

Downey – Planning and Architecture  
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17 December 2021

### **GDA response to ABP Opinion July 2021**

Dear Donna

#### ABP Request

Further detail in relation to the proposed connection through the site from Prussia Street to Grangegorman TU Dublin Campus should be provided. In particular the function and status of this route within the Grangegorman Planning Scheme should be clearly described including clarity with to the intended function of this route in the short and long term as a construction or operational vehicular access to Grangegorman. Such vehicular use may have implications for the proposed development in terms of residential amenity and public safety and these matters should be clearly addressed in the application. The application should also provide clarity on the responsibility for the satisfactory completion of the proposed works, including works to the historic boundary wall, and confirmation with regard to the operation management and maintenance arrangement for this route. Details of discussions with the relevant Grangegorman Authorities and confirmation of their agreement to these arrangements should be provided.

GDA Response:

#### Function and Status of this Route within the Grangegorman Planning Scheme

The status of the proposed The Prussia Street Gateway Route as part of this SHD application is to provide a high quality prominent access and as an extension of the existing Serpentine Walk within the Grangegorman Campus, delivering an east-west link which has been identified as one of the key structuring principles in the vision for the Grangegorman Planning Scheme. Once fully completed, the route is intended to serve pedestrians and cyclists with access provided for emergency vehicle only. As per the 2018 amendment to the Grangegorman Planning Scheme, the proposed opportunity for vehicular access from Prussia Street was omitted to make the overall Grangegorman SDZ more accessible to pedestrians and cyclists along the western boundary and through the site. In the short term, and prior to completion of the final hard and soft landscaping, the Grangegorman Development Agency (GDA) may consider the option use the link as a temporary construction haul road serving the western part of the SDZ lands to facilitate the completion of strategic buildings and infrastructure.

This temporary haul road will be separate from and will not conflict with the residential use of the BTR scheme. An updated Construction Traffic Management Plan will be submitted for DCC approval before bringing this route into use as a haul road. A strong and robust

emphasis will be put on residential amenity and health and safety, and segregation between construction traffic and vulnerable users will be paramount

#### Responsibility for Completion of the Works to the Route, Including Works to the Historic Boundary Wall

The GDA will be responsible for the completion of all works to the route including the proposed gatehouse and the proposed intervention to the historic boundary wall, a Protected Structure, at the junction of the route and the wall.

#### Operational Management and Maintenance Arrangements of the Route

The operation and maintenance management of the route will be the responsibility of GDA and/or TU Dublin Estates.

The route will be protected from vehicular access by way of automated retractable metal bollards located both ends of The Prussia Street Gateway Route. The operation of these bollards will be managed by the 24 hour TU Dublin Estates security team.

#### Discussions Regarding the planning, Design and Delivery of the Prussia Street Gateway Route

The GDA have led the design of the route.

A Design Team – appointed directly by the GDA – have carried out the design of the route, the gateway structure, and the opening for the route within the Grangegorman boundary wall. The design is based on principles established by the Grangegorman Planning Scheme (as approved by ABP) in general, and the design principles of Serpentine Walk in particular

Limited servicing is provided for from the route to a proposed ESB Substation, and to facilitate intermittent maintenance of the Developer's proposal. This will be by future agreement with the Developer. Other than this limited servicing, no other servicing is accepted by GDA – for example; waste storage or access for off-street collection of waste, deliveries, drop offs or any other form of vehicular access or egress. Such use of the route would not comply with the requirements of the Grangegorman Planning Scheme.

The GDA confirm that coordination meetings with the Developer have taken place to integrate technical aspects only, and as they relate to the interfaces between the route and the Developer's proposals ensuring level connections for fire escapes and apartment entry points.

GDA did not/ does not provide commentary on the nature, scale nor density of Developer's proposals.

Yours sincerely



Ger Casey  
Chief Executive Officer

On behalf of Grangegorman Development Agency