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11 Feb 2020
19-097/SN

John Spain Associates
39 Fitzwilliam Place
Dublin 2

PLAN NO:4423/19 ADD.
INFO. REC.04 MAR 19

Dear Sir / Madam

PROPOSED HOTEL & SHARED LIVING DEVELOPMENT - (DCC REF 4423/19) - RFI RESPONSE

Thank you for your instructions in relation to the above development proposal and in particular the request for us to review the traffic and road elements of the request for further information. We have discussed this response with Dublin City Council Transportation Planning Division in advance of formal submission.

In terms of roads and traffic, at Item 7, the Request for Further Information from Dublin City Council (DCC) states the following:

Item 7 (a) The submission of revised plans which include the following amendments:

(i) The provision of a minimum two metre wide footpath around the site. The footpath should not be overhung by any building.

Response:

It is important to note that the previously permitted scheme maintained the existing footpath width around the site. It was not required to widen the footpaths.

The proposed scheme layout does not reduce the existing footpath widths. The overall site layout is shown on drawing NRB-RFI-002 with existing footpath widths dimensioned. The footpath width past the site on New Row South is generally 2.0m.

It is acknowledged that the existing footpaths are less than 2.0m in places, however the scheme does include a colonnade area which provides extra width for pedestrians at the corner of New Row South and Blackpitts where the existing footpath is at its narrowest, giving footpath users an alternative and an opportunity to pass. The corner of the building is now chamfered at ground floor to further improve pedestrian accessibility and passing opportunity.

This now leaves a shorter ~12.3m length of footpath (varying between ~1.2m and 1.8m) between the 1.8m wide existing footpath section (DMURS footpath width) and the colonnade where pedestrians can use the wider space to pass.

Subject to agreement with DCC, the Applicant is willing to accept a condition to rebuild and widen the existing footpath to 2.0m here into the existing carriageway where Blackpitts is ~6.0m wide or more, tapering to match the existing footpath width at the corner of New Row South and Blackpitts. Blackpitts Road varies in width past the site. This will improve the existing footpath provision while also reducing the carriageway width on Blackpitts past the site. This would also be an effective traffic calming measure. These proposed footpath works are shown on drawing NRB-RFI-001 enclosed.

This leaves only a short ~4.5m length of footpath varying between ~1.25m and 2.0m in width between the potential widened new 2.0m footpath and the colonnade where pedestrians can use the wider spaces to be made available at the corner of New Row South and Blackpitts. Much of this tapering section of footpath will still be ~1.8m wide.

In terms of pedestrian provision, this is a significant improvement to the existing footpath provision and the previously permitted scheme layouts on this site.

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Item 7 (a) (ii) All outward opening doors reversed in order to avoid conflict with the public realm.

Response:

Please find enclosed updated site layout drawing NRB-RFI-001 which shows any previously outward opening doors now reversed in order to avoid conflict with the public realm.

Item 7 (b) The applicant is requested to address conflict between the cycle storage and the ramp associated with the delivery route. The applicant is also requested to confirm the system of cycle parking proposed.

Response:

As noted in the Traffic and Transportation Statement submitted with the planning application documentation, deliveries to the development will be normally scheduled to occur outside peak traffic periods. Scheduled deliveries will be planned and are anticipated at the development with management company staff ready to receive the delivery, minimising the time the vehicles are parked. This minimises the potential for delays to the delivery vehicle and avoids disruption to customers and cyclist accessing the cycle storage.

In order to address any conflict between the cycle storage and the ramp associated with the delivery route, a cycle route is designated up the ramp along the route to the cycle storage, past the delivery areas. The delivery areas is also clearly defined by way of road markings so delivery vehicles park in the correct location and do not block cyclist access.

Please find enclosed updated site layout drawing NRB-RFI-001 which shows these road markings. Signage can also be erected on the gate to inform drivers of the dedicated delivery area and to watch out for cyclists entering the development.

The proposed cycle parking is " BX/MW/HI-RISE Two Tier Cycle Storage Solution" or similar as previously agreed with DCC (Brochure enclosed). This system was deemed acceptable by DCC on other developments in Dublin and is similar to the system in use at the Student Accommodation across the Blackpitts Road - see Photo 1 below. We have sourced the attached two tier type of cycle parking which has traditional Sheffield stands at the lower level with a typical second tier gas strut assisted system at the upper level.

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Photo 1 - Two Tier Cycle Parking at Student Accommodation at Blackpitts Road

Item 7 (c) **The applicant is requested to clarify non provision of disabled parking and if there is a relationship with any local car park providers in terms of providing parking for the proposed hotel.**

Response:

No car parking whatsoever is proposed for the development. This is similar to other developments permitted in Dublin which we understand include no car parking.

As noted above, there is a delivery area at the ramped access to the development from Blackpitts where deliveries will be managed. When not in use for deliveries, this area will be available as a managed set down space for disabled car parking for the shared living element of the scheme. This will be communicated to relevant residents who rent accessible rooms in the shared living element of the scheme.

There is an existing on-street disabled parking space on Blackpitts adjacent the Site - see **Photo 2**.

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Photo 2 - Existing Disable Parking Space at Blackpitts

Please see table below of hotels permitted in recent years in Dublin city centre, none of which include dedicated car parking provisions.

PLANNING REF	GRANT	HOTEL SIZE	LOCATION	TYPE	DEDICATED PARKING
2505/19	Yes	Increase to 109 bedroom	Dame St & Exchequer St	Hotel Redevelopment	No
2370/19	Yes	195 bedrooms	Little Britain St	Hotel	No
4284/17	Yes	178 bedrooms	17 Portobello Harbour	Hotel	No
DSDZ4079/16	Yes	58 bedrooms	81 & 82 North Wall Quay	Hotel	No
3963/15	Yes	41 bedrooms + uses	117-119, Ranelagh	Boutique	No

4342/16	Yes	155 bedrooms	9-17, St Andrews Lane	Hotel	No
DSDZ3800/17	Yes	241 bedrooms + cafe	91-94 North Wall Quay	Aparthotel	No
3333/17	Yes	165 bedrooms + uses	31 Ormond Quay Lower	Aparthotel	No
2479/17	Yes	63 bedrooms	21-24 Bolton St	Hotel	No
2555/16	Yes	121 bedrooms	7-13 Ormond Quay	Hotel	No
3613/16	Yes	175 bedrooms	6-11 Hendrick Street	Hotel	No
4202/16	Yes	95 bedrooms	77 St Stephen's Green	Hotel	No
2711/17	Yes	393 bedrooms	44-53 Townsend Street	Hotel	No

This demonstrates that many existing and permitted hotels in Dublin currently/will operate without dedicated car parking.

There are a number of local public car parks available within a 10- 15 minute walk of the development, some of which already operate overnight rates. Subject to a grant of planning, the Operators with investigate a possible arrangement for car parking for the proposed hotel. However, as shown above, many similar hotels have no car parking and this will be communicated to guests and visitors as set out in the Mobility Management Plan submitted with the planning application documentation.

Figure 1 and ***Figure 2*** below show walking distance to public car parks at the St Stephens Green / Drury Street area and at Christ Church and with other paid on-street parking available local to the site

Fig 1 - Multiple Public Parking Facilities at St Stephens Green / Drury St are within ~13 min Walk

Fig 2 - Public Parking at Christ Church within 10 min Walk

We trust that this is adequate and if you have any queries please revert.

Yours sincerely,

Seamus Nolan

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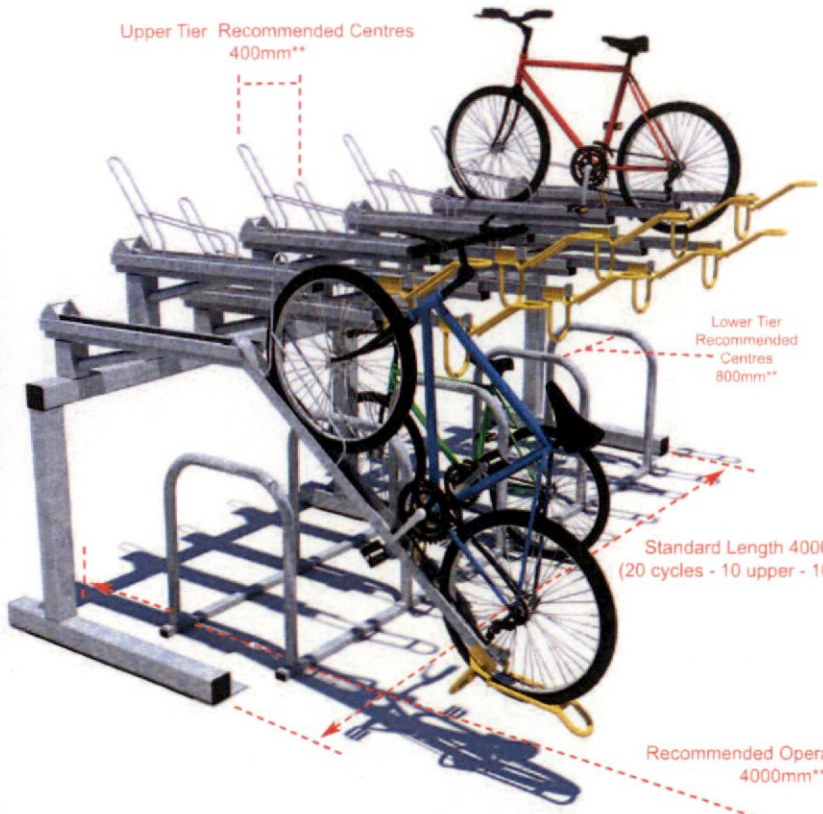
Seamus Nolan
Director

Enclosures:

- ***Proposed Cycle Parking System***
- ***NRB-RFI-001*** **Footpath Modifications with Localised Carriageway Narrowing**
- ***NRB-RFI-002*** **Footpath Modifications without Localised Carriageway Narrowing**

space saving cycle parking solutions

BX/MW/HI-RISE Two Tier Cycle Storage Solution



Please Note:

** Dimensions shown are our standard recommendations.

If reduced Centres on the upper/lower levels are required, or a reduced overall height, then this can be accommodated.

Please contact a member of our sales team to discuss your requirements

BXMW/WARHI Wardale Hi-Rise shelter at an Aerospace Company in Derbyshire

BXMW/HI-RISE Two Tier Parking at University of West England

With a predominant rise in cycling both to school and the work place but with space becoming more and more limited, Broxap has reinvented two-tier cycle parking and introduced the new and improved 'Hi-Rise' Two Tier Cycle Parking System.

This high density two-tier rack system houses twice as many cycles as traditional racks. The innovative 'easy lift-pull-lower' sliding 'trough' in the upper parking areas allows the user to deposit and retrieve their cycle with ease.

The system is modular and so flexible it can be used within Hubs, underground or multi-story car parks and even the basements of flats/apartments or student accommodation..

The success of the "Hi-Rise" has led to further enhancements to the system which can now incorporate a gas-strut mechanism that reduces the lifting weight by 6-7kg's. We call this version the "Easi-Riser™"

We also have a series of cycle shelters specifically designed to accommodate our Hi-Rise system as well as dedicated cycle hubs to create large scale secure cycle parking with a reduced footprint.

For simple space saving options we have a range of innovative racks and stands designed to suit areas where space is of a premium and thus maximise your cycle parking capacity.