of the Children's University Hospital from Temple Street to the Mater Complex to be accommodated in a new building.
The extended and new build hospital facilities are generally located at the eastern side of the entire Mater complex on the site of the existing surface car park. The original Mater Hospital building and the buildings at 30-38 Eccles Street are protected structures and the proposed development is within the curtilage of these protected structures. The proposal involves the demolition of a number of buildings on the site including: The College of Nursing building on North Circular Road (constructed in 1954). The Child Guidance buildings on NCR, Rosary House (late 19th / early 20th Century building and extensions) at the rear of Nos. 30-38 Eccles Street, the existing entrance ramp on Eccles Street and the glass concourse building.

The proposed new buildings comprise a joint development of two new hospitals and a number of ancillary buildings and facilities, as follows:
New Mater public hospital (29.000 sq. m.) ranging from 3 to 5 storeys in height fronting onto North Circular Road. The new Mater Hospital will have 542 in-patient beds, 98 day surgery beds (and increase of 50), 16 theatres (an increase of 7). The new Public Hospital will have two entrances – one for outpatients on North Circular Road and one via a new concourse and courtyard off Eccles Street.

New Children's Hospital (30,000 sq. m.), which will provide for the relocation of the existing Children's hospital at Temple Street, with its entrance off a new concourse on Eccles Street. The new Children's Hospital will be 5 and 6 storeys high and will provide: 181 beds (an increase of 31), 20 day surgery beds, and 7 theatres (an increase of 3).
The new 9-storey (equivalent) Concourse Building off Eccles Street will provide the Eccles Street entrance to the Mater Public. It will front onto a new forecourt off Eccles Street. This Concourse structure incorporates a helipad on its roof and provides interlinkage and shared services between the two new hospitals.

Other principal new buildings / structures consist of: A new 4 storey over basement Ward building (6,085 sq. m.) for the Mater Hospital on the east side of the new Eccles Street forecourt, A new 4 storey Pathology & Technical Services building (4,982 sq. m.) fronting onto NCR (to the west of the proposed new Mater Public).
Basement car parking for 800 cars (with access from Eccles Street) on two levels. Approximately 450 spaces are intended for staff use, with 350 spaces for operational use – public and visitors, including 65 disabled type spaces. Extension (approx. 1,200 sq.m.) to the existing energy centre in the north east corner of the site and linking to the proposed adult hospital.

Ancillary developments / works incorporated in the application include: New entrance forecourt off Eccles Street; New security building incorporating gas plant enclosure in northeast corner of site (approx. 25 sq.m.); ESB substation extension (approx. 51 sq.m.); Internal alterations in phase 1A building to accommodate links to new buildings; Internally illuminated entrance signage at forecourt entrance and car park entrance on Eccles Street and externally illuminated signage at adults hospital entrance on North Circular Road; site development, landscaping and ancillary works.

Plan No. 2563/05: revisions to the already approved development per Plan No. 4929/03 and comprising: additional two floors ward accommodation (2,223 sq.m.) to provide new four storey over basement adult ward accommodation in the new Mater ward block building within the approved concourse fronting onto Eccles Street; new basement area (2,909 sq.m.) under this block for future hospital facilities, new rooftop plant (541 sq.m); additional one floor (1,281 sq.m) for laboratory space to approved four storey pathology and technical services building facing North Circular Road and linking to the new adult hospital building; new basement area (144 sq.m) under this block for plant and services; additional one floor (804 sq.m) to approved phase 1a ward block for administration use; site development, landscaping and ancillary site works.

Plan No. 5449/07 (and An Bord Pleanala Ref: PL29N.226878): modifications to planning permissions 4929/03 and 2563/05 by omitting the permitted Children's Hospital element and other specified buildings, plus the addition of floor area (including an extra floor) to the permitted new Adult Hospital, and related modifications.

Plan No. 2080/08: revisions to planning permissions 4929/03, as modified by 2563/05 and 5449/07, to provide for increased accommodation requirements for the Mater Adult Hospital to allow it to function as a stand alone scheme by adding additional floors to the permitted

structure – the permitted six storey Adult Hospital facing onto the NCR will be increased in height by three floors plus an additional lift core level (which also includes plant area), to create a new nine storey (eight storey plus plant level rooms) plus an additional lift core level. (This equates to ten storeys in total, including the lift core level). The proposal will contain 2 underground levels including a total of 447 no. car spaces and 164 bicycle spaces. The gross floor area added to the permitted Adult Hospital will be 12,430 sq. m. with 11,405 sq. m. of internal changes to the permitted structure. The new total gross floor area for the permitted development as a result of this proposal will be 54,903 sq. m.

Other relevant planning history on the subject lands include:
Plan Nos. 0316/94, 2159/96, 1681/98, 0122/99, 1259/99, 1786/99, 1861/01, 2451/01, 0204/02, 0489/02, 0496/02, 3489/02, 3665/02, 4280/02, 2952/03, 3245/03, 3754/03, 3978/03, 4408/03, 1140/04, 3914/04, 4303/04, 4323/06, 1368/07, 6051/07, 1625/08, 2105/09, 3013/10, 3655/10, and
a current application Plan No. 3179/11 for refurbishment works to mortuary building.

PL06F.NA0003 An Bord Pleanala: Confirmation of Metro-North Railway Order for the railway Procurement Agency for railway works between Belinstown, County Dublin and St. Stephen's Green, Dublin 2, including a metro station at the Mater Hospital with entrances from Eccles Street and the North Circular Road

5.0 PRE-APPLICATION CONSULTATIONS WITH THE PLANNING AUTHORITY

A number of pre-application consultation meetings were undertaken in 2009 and 2010 between the applicant's design team and City Council officials including the City Planner, City Architect, Conservation Officer and senior officers from the Planning Department, Roads and Traffic Planning Division and Water Division. Following the change in the Planning Legislation in 2010, which included 'Health Infrastructure' as a class of Strategic Infrastructure Development, a further update meeting took place on between the design team and City Council officials on the 12th January 2011.

Furthermore and under the provisions of the new legislation, pre-application consultations for the subject Strategic Infrastructure Development were undertaken between An Bord Pleanála and City Council officials.

Records of the pre-application consultations: PAC0077/09, PAC0106/10, PAC0133/10, PAC0220/10, PAC0221/10 and PAC0003/11.

6.0 ARCHITECTURAL AND URBAN DESIGN ASSESSMENT

Regarding Section 16.1 The Public Realm, Urban Form and Architecture

Design of Public Spaces

The main public spaces in the proposal are Eccles Street, the entrance to the New Children's Hospital, and the triangular park opposite the existing Mater Hospital. There are no proposed environmental improvement works for the North Circular Road. Eccles Street is to be repaved and resurfaced and is discussed in more detail below.

The entrance foyer and footpath area in front of the main entrance to the New Children's Hospital has been designed with a pattern of granite slabs to integrate between the existing historic pattern and the modern expression of the new hospital. Benches and planting areas

at the entrance are shown in the drawings. A new, high quality public space has been created.

The Mater Hospital and the 'triangular park' at the junction of Eccles Street and Berkeley Road are historically linked. The regeneration of the Eccles Street streetscape presents an opportunity to reinforce this association as a contribution to the improvement of the public realm in the vicinity of the proposed development. The subject application does not propose this. However, it is submitted that a proposal to provide the 'triangular park' as a public open space would represent a positive contribution to the proposed development and to community gain, as well as complying with Objective Obj OSL 13 of the Phibsborough / Mountjoy LAP "To provide for outdoor recreational facilities and play spaces on all Key Development Sites and throughout the area" (referred to above).

Connections

The pedestrian link route proposed by the Phibsborough Mountjoy LAP through the Mater Campus has been omitted in the proposed development. Three other options are put forward but only one will exist once the project is complete. This route is an access way along the side of the hospital shared with service vehicles. It is the least successful since the quality of experience would be very unattractive and discourage use. We recommend that this route be designed by the landscape consultants in the style of the other proposed landscaping works as part of the proposal. We are also concerned that active or passive supervision of this route should be properly considered.

Another of the proposed routes is actually the most attractive proposal "*an external route from Eccles St. between the original Old Mater building and hostel building. This route would only be fully realised should the existing link corridor that connects the Hostel Building to the Old Mater building be removed. The space between the Old Mater and the new Children's Hospital however can be developed immediately as part of the design of the new hospital.*" (Architectural Design Statement Document). It is recommend that the proposed works should include all possible landscaping works to be carried out while the link corridor remains so that when it is removed the route can be opened with minimal additional work.

Making successful streets

Once the works are completed Eccles St. will be reinstated. It is proposed to remove a certain extent of the existing on street parking to allow for the widening of footpaths and the provision of additional lanes of traffic for access to the car park and the ambulance ramp. It is also proposed to restrict traffic on Eccles St. to local traffic only and to make it a more pedestrian oriented space.

The documents describe how the footpath on the north side of the street is to be widened and incorporates a set down bay, parking, loading, a relocated bus stop and a new taxi rank. It appears from the drawings that only the section of footpath in front of the new Hospital entrance and the new retail unit is to be widened as the rest of the footpath has been indented to incorporate the new taxi rank and loading bay.

The treatment of vehicular bays (bus and taxi) is not consistent. It is recommended that the finish of the taxi rank should be redesigned to match the paving of the bus stop. It is proposed to maintain the kerb line of the southern side of the street. This is a very narrow footpath and it is suggested that widening this should be considered, while respecting the arrangement of historic paving.

Proportions and Enclosure

The proposed Eccles St. block has been designed to appear as an independent four-storey building that addresses the street at an appropriate scale, repairing the street in a manner consistent with the urban design objectives of the LAP.

Mix of Uses and Activities

A two storey glazed café and a retail unit incorporating a pharmacy are shown at the main entrance forecourt to the hospital. All of these new uses will add to the character of the street and promote on-street activity. How they address the street and the design of their signage must be of very high quality to avoid detracting from the Georgian character of the street. Entering the shop unit and cafe directly from Eccles Street should be considered. The design of their street signage, if any, is not detailed in the application though this is an important consideration.

Movement and Vehicles

A section of parking along the southern side near Berkley road is shown perpendicular to the. Under section 16.1.6 of the Development Plan, parallel parking is preferable to perpendicular parking to promote the design character of an urban street rather than a car park. It is recommended that the provision of a parallel parking layout should be considered.

Materials and Detailed Design

The proposed environmental improvement works to Eccles Street include the replacement of footpaths using sympathetic and high quality paving materials, the retention of the existing public lighting lamp standards and a decision not to plant new trees. All existing historic granite kerbs are to be retained, existing historic granite flags are to be re-laid and repointed where required, and new granite flags to match colour of historic granite will be laid to replace recent granite flags and precast flags in front of the Main Mater hospital. The extent of the work to the pavement is not clear from the drawings. The area highlighted in drawing HS.02_201 is different to the area highlighted in drawing HS.02_202. The road is to be resurfaced in its entire length once the hospital is completed which will benefit the environment of the street. A shared surface is shown on the road surface in front of the hospital and in the set down area but the material to be used is not specified in the drawings.

<u>Regarding Section 16.1.10 Issues for Building Design Assessment Criteria</u>

Clarity
This complex building is separated into three separate elements according to function, each element with a distinct, external expression. This brings legibility to the scheme that is carried through in the treatment of materials and detailing that are used in a coherent, logical manner, which supports the reading of the overall composition.

Generosity
This design includes generous, light-filled spaces, high quality materials, courtyards and roof-top gardens. The design goes beyond basic operational functions to provide a high level of amenity for patients and families. There are a number of semi-public spaces with diverse characters ranging from the tall, glazed, bustling entrance to the smaller, and quieter courtyard spaces in the ward block. The layouts of the individual bedrooms have been very carefully considered, from both the patient & visitors perspective. The building seems works

on both a civic scale and a human scale and provides a high standard of amenity in a dense, inner-urban site.

Order

The entrances to the building (main pedestrian entrance, car-park, emergency, service) are all clearly defined and their logic is clearly communicated in the design. The internal layout of the hospital creates legible interior spaces, with a glazed 'hospital street' running the length of the lower section of the building from east to west, with an adjacent band accommodating stair and lift cores and service areas. The scale of detailing of the different blocks respond well to the context in which they will be read; the treatment blocks creating a human-scaled streetscape appropriate to context and the ward block given a more abstract scale and treatment appropriate to its longer distance reading on the skyline. (See comments below on the success of this abstract treatment).

Fit

The proposal demonstrates a high level of consideration of purpose, with an architectural treatment that is legible and clear and signals through its design a consideration for all users.

The response of the development to its streetscape context is well considered with the Podium and Pavilion blocks working well with the surrounding urban structure and enhancing a damaged streetscape. However it is our view that the treatment of the high rise Ward Block is not as well resolved as a response to its place in Dublin's skyline. This block is 165m in length, 31m in width and 74m in height above street level. The design rationale described for the Ward Block is that of a "cloud". A clear break is introduced at the top of the Podium Block and above this, the building is, according to the applicant, "matched in colour and brightness to a typical Dublin sky" rather than to the surrounding urban blocks.

Possibly the closest comparable Dublin building (i.e. large-scale, prominent structure treated as an organic form contrasting with surrounds) is the Aviva Stadium. This is longer and wider at 203 x 190m but at 48m above street level is somewhat lower.

Following careful and detailed assessment, it is the opinion of the Planning Authority that the architectural treatment of the high-rise Ward Block requires further consideration (including articulation, details and materials) to better mitigate its impacts on the skyline and vistas of the city.

Craft

Drawings submitted as part of the application are to a scale of 1:200 and are not sufficient to analyse the building in great detail. One is dependent on the written descriptions and drawing legends that are somewhat vague. It is suggested that detailed drawings and samples of materials should be requested or provided for agreement during the development.

Regarding Section 16.1.11 Sustainable Urban Form

The proposal sets out to achieve BER A3 energy rating or higher in addition to BREEAM Healthcare rating between excellent and outstanding.

Orientation

There is a substantial amount of glazing especially in the upper portion of the building that runs east/west. The east, south and west facing sections of this glazing will avail of passive solar gains. The south facing façade in particular may however be liable to overheat on certain days and the chosen method to minimise this overheating of solar gains is the use of

fins projecting from the facade. However, there is no differentiation from ward rooms on the north facing façade which appear to have an identical amount of glazing although the curved shape of the building may help in them receiving some sunlight early in the morning and late evening in mid-summer. The window U-value target given is 1.7w/msq.

Overshadowing
The evidence presented on the possible shadowing that will be caused by the proposed building indicates minimal areas affected due to height of the structure – buildings to the east of the proposed hospital will be most affected. Although the ward block is essentially situated to the south of an east-west street (North Circular Road), it appears the depth of the Mater site will mitigate any significant overshadowing beyond its boundaries. However, there is a garden area proposed on the north side of the building, which will be very much affected and receive only minimal amount of direct sunshine which will affect its amenity value and growth of planting.

Re-use of Buildings
Although the proposed development consists of the demolition rather than re-use of a number of existing structures and the erection of a large new building, there will be a re-use of existing services and infrastructure in this location with the re-use of the site with much greater intensification. There is also the potential of increasing the amenity and biodiversity values of the site in comparison with a new build on a green field site.

Microclimatic Effects
Given the proposed height of the building there is the potential for increased levels of wind in the immediate surroundings. However, the evidence presented in the EIS indicates only minimal alteration. This evidence, (based on placing a scaled model within a wind tunnel) appears only to have monitored points at or near ground level only. The potential effect of wind on proposed open spaces at higher level is not studied. These open spaces are at levels 6-9 and so much more exposed than ground level spaces. There may be a possibility of down draft from the ward block and this issue should be considered by the applicant.

Light Pollution
Night time spill from the proposed building has been assessed within the EIS as resulting in a negligible increase in obtrusive light. It is not proposed to flood light the building and no additional external lighting is envisaged. The largely glazed ward block has glazed fins to reduce solar overheating and in addition to the use of blinds for privacy it is contended that these will reduce any substantial overspill of light from it. In addition the area where ambulances will drop patients already has permission.

Energy Technology
The proposed energy source will be a CCHP located within the building, which will also power the cooling system. The potential of the provision of a district heating is mentioned providing the energy source for the whole Mater complex. Given the size of building some consideration should be given as to whether a district system could generate for a wider area beyond the boundaries of the hospital. Fuel is to be gas/oil, biomass not considered due to concerns over supply logistics and reliability of sources with no storage space for potential biomass use is proposed. The question remains of how the CHP will be fuelled should gas or oil become either prohibitively expensive or in short supply. A comprehensive use of solar and photovoltaic panels is not considered even though there is a large roof area.

Waste Management and Water Conservation
It is proposed to introduce into waste management criteria into the contractor's pre-qualification requirements. In addition the construction materials are to include environmentally friendly materials such as GGBS concrete and recycled timber. There is also

the desired use of recycled products in construction. A wide range of water saving measures are proposed including grey water harvesting and leak detectors, and more water efficient sanitary equipment.

Sustainable Urban Drainage Systems
A green sedum roof is proposed in one location. It is considered that the landscaped gardens could provide more scope for bio-diversity. It is not clear whether the use of permeable paving is to be considered as an additional option in satisfying the SUDS criteria.

Regarding Section 17.6.3 Assessment Criteria for High Buildings

The most significant issues in respect of building heights are:

- The height and treatment of the landmark ward block, which is defined as a high–rise by the Dublin City Development Plan and is therefore subject to a number of additional design quality criteria by virtue of its impact on the city.
- The heights and massing of the overall development and its integration into the immediate historic setting and local streetscape.

The Ward Block is defined as a high-rise in the Development Plan 2011-2017 (Section 17.6.2), which requires that such buildings should be of a high standard of design commensurate with their impact and Section 17.6.3 of the Development Plan sets out assessment criteria to be used for such proposals.

The following is an assessment of the design of the proposed development with respect to those criteria:

Criteria:

- *Exhibit exceptional architectural character and quality, creating a building which is of slender proportions, elegant, contemporary, stylish and in terms of form and profile, makes a positive contribution to the city skyline, city structure and topography.*
- *Create a positive relationship with the immediate surroundings, both existing and proposed buildings and prominent features in the vicinity, as well as streets and existing open spaces.*
- *Consider the impact on the scale and quality of existing streetscapes, spaces and buildings.*

The scheme has many aspects of a high architectural quality. It is submitted that to ensure that the Ward Block achieves an 'outstanding' standard will require further input in relation to the articulation, details and materials (see above).

The massing of the frontages successfully reconstructs an important street vista east along Eccles Street to Hardwicke Place. The position and proportion of the high rise element has been well considered and minimises the impact of such a large scale building on the streetscape, however there are concerns about the architectural treatment of the ward block (referred to above) which should be considered by the applicant.

Criteria:

- *Successfully incorporate the building into the existing urban grain: proposals to be accompanied by a design statement.*
- *Ensure that the site is of an appropriate size and context to allow for a well-designed setting of lower buildings and/or landscaped open space.*
- *Protect important views, landmarks, prospects, roofscapes and vistas.*

The lower elements of the complex are well integrated into the surrounding urban grain, rebuilding the urban block fronting onto Eccles Street. The proportion and rhythm of the façades and their fenestration are contemporary but complement the Georgian terraces of Eccles Street.

In terms of the impact on important views, landmarks, prospects, roofscapes and vistas, the necessary scale of the development means that there will undoubtedly be impacts on the spaces of the city centre and on the reading of many historic structures. The integrity of the design proposals goes some way to mitigating this intrusion by producing a building that is well thought through and consistently detailed.

As outlined above, it is submitted that the treatment of the high-rise Ward Block requires further consideration to better mitigate its impact on the roofscapes and vistas of the city.

Criteria:
- *Create positive urban design solutions including new public spaces.*

The scheme makes a positive contribution to the local public realm (referred to above).

Criteria:
- *Protect the built and natural heritage of the city.*
- *Consider the impact on protected structures, conservation areas, and the architectural character and setting of existing buildings, streets, and spaces of artistic, civic and historic importance, in particular, the building's relationship with the historic city centre, the river Liffey and quays, Trinity College, Dublin Castle, the historic squares and precincts, the Phoenix Park, the Royal Hospital, Kilmainham and the canals.*

These criteria are dealt with under the headings Natural heritage and Architectural Heritage below.

Criteria:
- *Include an outstanding ground floor and entrance design.*
- *Ensure that the entrance is proportionate to the scale of the entire building and relates directly to the site's principal street frontages and allow easy access for all users.*

The building includes a very high quality ground floor and entrance design, appropriately scaled to the street and users, which gives the scheme great legibility and is a positive contribution to the public space of Eccles Street.

Criteria:
- *Use materials of the highest quality in the design of the building façade.*

A high quality of materials and detailing is implied in the drawings but there is insufficient detail on these to ensure their quality in the finished building.

Criteria:
- *Consider signage, branding and lighting at the outset as part of the overall design approach and submit details at the application stage, including an assessment of potential impacts of light pollution on the immediate and wider context.*

The issues of signage and branding are not dealt with in sufficient detail to allow for an assessment at this time. The proposal does not involve any significant external lighting as noted in Sustainable Urban Form above.

7.0 APPROPRIATE ASSESSMENT

EIS Vol. 3, Appendix to Chapter 6 – 6c; the Appropriate Assessment report, which carried out Stage 1 Screening, and its outcomes are in accordance with legislative requirements and acceptable to the Planning Authority.

8.0 NATURAL HERITAGE ISSUES

8.1 Landscape Report

The design of the proposed Therapy Park includes numerous individual planters, which could be larger and more continuous to increase the potential rooting zone. It also appears that a significant section of the Therapy Park may be likely to be in deep shade for a considerable portion of the day, including the play and seating areas. This, combined with the elevation of the garden, could lead to an inhospitable microclimate. The statement that 'habitat replacement and habitat education become core objectives of the landscape strategy' (p. 38) is welcomed, but it is not clear from the report how this is translated into the design.

The Lighting Strategy needs to demonstrate how it has achieved integration with the findings of the EIS in Chapter 6, as it would appear that spotlights are proposed within the blocks of trees, contrary to Dr. Niamh Roche's recommendations.

It is submitted that the Landscape Report should consider the future use of the Mater Hospital plot / private garden and its relationship with the current proposal. It is noted that his site has been maintained by the City Council for the past 40 years, although it is in the private ownership of the Mater Hospital. Nevertheless, it is submitted that a proposal to provide the area as a public open space would represent a positive contribution to the proposed development and to community gain, as well as complying with Objective Obj OSL 13 of the Phibsborough / Mountjoy LAP "To provide for outdoor recreational facilities and play spaces on all Key Development Sites and throughout the area" (referred to above).

8.2 Flora and Fauna

The methodology used for ecological survey, desktop and fieldwork, is acceptable as is the description of the receiving environment. It is noted that the consultant has a baseline for this site as far back as 2002. The 1981 record of rare flora, wall rocket (*Diplotaxis muralis*), on waste ground near the site is noted, but as no evidence has been found during this current survey. The overall low biodiversity of the site is noted. However, the presence of red-listed species of birds, black-headed and herring gulls is noteworthy and in particular, the nesting of herring gulls in hospital buildings. While the hygiene issue is noted, the potential to provide an acceptable area for nesting should be considered in the design. The existing nesting pattern in such a high-density area indicates pressures on the gulls for finding suitable nesting locally.

The tree lines are comprised of trees which, although of no ecological / horticultural/historical significance, provide some visual relief from the landscape character of the site, described in Chapter 11 as a 'confined, dense, inner city site'. The site doesn't link very well with any

existing ecological zones in the locality and, therefore, the recommendations in the report to provide some habitat for wildlife are appropriate.

While it is recommended in the EIS that only native species, as listed in table 6.2, are planted, this is unnecessarily limiting for this specific site. It is preferable that planting selected on the basis of long-term lifespan, opportunities for wildlife to feed and take cover, and ornamental interest for hospital users (in that order of priority). Some native species listed do not live as long, as they are pioneer species, and the urban landmark building should also have a landscape design which is biodiverse and of long-term landmark quality. Many non-native species will still offer value for wildlife, such as fruiting berries or dense cover. Ornamental characteristics are of importance in the context of a healing environment for children, and seasonality of planting is crucial to provide change in an institutional environment. Texture and scent may also provide stimulation for patients and have been shown to promote healing. The presence of wildlife, especially birdsong, similarly provides stimulation and healing qualities. There are no nearby natural areas, so the planting on this site will be the only contact with nature available in the locality.

8.3 Air Quality

The relevant Chapter of the EIS has been examined and is considered acceptable.

8.4 Noise Impact

The relevant Chapter of the EIS has been examined and is considered acceptable.

8.5 Landscape

In relation to EIS Volume 1: Landscape Report, it would be expected that the information contained within this section would include more description and analysis of the site and the relationship to the city's landscape. While there is a paragraph in the report on Eccles Street, more consideration should be given of the site context in an established urban precinct. It does not float in space, as the graphics suggest. This analysis should include: principal views to / from site, connections to nearby public open spaces, circulation and access by the public. and relationship of built and open space within the overall site.

8.6 Tree Survey and Aboricultural Impact Assessment

The Tree Survey Report recommends felling of all the 28 existing trees, of which 27 are mature trees, as due to the design brief that was selected, there is no method to incorporate existing trees into the scheme. It is evident from this report that a significant number of mature, healthy trees of high amenity value are proposed for removal. Furthermore, the new scheme as proposed will not afford opportunities to achieving growth of large mature trees ever again on this site. There is a net loss of high amenity for the city at this location. Therefore, mitigation by massing or provision of additional new planting is not proposed in terms of the ground floor plane.

9.0 WATER

The construction of the adult hospital on the Mater Hospital Campus required the installation of c. 255 metres of 250mm watermain to provide an adequate water supply for consumption and fire fighting purposes. On the presumption that the Children's Hospital would be built on the campus the Water Services Division also installed c. 88 metres of additional watermain up to the point where the connection for the Children's Hospital would be required.

10.0 DRAINAGE

The Strategic Infrastructural Development Application to An Bord Pleanála points out that, as published in the Greater Dublin Strategic Drainage Study, there are capacity constraints in the drainage network in the locality of the proposed development. These issues are being addressed in the application by way of flow reduction from the site as a result of flow attenuation from the development and the implementation of Sustainable Drainage Systems (SuDS).

The development is dependent on capacity to accommodate the development being available at Ringsend Wastewater Treatment Works.

11.0 CARRYING CAPACITY AND SAFETY OF THE ROAD NETWORK

In relation to roads and traffic planning issues, the Authority is satisfied in principle with the proposed development and notes that extensive consultation has taken place in the preparation of the proposal. Pre-planning discussions included an analysis of the accessibility of the site both by private car and by public transport, the quantum of car parking that could be accommodated the contents of the transport assessment, works required on the surrounding roads and the importance of mobility management.

The consolidation of the National Children's Hospital into a single campus will arguably reduce the demand for travel currently generated by the multitude of locations across the city, namely the Children's University Hospital Temple Street (CUH), Our Lady's Children Hospital Crumlin (OLCHC) and The Adelaide and Meath national Children's Hospital, Tallaght.

In terms of vehicular trips generated from the proposed new hospital, the existing road network surrounding the Mater site is at present heavily congested during peak periods. However it is noted that that during peak hours, the majority of trips to and from the hospital will be by staff, and the majority of these by public transport. During the off-peak period, traffic conditions in the inner city and on the main routes radiating out from the central area generally improve thereby yielding lower journey times to the new hospital.

The site is located in one of the most accessible locations in the city, if not the country. This is particularly relevant in light of the projected number of employees that will be working at the site. The restrictions in car parking spaces available to employees will result in a high proportion of journeys by staff to be undertaken by public transport, bicycle and walking. It is acknowledged that the Mater site currently has a high modal split percentage for sustainable modes such as public transport, walking and cycling.

The Authority is generally satisfied with the quantum of car parking proposed in the development. It is acknowledged that a pediatric hospital will have a higher level of traffic than an average hospital given that a significant portion of children will be driven to the

hospital by parents. It is noted that on average across the day, the Children's Hospital trip rates are approximately 83% higher than those for an adult hospital.

There is no discussion in the document regarding whether Dublin City Council will be compensated for loss of revenue from the removal of the existing on street parking spaces on Eccles Street and the NCR. Current Parking along Eccles Street is largely hospital related. It is proposed to remove fifty four on street pay and display spaces from Eccles Street. The effect will be to remove public parking from the city street to the hospital car park. Based on current Pay and Display usage, the financial loss to the Road Authority for the construction period (4yrs) shall be €1.2m. In addition the financial loss to the city for the permanent loss of the 54 spaces is approximately €205,000 per annum. This is equivalent to €4m when this loss is capitalised based on a 5% interest rate. However, it is also acknowledged by the Authority that the applicant proposes to undertake significant improvements to the public realm on Eccles Street and North Circular Road.

Materials proposed for the proposed improvements to the public domain along Eccles Street and the NCR should be the subject of agreement with the City Council. On a practical level, the materials used in the public domain should be carefully considered in terms of their suitability having regard to the type of uses proposed within the development.

12.0 ARCHITECTURAL HERITAGE

On reviewing the information provided in the application. the Planning Authority concurs with the international, national and local criteria identified for the assessment for visual impact and considers the findings and the assessment presented in the EIS Cultural Heritage section of the likely impacts on individual sites fair and thorough. Furthermore, the architectural heritage assessment provided in the EIS is considered to be exemplary and demonstrates well the level of impact on the individual protected structures as well as the respective set pieces. However, it is the opinion of the Authority that the potential impact of the overall development proposal in the context of Dublin's historic core and in particular the north Georgian core is not adequately demonstrated, specifically in terms of how the proposed new hospital will change the architectural significance of the wider context, its historical architectural character and scale, set –pieces and its important landmarks of the cityscape.

It is acknowledged that the proposed 'new construction' which is described in the Design appraisal as *'the conspicuous prominence of a modern building with a contrasting form, scale and height'*, does not conform with certain key policies and objectives of the Dublin City Development Plan 2011 – 2017 and certain objectives of the Phibsborough / Mountjoy LAP 2009 relating to the insertion of a prominent tall building in this context. The 'new construction' as configured will have particular adverse impact to the settings of Georgian streetscapes of Eccles Street, Berkley Street, Mountjoy Street, Nelson Street, the North Circular Road and detract greatly from a number of key north Georgian core sites, such as St. Georges Church, Henrietta Street, Belvedere House and North Great Georges Street, Mountjoy Square, and the planned axial routes of O'Connell Street / Parnell Square, Gardiner Street and Eccles Street/Hardwick Place.

The adverse impact of the proposed 'new construction' apparent on the lesser streets immediately adjoining the site is considerable from the impact assessment and photomontages submitted and could have a significant affect on the architectural heritage asset in general.

13.0 PLANNING AUTHORITY VIEW ON DECISION

It is the view of Planning Authority that this proposal is positive for the city, having great potential both as a driver for the social and economic regeneration of the city's North Georgian Core and being a contribution to the infrastructure of Dublin City generally.

The proposed development is supported by the National Development Plan 2007-2013, the Government decision to co-locate the National Children's Hospital of Ireland with the Mater hospital, the Core Strategy and certain policies, including Policy RE19, of the Dublin City Development Plan 2011-2017, and the provisions and key objectives, including Obj MU, Obj ECO3 and Obj CSI2, of the Phibsborough / Mountjoy Local Area Plan (LAP).

In particular, the Phibsborough / Mountjoy LAP seeks to facilitate the optimum development of the Mater Hospital site in accordance with the Key Site Objective for the Mater Hospital Key Development Site to "Provide an appropriate quantum of floorspace in order to facilitate the development the Mater Hospital as a world class medical institution and the delivery of a paediatric facility of national and international significance. "

It is acknowledged that the proposed development does not conform with certain key policies and objectives of the Dublin City Development Plan and certain objectives of the Phibsborough / Mountjoy LAP which relate to the insertion of a prominent tall building in this historical context. However, as mentioned above it does comply with and is supported by the Core Strategy and other policies of the Development Plan, together with key objectives of the Local Area Plan.

It is the opinion of the Planning Authority that the scheme submitted is impressive for the way it has reconciled the many challenges of a large and complex brief and a defined inner urban site, producing a design of substantial architectural and urban design quality, which has a high degree of integrity and legibility.

The proposed development is of a dramatically different order of scale to that of developments around it and a key issue is the appearance and impact of the building's form on Dublin's skyline and on its historic setting.

Nevertheless, while it is clear that a building of this scale will impact significantly on the character of the city, this is an inevitable part of the compromise necessary to achieve development in inner urban areas and it is the Planning Authority's view that they are outweighed by the positive contributions which this scheme will make to the city centre.

14.0 PLANNING AUTHORITY VIEW ON INFORMATION PROVIDED

Should An Bord Pleanála consider that further information is required from the applicant, the City Council recommends that the following be requested:

1. It is the opinion of the Planning Authority that the architectural treatment of the high-rise Ward Block requires further consideration (including articulation, details and materials) to better mitigate its impacts on the skyline and vistas of the city.

2. The provision of a 3-D computer generated model and/or architectural model of the proposed development at an appropriate scale for assessment and including its environs.

3. The applicant is requested to submit further information to fully address the potential impact of the overall development proposal in the context of Dublin's historic core and in

particular the north Georgian core, specifically in terms of how the proposed development will change the architectural significance of the wider context, its historical architectural character and scale, set –pieces and its important landmarks of the cityscape.

4. That proposals for pedestrian connections between Eccles Street and North Circular Road should be further developed. We recommend that further information be sought on the phasing and design for the route proposed between the Old Mater Hospital and the new Children's Hospital and a landscape design be included in the proposal for the route along the eastern edge of the site to ensure it is attractive and adequately supervised.

5. The treatment of vehicular bays (bus and taxi) is not consistent. It is recommended that the finish of the taxi rank should be redesigned to match the paving of the bus stop. It is proposed to maintain the kerb line of the southern side of the street. This is a very narrow footpath and it is suggested that widening this should be considered, while respecting the arrangement of historic paving.

6. That further information is requested regarding the main entrance forecourt to the hospital including an elevation showing the signage for the hospital, the café, the retail unit and the Metro North. Entering the shop unit and cafe directly from Eccles Street should be considered.

7. Further information to be provided in relation to proposed environmental improvement works to Eccles Street as the extent of the work to the pavement is not clear from the drawings. The area highlighted in drawing HS.02_201 is different to the area highlighted in drawing HS.02_202. A shared surface is shown on the road surface in front of the hospital and in the set down area but the material to be used is not specified in the drawings.

8. That further information be sought to show more detail of architectural treatments and to describe how quality will be maintained and details and materials agreed on this complex project through detailed design and construction. These would include details of the various elevational treatments – lower blocks, intermediate blocks, raised forms; the detailing of the building, the quality of the materials used the workmanship during construction and proposals for ongoing maintenance. The applicant shall note that the drawings submitted as part of the application are to a scale of 1:200 and are not sufficient to analyse the building in great detail and more detailed drawings shall be submitted.

9. That further information is requested regarding potential down draft from the ward block on the recreational terraces below. Given the proposed height of the building there is the potential for increased levels of wind in the immediate surroundings. However, the evidence presented in the EIS indicates only minimal alteration. This evidence, (based on placing a scaled model within a wind tunnel) appears only to have monitored points at or near ground level only. The potential effect of wind on proposed open spaces at higher level is not studied. These open spaces are at levels 6-9 and so much more exposed than ground level spaces. There may be a possibility of down draft from the ward block and this issue should be addressed by the applicant.

10. EIS Volume 1: Landscape Report. The information contained within this section should include more description and analysis of the site and its relationship to the city's landscape. While there is a paragraph in the report on Eccles Street, more consideration should be given of the site context in an established urban precinct. This analysis should include: principal views to / from site, connections to nearby public open spaces,

circulation and access by the public, the relationships of built and open spaces within the overall site, and how to integrate the overall design with the surrounding city landscape, including reference to the City Council's Draft Public Realm Strategy.

11. Further information including detailed drawings of the works proposed to the NCR in order to facilitate a proposed new signalised junction into the basement car park. The width of this part of the NCR does not appear to be wide enough to accommodate four no. 3m wide traffic lanes as proposed. Additional detailed road design drawings are required to adequately assess the proposed works on the NCR. The layout proposed for any works on the public road must be agreed in writing with the Roads Authority, including a full Road Safety Audit procedure.

12. The presence of red-listed species of birds, black-headed and herring gulls is noteworthy and in particular, the nesting of herring gulls in hospital buildings. While the hygiene issue has been raised, the potential to provide an acceptable area for nesting should be considered in appropriate revisions to the design.

13. The design of the Therapy Park includes numerous individual planters. In terms of plant establishment, it is considered that it could be better if some of the planters could be larger and more continuous to increase the potential rooting zone. This may be done without sacrificing the design intent of playful, labyrinthine spaces or accessibility. The details of the soil mix proposed will be critical to ensuring successful establishment. The Therapy Park plan does not include a north arrow, but it appears that a significant section of it may be likely to be in deep shade for a considerable portion of the day, including the play and seating areas. This, combined with the elevation of the garden, could lead to an inhospitable microclimate. The applicant is requested to provide revised drawings with north points indicated which provide for the above revisions and illustrate light and shade aspects throughout the day for all proposed gardens.

14. The applicant is requested to submit a revised Landscape Report providing for the following:
    A description of how habitat replacement and habitat education as core objectives of the landscape strategy are translated into the design;
    a) A management plan for the installation of plant material at various life cycle stages to ensure that the design intent is achievable in the long-term;
    b) Appropriate 3-D sketches, axonometric sketches and cross-sections be provided to assist the assessment of the proposals;
    c) A sketch of the spatial sequence of spaces in relation to the various families of uses described;
    d) The Planting Strategy should indicate how habitats will be situated to reflect the recommendations in the EIS and avoid disturbance to wildlife in relation to busy zones such as entrances and car park ramps.
    e) The Landscape Report should consider the future use of the Mater Hospital plot/private garden and its relationship with the current proposal. (It is noted that his site has been maintained by the City Council for the past 40 years, although it is in the private ownership of the Mater Hospital).
    f) The Lighting Strategy shall be revised to demonstrate how it has achieved integration with the findings of the EIS in Chapter 6, as it would appear that spotlights are proposed within the blocks of trees, contrary to Dr. Niamh Roche's recommendations.

15. The loss of 16 no. trees of high amenity value should be mitigated against. In this regard the applicant shall provide further information in relation to details of suitable and appropriate mitigation measures. In this regard, the applicant is requested to consider

the transfer of open space within the overall Mater lands to public open space, in relation to such mitigation measures.

15.0 PLANNING AUTHORITY VIEW ON CONDITIONS

In the event that permission is granted, the Planning Authority requests that the following conditions are attached.

15.1 Water Conditions

The following Water Conditions should be applied:

1. All installations, fittings and materials must be in accordance with appropriate standards and approved in advance by the City Council to ensure their compatibility with Dublin's water supply system and to protect public health. In addition, full details of all internal installations (including pumps and break pressure tanks) must be provided in advance to the City Council so as to ensure that they are in accordance with the requirements and standards of the Dublin City Council Waterworks Regulations 1975, Bye-Laws for the Management of Water Services and the Conservation of Drinking Water 2003 (both available on www.dublincity.ie) and other appropriate standards.

2. Connections to existing City Council watermains will be carried out by the City Council at the expense of the Applicant.

3. Incoming direct feed pipes shall only feed storage tanks or drinking water points. All appliances and fittings, including central heating units, shall only be fed from internal storage tanks.

4. The rate of draw off per hour through a service pipe shall be controlled so as not to exceed at any time one twelfth of the maximum daily requirement. In this regard, an approved pressure sustaining valve shall be fitted on the inlet to each storage tank.

5. Storage equivalent to 24hours usage (or as specified in the Dublin City Council Waterworks Regulations 1975 – whichever is the greater) shall be provided in all developments.

6. Any proposals for the use of rainwater, grey water, brown water or a well supply on the site shall be submitted to the City Council for consideration and approval before construction commences on site. In the interests of public health and good practice, the Applicant shall comply with the requirements of the City Council in this regard.

7. Covers and frames in footpaths and similar areas shall be Class B standard.

8. The Water Services Division should be notified at least one week before it is proposed to commence work on site.

9. A booster pump(s) shall be installed in each unit of the proposed development which is greater than two storeys in height and full details of the proposed installation shall be submitted to the Water Services Division for written approval before construction commences on site. All booster pumps in excess of 10 litres/min capacity must be fed from a break cistern. The effective capacity of a break water cistern should be decided after consideration of the total water storage requirements and its location within the building but should not be less than 15 minutes pump output.

10. It is the responsibility of the Developer and future Complex Management to ensure the satisfactory quality of the potable water stored in the break tank(s). In this regard, a suitable maintenance schedule must be put in place to avoid any contamination, misuse or undue consumption of all water stored for domestic use.

11. To achieve a satisfactory standard of water supply for consumption and fire fighting purposes a suitable watermain shall be laid by the Developer from within the proposed development to the public watermain at an agreed location. It is the responsibility of the Developer to obtain all necessary permissions and approvals to lay this main. Watermains shall be laid in accordance with the Dublin City Council Water Services Division's *Code of Practice for the Laying of Distribution Watermains* (available on www.dublincity.ie). On confirmation that the watermain layout is acceptable and that the watermain has been laid to the City Council's specifications, the watermain shall be connected to the public water supply system by the City Council at the Developer's expense.

12. The proposed internal watermain layout shall be agreed with the City Council and two copies of the agreed layout shall be submitted for approval. It is essential that this process is completed before construction commences on site.

13. The proposed water connection requires the provision of electricity and telecom supplies. It is the responsibility of the Applicant to make application for these supplies at the earliest possible stage. Water connections will not be given without the provision on site of electricity and telecom supplies.

14. The internal plumbing layout of a development shall facilitate the installation by the Developer of approved individual meters to each individual business within the development.

15. An accurate as-constructed drawing of the proposed watermain will be supplied to the Water Services Division within two weeks of the commissioning of the watermain. Both electronic and hard copies of this drawing shall be supplied.

16. The proposed development requires the submission to the City Council of an approved Water Management and Conservation plan before construction commences on site. This plan will include details of the Applicant's proposals in relation to water mains and all internal plumbing and fittings. It shall also outline how water wastage, leaks or excessive consumption may be prevented or identified and remedied. All such works to be at the expense of the Applicant.

15.2 Drainage Conditions

The following Drainage Conditions should be applied:

1. No connection from this development will be permitted until the City Council provide written confirmation that the required treatment capacity to accommodate the development is available at Ringsend Wastewater treatment plant.

2. The developer shall comply with the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0

3. http://www.dublincity.ie/WaterWasteEnvironment/WasteWater/Pages/GDSDSCodeofPractice.aspx

4. Dublin City Council's Drainage records are indicative and must be verified on site. The Developer must carry out a comprehensive site survey to establish all drainage services that may be on the site. If drainage infrastructure is found that is not on Dublin City Council's records the Developer must contact Dublin City Council's Drainage Division to ascertain their requirements. Detailed "as-constructed" drainage layouts for all diversions, extensions and abandonment of the public drainage network; in both hard and soft copy in an approved format; are to be submitted by the Developer to the City Council for written approval. Section 5 of the Code of Practice has more details in this regard.

5. Any connection from this development to the public sewer network will be at the developer's expense, and will only be granted when the developer has obtained the written permission of the City Council and fulfilled their requirements including the payment of financial levies. A drainage licence will be required from the City Council. Developers are not permitted to connect to the public sewerage system without written permission from the City Council. Any unauthorised connections shall be removed by the City Council at the developer's expense.

6. The outfall manholes from this development must be constructed in accordance with the Code of Practice for Development Works – Drainage.
7. The drainage for the proposed development shall be designed on a completely separate system with a combined final connection discharging into the public combined sewer system.

8. The developer shall submit the following information to the Drainage Division of the City Council:
   - Two revised copies of a detailed site drainage plan showing the location of existing surface water discharges into local drainage network.
   - Detailed design calculations for the existing surface water system.
   - Revised drainage plans and design calculations for the proposed development (Including details of the location, discharge rate and timing of foul discharges for the development).

   The above information shall be submitted to the Drainage Division of the City Council and receive written approval from the City Council prior to the submission of the commencement notice for the development.

9. All internal basement drainage must be pumped to a maximum depth of 1.5 metres below ground level before being discharged by gravity from the site to the public foul sewer. All underground structures must be designed and constructed to be watertight and therefore eliminate the requirement to discharge groundwater. It will not be permitted to discharge groundwater to Dublin City Councils drainage network. Discharge of groundwater may be permitted during construction subject to a license from Drainage Division Pollution Control Section.

10. All private drain fittings such as, downpipes, gullies, manholes, Armstrong Junctions, etc. are to be located within the final site boundary. Private drains shall not pass through property they do not serve.

11. The development shall incorporate Sustainable Drainage Systems (SUDS). Extensive use of rainwater harvesting, green roofs and other SUDS techniques should be incorporated in the development. Full details of these shall be agreed and approved in writing with the Drainage Division prior to the submission of the commencement notice

for the development. The rainwater harvesting system will be required to be approved by the City Council's Water Division.

12. All surface water discharge from this development must be attenuated and limited to two litres per second per hectare.

13. There shall be no pumping or discharge of groundwater or any other trade effluent to Dublin City Council sewers or waters except under and in accordance with a licence granted by the City Council as required by the Local Government (Water Pollution) Acts, 1977 and 1990 during the construction stage.

14. A Class II Light Liquid Separator, in accordance with the latest European Standards, shall be installed at suitable location on the private drainage system before discharging to the City Council's foul sewer or combined system.

15. Adequately sized grease traps shall be installed on the waste outlet from sinks of all kitchens in accordance with City Council requirements. Details of these grease traps, including layouts and designs shall be submitted to the City Council for approval.

16. The use of undersink food macerators/food grinders for processing and discharging waste food to the drainage system is not acceptable.

17. The developer shall ensure that an appropriate flood risk impact assessment is carried out for the proposed development. The flood risk impact assessment should identify and quantify the potential risks from all sources including coastal, fluvial, pluvial (direct heavy rain) and groundwater. The developer shall confirm in writing to the City Council that the development has been designed such that the risk of flooding to the development has been reduced as far as is reasonably practicable, and that the proposals do not increase the risk of flooding to any adjacent or nearby area. Reference should be made to the DECLG/OPW Guidelines on the Planning Process and Flood Risk Management and to the Greater Dublin Strategic Drainage Study.

15.3 Roads and Traffic Conditions

The following Roads and Traffic Planning Conditions should be applied:

1. The proposed alterations to Eccles Street and the North Circular Road including new signalised access / egress junctions shall be agreed in writing with shall be agreed in writing with the Roads Maintenance Division of the City Council prior to commencement of development. The applicant shall provide the full cost of all works including any signalisation of all revised junctions and new pedestrian crossing points as required. The costing shall be agreed in writing with the City Council prior to commencement of development.

2. The proposed alterations to Eccles Street / Berkeley Road junction including signalisation shall be agreed in writing with the City Council. Prior to commencement of development full details of this new junction including linkage to SCATS system and CCTV coverage shall be agreed in writing with the ITS Division. All works shall be carried out at the applicant's expense at no cost to the Local Authority. The costing shall be agreed in writing with the City Council prior to commencement of development.

3. The proposed works to Eccles Street shall be completed in full prior to the opening of the Children's Hospital and the associated public car park.

4. Prior to the commencement of development, the detailed design of all roads/transportation infrastructure and associated modifications to layout associated with the development shall be subject to road safety audits to the satisfaction of the planning authority. Issues identified at each audit stage shall be subject to appropriate corrective actions and further audits undertaken as necessary to the satisfaction of the planning authority.

5. A project traffic management plan for all stages of construction traffic shall be agreed in writing with the Planning Authority before demolition, excavation and construction commences. The plan shall detail access arrangements for labour, plant and materials and shall indicate the locations of plant and machine compounds.

6. The proposed construction entrance to the site at Eccles Street shall be clarified and amended as necessary to avoid potential conflicts / obstruction with pedestrian/cyclists. Prior to commencement of development full details of this construction access including any alterations to the public domain shall be agreed in writing with the City Council's Roads and Traffic Department.

7. Prior to the commencement of development, details of the implementation and operation of traffic and car park management strategy (TCPMS) and ITS system, including a parking guidance and information system, shall be submitted to and agreed in writing with the planning authority. These systems shall include variable message signs (VMS), closed circuit television (CCTV), ancillary counting and detection equipment, local monitoring and control with linkages to the traffic control centre and VMS system of Dublin City Council.

8. The details of the proposed works to the public roads including paving, lighting, drainage, formation, street furniture etc. shall be agreed with the City Council.

9. An additional area for the expansion of cycle parking at the site shall be provided at basement level. Prior to commencement of development details regarding the size and location of this space shall be agreed in writing with the City Council.

10. A Mobility Management Plan shall be submitted to the City Council. The applicant shall undertake to implement the measures outlined in the Mobility Management Plan and to ensure that future phases of the development take cognisance of this plan. A Mobility Manager shall be appointed to oversee and co-ordinate the implementation of the plan. An independent consultant shall be appointed to monitor and review the plan at intervals to be agreed with the City Council.

11. All costs incurred by the City Council, including any repairs to the public road and services necessary as a result of the development, shall be at the expense of the developer.

12. The developer shall be obliged to comply with the requirements set out in the Code of Practice.

Note: The Road Authority require remuneration for the financial losses proposed from the removal of on street pay and display parking. Prior to commencement of development exact details of this sum shall be agreed in writing with the Road Authority.

15.4 Natural Heritage, Parks and Landscape Conditions

The following conditions should be applied:

1. The details of the Landscape Plan are to be agreed in writing with the City Council to ensure achievement of DCC policies with regard to public open spaces and biodiversity.

2. The Program and Activities relating to Garden Principles should include and Environmental Programme in accordance with Dublin City Council's Biodiversity Action Plan.

3. To install boxes for bats, insects and nesting sparrows and swifts as prescribed in EIS Section 6.6.3. Hospital management shall ensure the placement of these boxes by a qualified ecologist and that they are maintained and replaced by the hospital on an ongoing basis (i.e. cleaned out annually) as recommended by said ecologist.

4. Glazing panels for balcony or roof gardens should be fritted glass or Ornilux in order to be visible to birds and to prevent bird strikes as recommended in EIS Section 6.6.3.

5. In accordance with the Wildlife (and Amendments) Act (1977-2010), no trees are to be felled nor shall the X-ray Building stairwell be demolished during the nesting season (March-August inclusive).

6. The herring gull nesting populations on site are to be monitored during construction for a period of five years post-construction to assist in the development of a strategy to maintain populations nesting on the site and to balance the needs of hygiene in hospital surrounds with protection of biodiversity for red-listed species.

7. Tree replacement planting shall be carried out as part of the current phase of works, to ensure establishment as soon as possible and minimise loss of vegetation for the site. The landscape plan shall be prepared by a qualified Landscape Architect and should ensure that rooting volume is maximised to promote growth of mature trees to provide habitat for nesting birds as stated in the EIS. Details of proposed planting areas and the landscape plan are to be agreed with the City Council.

8. The lighting design for the landscape plan shall be agreed with the City Council and should ensure no direct lighting of tree lines for reasons of biodiversity, while ensuring adequate public safety.

9. Information on the biodiversity of the site shall be made available to users of the hospital, in accordance with the objectives of the City Council's Biodiversity Action Plan to raise awareness of the city's biodiversity. This may include programmes / publications for patients / staff, website content and / or signage in situ.

10. The selection of species for proposed planting shall be on the basis long-term lifespan, opportunities for wildlife to feed and take cover, and ornamental interest for hospital users. The landscape design should reflect the landmark status of the building and provide for opportunities for biodiversity and promote stimulation and interaction with nature for hospital patients.

11. The loss of 16 no. trees of high amenity value shall be mitigated against. In this regard the applicant shall provide details of suitable mitigation measures to be agreed in writing with the Planning Authority prior to the commencement of development. In this regard, the applicant is requested to consider the transfer of open space within the overall Mater lands to public open space, in relation to such mitigation measures.

12. That new tree planting is selected to avoid a monoculture of species in accordance with best practice and to ensure biodiversity and disease-resistance. That new planting of species of plane (*Platanus*) trees be resistant to anthracnose in accordance with the planting policies for Dublin City of this Division. The selection of London plane (*Platanus x hispanica*) proposed to be substituted by Oriental plane (*Platanus orientalis*).

13. It is recommend that the proposed works include all possible landscaping works to be carried out to the external route from Eccles Street between the old Mater Hospital building and the hostel building, while the link corridor remains so that when it is removed the route can be opened with minimal additional work.

15.5 Other Relevant Conditions

The following conditions should be applied:

1. Archaeological Condition (Assessment prior to construction)

The developer shall comply with the following archaeological requirements:

(A) No construction or site preparation work other than demolition work, may be carried out on the site until all archaeological requirements of the Planning Authority are complied with.

(B) The project shall have an archaeological assessment of the site of all proposed building carried out as soon as possible and before any construction work commences. The assessment shall be prepared by a qualified archaeologist and shall address the following issues:

a) The archaeological and historical background of the site.
b) The nature, extent and location of archaeological material on site.
c) The impact of the proposed development on such archaeological material.
Where archaeological material is shown to be present, a detailed Impact statement shall be prepared by the archaeologist which will include specific information on the location, form, size and level (corrected to Ordnance Datum) of all foundation structures, ground beams, floor stabs, trenches for services, drains etc. The assessment shall be prepared on the basis of site inspection, a comprehensive desktop study and, where appropriate/feasible Geophysical survey and/or trial trenches excavated on the site by the archaeologist and or remote sensing. The trial trenches shall be excavated to the top of the archaeological deposits only. The report containing the assessment shall include adequate ground-plan and cross-sectional drawings of the site, and of the proposed development, with the location and levels (corrected to Ordnance Datum) of all trial trenches and/or bore holes clearly indicated. No subsurface work shall be undertaken in the absence of the archaeologist without his/her express consent. The archaeologist retained by the project to carry out the assessment shall consult with the City Archaeologist in advance regarding the procedure to be adopted in the assessment.

(C) A written report containing the results of the archaeological assessment shall be forwarded on completion to the City Archaeologist. The City Council (in consultation with Dúchas) shall determine the further archaeological resolution of the site, including if necessary, archaeological excavation or the preservation in situ of archaeological remains). Before any construction work commences, the developer shall comply in full with any further archaeological requirements (including if necessary archaeological excavation or the preservation in situ of archaeological remains). Where preservation in situ is required, this may negate the facilitation of all or part of the basement. In the event of all or part of the

basement being omitted from the development, prior to any construction, the developer shall first agree the foundation layout with the City Archaeologist (in consultation with the National Monuments Service).

Reason: In the interests of preserving or preserving by record, archaeological material likely to be destroyed or damaged in the course of development.

2. Metro North Levy

Before this development commences a financial contribution in the sum of Euro shall be paid by the applicant to Dublin City Council under Section 49 of the Planning and Development Act 2000-2006. This contribution applies to all new developments which are located in the Metro North Area, and is in addition to the contribution required in accordance with the Development Contribution Scheme made under Section 48 of the Planning and Development Act 2000.

Reason: Investment by Dublin City Council in public infrastructure and facilities that has been provided, and will be provided for the benefit of the proposed development.

3. Street Cleaning during Demolition and Construction

The site development works and construction works shall be carried out in such a manner as to ensure that the adjoining street(s) are kept clear of debris, soil and other material and if the need arises for cleaning works to be carried out on the adjoining public roads, the said cleaning works shall be carried out at the developers expense

Reason: To ensure that the adjoining roadways are kept in a clean and safe condition during construction works in the interests of orderly development.

4. Hours of Work

(a) The site and building works required to implement the development shall only be carried out between the hours of

Mondays to Fridays – 7.00am to 6.00pm

Saturday – 8.00 a.m. to 2.00pm

Sundays and Public Holidays – No activity on site.

(b) Deviation from these times will only be allowed in exceptional circumstances where prior written approval has been received from Dublin City Council. Such approval may be given subject to conditions pertaining to the particular circumstances being set by Dublin City Council.

Reason: In order to safeguard the amenities of adjoining residential occupiers.

5. Noise Levels

(a) During the construction and demolition phases, the proposal development shall comply with British Standard 5228 "Noise Control on Construction and open sites Part 1. Code of practice for basic information and procedures for noise control."

(b) Noise levels from the proposed development shall not be so loud, so continuous, so repeated, of such duration or pitch or occurring at such times as to give reasonable cause for annoyance to a person in any premises in the neighbourhood or to a person lawfully using any public place. In particular, the rated noise levels from the proposed development shall not constitute reasonable grounds for complaint as provided for in B.S. 4142. Method for rating industrial noise affecting mixed residential and industrial areas.

(c) Before the use hereby permitted commences, a scheme shall be submitted to and approved in writing, by the planning authority for the effective control of noise from the premises. The scheme shall be implemented before the use commences and thereafter permanently maintained.

Reason: In order to ensure a satisfactory standard of development, in the interests of residential amenity.

16.0 FINANCIAL CONTRIBUTIONS

Contributions under Dublin City Council's Development Contributions Scheme, made under Section 48 of the Planning and Development Act 2000 shall apply to the proposed development, with the relevant amounts to be calculated based on rates applicable at the time of granting of planning permission.

A refundable cash bond to the value required by the local authority shall be lodged with the City Council before this development commences to ensure that any damage to the public road, footpath or trees arising from the development is made good.

Michael Stubbs
Assistant City Manager