

## 3.0 Planning and Development Context

### 3.1 Introduction

This Chapter sets out the strategic and statutory context governing planning and development at the subject site. This includes an assessment of the planning policy context at a national, regional and local level and other relevant statutory and non-statutory planning documents. The statutory planning documents form the policy framework against which planning decisions are made. In addition to the relevant planning policy, a comprehensive planning history for the site is detailed.

### 3.2 Statutory Planning Policy Framework – National Level

#### 3.2.1 National Spatial Strategy, 2002 - 2020

At a national level the National Spatial Strategy, 2002–2020, is the statutory planning document of relevance in the context of the proposed development. The National Spatial Strategy states that:

*“Ireland needs to renew, consolidate and develop its existing cities, towns and villages – i.e. keeping them as physically compact and public transport friendly as possible and minimising urban sprawl, while also achieving a high quality of design in new development and refurbishment. Urban land needs to be used carefully, sensitively and efficiently – with the aim of reducing dereliction and under-utilisation.<sup>1</sup>”*

Section 3.7 “Key Infrastructure” states that “achieving spatial balance by developing the potential of areas will depend on enhancing capacity for the movement of people, goods, energy and information between different places. Improvements in terms of time and cost, can reduce the disadvantages of distance<sup>2</sup>”. In this regard the National Spatial Strategy states that “economic infrastructure, such as water services and waste, and social infrastructure, such as schools and hospitals, relate to particular locations and are also needed to support balanced regional development<sup>3</sup>”. This principle formed part of the development of the gateway and hub approach to settlement patterns adopted by the Strategy.

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<sup>1</sup> National Spatial Strategy, 2002 – 2020, pg. 11.

<sup>2</sup> National Spatial Strategy, 2002 – 2020, pg. 56.

<sup>3</sup> National Spatial Strategy, 2002 – 2020, pg. 56.

The Strategy highlights that the enhancement of quality of life, through integrating the provision of social infrastructure with policies that affect where people live and work, is dependent on the fact that different types of infrastructure are appropriate to different points within the urban and rural structure. In this context a hierarchy of access to social infrastructure is set out that states:

*"...if hospitals or third level educational establishments are to support specialist, high-quality functions, they need to attain a certain threshold of size. Given this, such functions will tend to develop in larger settlements<sup>4</sup>".*

### 3.2.2 National Planning Framework Ireland, 2040

A new National Planning Framework is currently being developed to succeed the National Spatial Strategy, 2002-2020. The National Planning Framework will provide a long term strategy for the spatial development of Ireland and will form the top tier of Ireland's planning policy hierarchy. It will influence Regional Economic and Spatial Strategies and County Development Plans and through this it will provide a clear vision to guide future development and investment decisions. The consultation process for the National Planning Framework has commenced.

## 3.3 Supplementary Policy Framework – National Level

### 3.3.1 National Maternity Strategy, 2016 - 2026

The National Maternity Strategy, 2016-2026, is Ireland's first Maternity Strategy and is intended to provide the framework for a new and better maternity service for Ireland. It sets out a vision for maternity services where, *"women and babies have access to safe, high quality care in a setting that is most appropriate to their needs; women and families are placed at the centre of all services, and are treated with dignity, respect and compassion; parents are supported before, during and after pregnancy to allow them give their child the best possible start in life<sup>5</sup>".* To realise this vision, the Strategy identifies four strategic priorities set out as follows:

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<sup>4</sup> National Spatial Strategy, 2002 – 2020, pg. 112.

<sup>5</sup> National Maternity Strategy, 2016 - 2026, pg. 13.

1. A health and wellbeing approach is adopted to ensure that babies get the best start in life. Mothers and families are supported and empowered to improve their own health and wellbeing;
2. Women have access to safe, high quality, nationally consistent, woman-centred maternity care;
3. Pregnancy and birth is recognised as a normal physiological process and, insofar as it is safe to do so, a woman's choice is facilitated;
4. Maternity services are appropriately resourced, underpinned by strong and effective leadership, management and governance arrangements, and delivered by a skilled and competent workforce, in partnership with women.<sup>6</sup>

With regard to maternity service provision, and specifically the co-location of maternity hospitals with adult-acute hospitals, the Strategy recognises the plans to redevelop the National Maternity Hospital at the St. Vincent's University Hospital campus, stating that:

*"Four of our maternity hospitals are standalone facilities - the National Maternity Hospital, the Rotunda Hospital, the Coombe Women & Infants University Hospital and University Maternity Hospital Limerick. However, plans to redevelop the National Maternity Hospital on the St Vincent's Hospital campus are well advanced and a planning application is imminent. In addition, the increased funding available to the Department of Health under the Government's six year capital investment framework, Building on Recovery 2016 -2021, will enable a wider maternity capital programme towards the later years of the plan, involving the relocation of the Rotunda Hospital to the Connolly Hospital campus in Blanchardstown, and Limerick Maternity Hospital to the University Hospital Limerick campus at Dooradoyle. The Plan also includes the redevelopment of the Coombe Women & Infants University Hospital on the St James's Hospital campus, the site for the proposed children's hospital, thus ensuring the development of a tri-located adult/paediatric/maternity facility. A plan is therefore in place to ensure that all maternity hospitals in the country will be co-located with an adult acute hospital in the medium term."<sup>7</sup>*

(GVA Emphasis Added)

<sup>6</sup> National Maternity Strategy, 2016 – 2026, pg.13.

<sup>7</sup> National Maternity Strategy, 2016 – 2026, pg.14-15.

### 3.3.2 Building a Recovery: Infrastructure and Capital Investment, 2016 - 2021

This Capital Plan represents the Government's framework for investment in infrastructure for the period 2016 to 2021. The Plan prioritises spending on areas of greatest need as the economy continues its recovery, and includes just over €3 billion for investment in health infrastructure. Investment in health is focused on five main priority areas and these include: children and maternity; mental health; cancer care; social, community and primary care; and ICT. With regard to maternity services the Capital Plan makes specific reference to and gives support for the relocation of the National Maternity Hospital to St. Vincent's University Hospital Campus:

*"The Capital Plan supports a reorganisation of national maternity services. The National Maternity Hospital will be relocated to the St. Vincent's Campus, and towards the later years of the Plan the Rotunda, the Coombe and Limerick maternity hospitals will move to Connolly Hospital, St James's Hospital and University Hospital Limerick, respectively."* (GVA Emphasis Added)

### 3.3.3 Smarter Travel – A Sustainable Transport Future, 2009-2020

This document, published by the now Department of Transport, Tourism and Sport, sets out the vision for a sustainable transport future by 2020. It identifies measures aimed at increasing the share of the population walking, cycling and using public transport. Through this framework, the government aims to reduce the car-based share of total commuting trips from the current average of 65% to 45%. The fundamental objective underpinning this document is the provision of a high quality, integrated and sustainable travel and transport infrastructure that supports the movement of goods and people, which will ensure continued Irish competitiveness. This translates into goals, actions and objectives seeking to ensure the availability of sustainable transport alternatives for the majority of the population.

### 3.3.4 National Cycle Policy Framework, 2009

The National Cycle Policy Framework (as part of Smarter Travel – A Sustainable Transport Future 2009-2020) outlines national policy for cycling, with the objective of creating a stronger cycling society and a friendlier environment for cycling. The document sets an average national target of 10% of all trips by bicycle by 2020 and equally recognises the need for the continued promotion and integration of cycle networks in the State.

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<sup>8</sup> Building a Recovery: Infrastructure and Capital Investment, 2016 – 2021, pg. 31.

### 3.3.5 Our Sustainable Future, A Framework for Sustainable Development in Ireland, 2012

Our Sustainable Future sets out the challenges facing Ireland and how we can address them in making sure that the quality of life and general well-being of our society can be improved and sustained in the decades to come. It puts in place a medium to long-term framework for advancing sustainable development and the green economy. The priorities for action cut across many of the key challenges and include “*an effective framework for transition to an innovative, low-carbon and resource-efficient society*”<sup>9</sup>.

## 3.4 Statutory Planning Policy Framework – Regional Level

### 3.4.1 Regional Planning Guidelines for the Greater Dublin Area, 2010 – 2022

The Regional Planning Guidelines is a statutory policy document which aims to direct the future growth of the Greater Dublin Area over the medium to long term and seeks to implement the strategic planning framework set out in the National Spatial Strategy<sup>10</sup>. It states that this is achieved through the appraisal of the critical elements involved in ensuring sustainable and good planning, and through the protection of sensitive and environmentally important locations. The settlement strategy for the Greater Dublin Area supports the delivery of a hierarchy, focusing new housing within the existing footprint of the metropolitan areas and planning expansion of the footprint in conjunction with: new high quality public transport investment; designation of multi-modal transport corridors providing enhanced public transport linkages serving key towns; and, linked investment in developing these designated towns in the hinterland area<sup>11</sup>.

Section 8.6 of the Guidelines deals with “*Health and Healthcare Facilities*” and states that:

*“Like the provision of educational facilities, healthcare is not a social service provided directly by Local Authorities, however, the provision of healthcare facilities must be taken into account in planning terms”*<sup>12</sup>.

In this context, Policy SIR4 supports close consultation between the Health Service Executive and Planning Authorities in the development management process:

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<sup>9</sup> Our Sustainable Future, A Framework for Sustainable Development for Ireland, 2012, pg. 23.

<sup>10</sup> Regional Planning Guidelines for the Greater Dublin Area, 2010-2022, pg. 2.

<sup>11</sup> Regional Planning Guidelines for the Greater Dublin Area, 2010-2022, pg. 5.

<sup>12</sup> Regional Planning Guidelines for the Greater Dublin Area, 2010-2022, pg. 174.

*"SIR4: Planning authorities should work with the health services with regard to provision for community based primary care centres and hospital care in key population centres, supporting their integration into new and existing communities<sup>13</sup>".*

The core principles of the strategic vision for the Regional Planning Guidelines provide for the consolidation of the Metropolitan Area and a more compact urban form:

*"Development within the existing urban footprint of the Metropolitan Area will be consolidated to achieve a more compact urban form, allowing for the accommodation of a greater population than at present, with much-enhanced public transport system, with the expansion of the built up areas providing for well designed urban environments linked to high quality public transport networks, enhancing the quality of life for residents and workers alike": and,*

*"Development in the GDA shall be directly related to investment in integrated high quality public transport services and focused on compact urban form.<sup>14</sup>"*

With regard to economic growth, it is the aim of the Guidelines:

*"Strategic Policy EP2: To seek sustainable economic growth across the GDA, by the promotion of identified core economic areas across the GDA in both the Dublin and Mid East Regions to facilitate new employment opportunities for existing populations and seek to reduce the volume of unsustainable long distance commuting<sup>15</sup>".*

With regard to physical infrastructure, it is a policy of the Guidelines that:

*"Strategic Policy PIP1: Future investment in transport in the GDA shall serve the needs of the GDA by: (i) providing efficient and effective and sustainable means of moving people and goods for business, family and leisure purposes which minimises the environmental impact and the social and economic cost to users; (ii) allows for the development of a land use strategy that supports sustainable development; and (iii) supports growth and efficiencies in economic activity for both the GDA and the State<sup>16</sup>".*

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<sup>13</sup> Regional Planning Guidelines for the Greater Dublin Area, 2010-2022, pg. 179.

<sup>14</sup> Regional Planning Guidelines for the Greater Dublin Area, 2010-2022, pg. 33.

<sup>15</sup> Regional Planning Guidelines for the Greater Dublin Area, 2010-2022, pg. 34.

<sup>16</sup> Regional Planning Guidelines for the Greater Dublin Area, 2010-2022, pg. 35.

Furthermore, there are a number of measures that are identified to direct and integrate land use with investment in public transport including *inter alia*:

*“Focusing new development into sustainable compact urban areas served by high capacity and well developed public transport systems;” and,  
“Promotion of higher densities for employment uses around public transport nodes<sup>17</sup>”.*

### 3.5 Supplementary Planning Policy Framework – Regional Level

#### 3.5.1 Transport Strategy for the Greater Dublin Area, 2016 – 2035

The National Transport Authority has a wide range of transport planning and policy roles and functions, both at national level and particularly within the Greater Dublin Area. With regard to the latter, the National Transport Authority’s Transport Strategy for the Greater Dublin Area, 2016-2035 was adopted in April 2016. This Strategy outlines a number of principles and policies which are relevant to the new National Maternity Hospital, in particular those associated with Demand Management (Section 5.9). These policies include:

*Encourage land use policies which support the provision of development in locations and at densities which enable the efficient provision of public transport services;*

*Seek reductions in the availability of workplace parking in urban centres to discourage car commuting, where alternative transport options are available;*

*Support the introduction or expansion of on-street parking controls, and charging structures, that seek to reduce commuter parking and which contribute to greater parking turnover for non-commuting purposes;*

*Support and facilitate the implementation and expansion of Workplace Travel Plans for all large employers.<sup>18</sup>*

A number of improvements to heavy rail and light rail infrastructure in the Greater Dublin Area are referred to in the Strategy. Although not directly serving the Campus,

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<sup>17</sup> Regional Planning Guidelines for the Greater Dublin Area, 2010-2022, pg. 116.

<sup>18</sup> Transport Strategy for the Greater Dublin Area, 2016-2035, pg. 83-84.

improvements such as the new Metro North, Metro South, Luas Cross-City and the Luas Green Line to Bray, have the potential to significantly increase the wider public transport catchment of the St. Vincent's University Hospital Campus. They will improve public transport accessibility from a number of areas into Dublin City and allow people to interchange with direct public transport services to the Hospital Campus.

Other projects set out in the Strategy that are of relevance to St. Vincent's University Hospital Campus include the DART expansion programme that will create a full Metropolitan area DART network for Dublin with all of the lines linked and connected. This integrated rail network will be the core high capacity transit system for the Dublin Region and will deliver an increase in capacity and frequency. As part of the Strategy, it is intended to develop a number of BRT schemes including the Blanchardstown to University College Dublin BRT/Swiftway route (the closest proposed stop is located at the R138 Stillorgan Road / Nutley Lane junction). The Strategy identifies Greystones as a location where Park and Ride facilities are to be developed, and it also incorporates the Greater Dublin Area Cycle Network Plan and supports its continued implementation.

## **3.6 Statutory Planning Framework – Local Level**

### **3.6.1 Dublin City Development Plan, 2016-2022**

St. Vincent's University Hospital Campus is located in the administrative area of Dublin City Council and therefore, the Dublin City Development Plan, 2016-2022 (hereafter the Development Plan), which came into effect on 21<sup>st</sup> of October 2016, is the relevant statutory plan. The Development Plan provides the local statutory planning policy for the City and is the principal document for guiding the development of the subject lands.<sup>19</sup>

#### **3.6.1.1 Healthcare Policy**

The Development Plan sets out a number of healthcare related policies that are of significance to the proposed development. Policy CEE21 makes specific reference to the proposed new National Maternity Hospital, recognising its strategic role in the City in terms of its national function, service provision, employment, economic benefit and contribution to the knowledge economy. Policy CEE21 provides specific support for the provision of the appropriate volume of floorspace and associated facilities to secure the delivery of the proposed new National Maternity Hospital:

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<sup>19</sup> Note: The contents of Section 3.6 are extracted from the Dublin City Development Plan 2016-2022 (Interim Publication).



*"CEE21: (i) To recognise the strategic role of the hospital complexes in the city including the proposed National Paediatric Hospital and the proposed new National Maternity Hospital and to support the provision of the appropriate volume of floor space and associated facilities necessary to secure the delivery of their services and potential; 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.<sup>20</sup>"*

The Development Plan recognises the role of hospitals and the wider healthcare sector as major employers in the City, and in this context, it is the policy of Dublin City Council to promote and facilitate the expansion and development of this sector:

*"CEE20: To recognise that hospitals and the wider healthcare sector are crucial to the wellbeing of the city, including as major sources of employment, economic development and innovation; and to promote and facilitate their development and expansion.<sup>21</sup>"*

One of the key pillars of the strategic approach to the City's economy is:

*"Developing academic medical centres providing excellence in research, care and teaching in the medical and health sectors.<sup>22</sup>"*

With regard to the academic medical sector it is noted that St. Vincent's University Hospital is a major academic teaching Hospital affiliated to University College Dublin and the existing National Maternity Hospital at Holles Street, and has ties with the Centre for Midwifery Education that provides midwifery and nursing education and training programmes for staff. The education provided includes midwifery, neonatology, gynaecology and other related programmes.

With regard to the sustainable provision and optimum use of social infrastructure, the Development Plan provides support for the enhancement of healthcare facilities in accordance with the requirements of the relevant healthcare authorities. In this context, Policies SN21 and SN22 state:

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<sup>20</sup> Dublin City Development Plan (Interim Publication), 2016-2022, pg. 81.

<sup>21</sup> Dublin City Development Plan (Interim Publication), 2016-2022, pg. 81.

<sup>22</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 74.

*“SN21: To facilitate the development or expansion of community-based healthcare facilities, respite homes and day care centres in residential areas.*

*SN22: To facilitate the provision of hospital, local and other healthcare facilities in accordance with the requirements of the relevant healthcare authorities and to facilitate the consolidation or enhancement of these facilities within the city as an important resource for the city, region and State.<sup>23</sup>”*

These policies acknowledge that it is the relevant healthcare authorities that are best placed to determine the detailed requirements with regard to floorspace for individual proposals.

### 3.6.1.2 Land Use Zoning Principles

The policies and objectives for the overall Zoning Strategy of the Development Plan are derived from the Plan’s Core Strategy. The Zoning Strategy is based on a number of stated underlying principles, one of which specifically recognises health institutions in terms of their role in the economic, social and cultural health of the City:

*“Dublin City Council recognises that certain public bodies, and also educational and health institutions, provide important services for the city on their sites. The continued provision of these services is desirable for the economic, social and cultural health of the city, and it is the policy of Dublin City Council to co-operate with these bodies and institutions in relation to future planning and development.<sup>24</sup>”*

Other underlying principles of the Zoning Strategy of relevance to the proposed development include the encouragement and promotion of the efficient use of urban lands and the intensification of sustainable development close to public transport corridors. In this context the Development Plan states:

*“That development should be encouraged in established centres, and the redevelopment of under-utilised and brownfield land in these areas should be promoted, with a view to consolidating and adding vitality to existing centres, and ensuring the efficient use of urban lands.*

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<sup>23</sup> Dublin City Development Plan (Interim Publication), 2016-2022, pg. 197.

<sup>24</sup> Dublin City Development Plan (Interim Publication), 2016-2022, pg. 209.

*That intensification of sustainable development should be permitted adjacent and close to public transport nodes and corridors in order to maximise the use of public transport, to minimise trip generation and distribution and to promote sustainable development.*<sup>25</sup> ”

The Development Plan recognises a number of challenges relating to land use zoning including: capacity for planned population increases; environmental considerations; the needs of communities; and, the importance of consolidating the City sustainably. In addition to ensuring capacity for new homes to serve the growing population, the Development Plan highlights the need to ensure that there is capacity to meet the needs of existing and future residential communities, in particular for schools, hospitals and recreational activities<sup>26</sup>.

### 3.6.1.3 Site Specific Zoning and Objectives: Zone Z15

As shown on Figure 3.1 below the subject site is zoned Z15, which has the objective:

*“To protect and provide for institutional and community uses.”<sup>27</sup> ”*

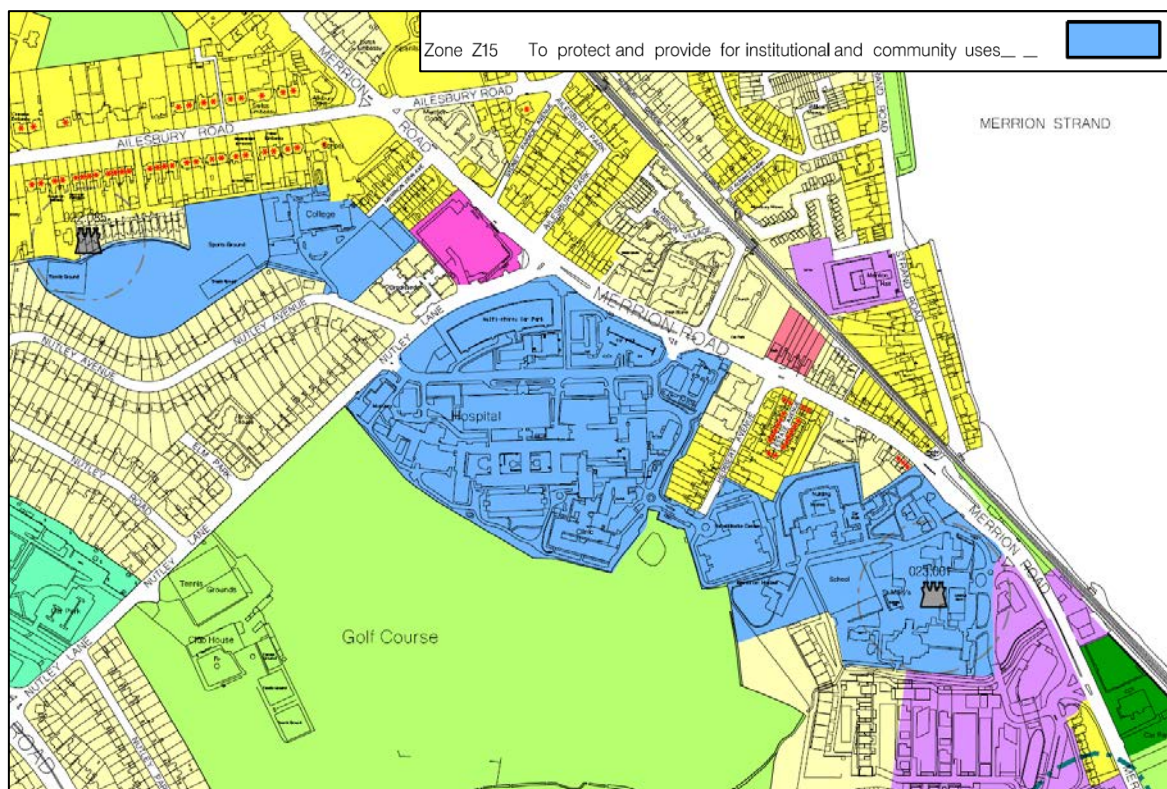
Under the Z15 zoning “Buildings for the health, safety and welfare of the public”, “Residential Institution” and “Open space” are permitted in principle and “Car park ancillary to main use” is open for consideration.

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<sup>25</sup> Dublin City Development Plan (Interim Publication), 2016-2022, pg. 209.

<sup>26</sup> Dublin City Development Plan (Interim Publication), 2016-2022, pg. 210.

<sup>27</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 226.

**Figure 3.1: Site Zoning**

Source: Extract from Map H of the Dublin City Development Plan, 2016-2022

The Development Plan highlights the importance of Z15 zoned lands and the role these lands play in: the achievement of a more compact City; the creation of vibrant neighbourhoods; creating a sustainable well-connected City; and, through the provision of infrastructure such as schools, hospitals and open space. The Development Plan recognises that Z15 lands include nationally important institutions such as hospitals and that it is the Council policy to cooperate with, in order to promote the strategic long-term needs of the City and Country<sup>28</sup>.

With regard to the development of Z15 zoned lands, the Development Plan provides that consideration should be given to the following matters: the potential to contribute to the development of a strategic green network; existing residential amenity including prevailing height, aspect, natural lighting, sunlight, layout and open space; and, the avoidance of abrupt transitions of scale between zonings<sup>29</sup>.

In relation to the requirement to produce a masterplan on Z15 zoned lands the Development Plan states that:

<sup>28</sup> Dublin City Development Plan (Interim Publication), 2016-2022, pg. 227.

<sup>29</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 227.

*“A masterplan is not required in the case of minor developments associated with the existing use or where the development proposed relates to extensions to the existing community and institutional use and would enhance the facilities.”<sup>30</sup>*

With regard to architectural heritage it is noted that there are no protected structures located at the St. Vincent’s University Hospital Campus.

#### 3.6.1.4 Surrounding Land Use Zonings

The St. Vincent’s University Hospital Campus is located between Merrion Road and Nutley Lane with its northern, north-east and north-west boundaries being defined by these roads. The opposite side of Nutley Lane comprises residential and mixed use lands zoned Z1 *“to protect, provide and improve residential amenities”* and Z4 *“to provide for and improve mixed-services facilities”*. The Merrion Centre, a mixed-use development, is designated a Level 4 Neighbourhood Centre in the Retail Hierarchy for the City. The opposite side of Merrion Road is in part zoned Z1, with an area also zoned Z2 *“To protect and/or improve the amenities of residential conservation areas”*.

Elm Park Golf and Sports Club is located to the south of the Hospital Campus and is zoned Z9 *“to preserve, provide and improve recreational amenity and open space and green networks”*. The residential dwellings to the east/south-east of the site on Herbert Avenue are zoned Z2 while the office and car showrooms are zoned Z1. A group of Z2 zoned Protected Structures are located to the east of the dwellings on Herbert Avenue at Estate Avenue. In relation to Z2 zoned lands it is the policy of Dublin City Council to *“protect the special interest and character of all Dublin’s Conservation Areas”<sup>31</sup>*.

With regard to transitional zone areas, the Development Plan notes that it is important to avoid abrupt transitions in scale and use zones. In order to protect the amenities of the more environmentally sensitive zones, the Development Plan advises that *“...in zones abutting residential areas or abutting residential areas or abutting residential development within predominately mixed-use zones, particular attention must be paid to the use, scale, density and design of development proposals and to landscaping and screening proposals in order to protect the amenities of residential properties”<sup>32</sup>*.

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<sup>30</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 227.

<sup>31</sup> Dublin City Development Plan (Interim Publication), 2016-2022, pg. 168.

<sup>32</sup> Dublin City Development Plan (Interim Publication), 2016-2022, pg. 212.

### 3.6.1.5 Relevant Policies and Objectives

The Development Plan sets out that the vision for the urban form and structure of the City is to achieve a high quality, sustainable urban and natural environment, which is attractive to residents, workers and visitors. One of the key principles underpinning this vision is the creation of a more compact City, where residents can live close to their places of work or study, and can easily traverse the City, thereby reducing urban sprawl and unsustainable travel patterns.<sup>33</sup> In the context of making a more compact sustainable City it is the policy of Dublin City Council:

*“SC13: To promote sustainable densities, particularly in public transport corridors, which will enhance the urban form and spatial structure of the city; which are appropriate to their context, and which are supported by a full range of community infrastructure such as schools, shops and recreational areas, having regard to the safeguarding criteria set out in Chapter 16 (development standards), including the criteria and standards for good neighbourhoods, quality urban design and excellence in architecture. These sustainable densities will include due consideration for the protection of surrounding residents, households and communities.”<sup>34</sup>*

While the proposed development is of national importance it also serves a dual level purpose as a facility of local standing. In this context, we note that St. Vincent's University Hospital is located in the neighbourhood of Merrion, see Figure 3.2 below. The Development Plan recognises the importance of *inter alia* health facilities as an important community resource for the City and in this regard protects these lands as strategic assets:

*“...the development plan puts a new emphasis on institutional lands as an important community resource for the city in providing educational, recreational, community and health facilities, for both the city and local neighbourhoods. The Plan protects these lands as a strategic asset for the city.”<sup>35</sup>*

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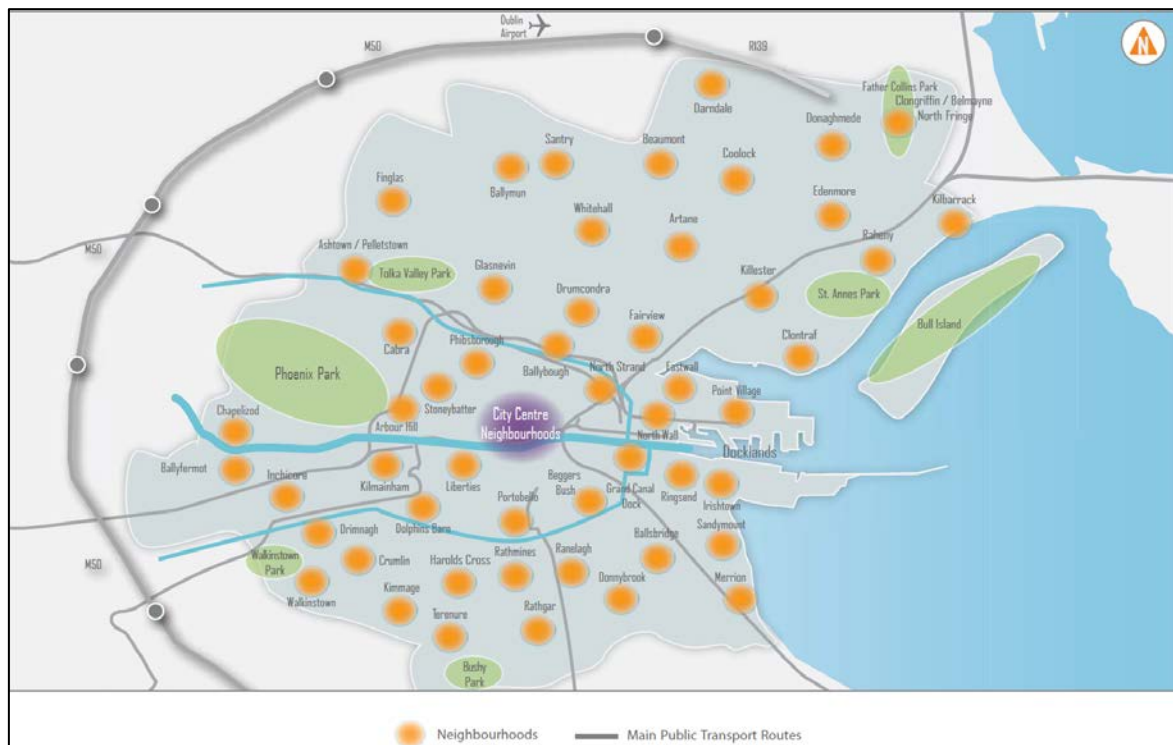
<sup>33</sup> Dublin City Development Plan (Interim Publication), 2016-2022, pg. 42.

<sup>34</sup> Dublin City Development Plan (Interim Publication), 2016-2022, pg. 49.

<sup>35</sup> Dublin City Development Plan (Interim Publication), 2016-2022, pg. 26.



Figure 3.2: Sustainable Communities and Neighbourhoods



Source: Dublin City Development Plan, 2016-2022, pg. 191.

With regard to the sustainable provision and optimum use of social infrastructure the Development Plan states that, “...the provision of strategic new infrastructure should complement the range of neighbouring facilities already existing in the vicinity<sup>36</sup>”. This text is supported by Development Plan Policy SN16 that states:

*“SN16: To ensure that the provision of strategic new community infrastructure complements the range of existing neighbourhood facilities...”<sup>37</sup>*

Furthermore, Policy SN7 of the Development Plan highlights the importance of supporting infrastructure in underpinning successful neighbourhoods and sustainable communities:

*“SN7: To support and encourage the future growth of a wide range of public, social and community services essential to local community life...”<sup>38</sup>*

In order to maximise the use of public transport infrastructure and minimise car dependence, the Development Plan encourages higher densities and interactive mixed uses within walking distance of public transport corridors and nodes. In the context of integrating land-use and transportation it is an objective of Dublin City Council:

<sup>36</sup> Dublin City Development Plan (Interim Publication), 2016-2022, pg. 196.

<sup>37</sup> Dublin City Development Plan (Interim Publication), 2016-2022, pg. 196.

<sup>38</sup> Dublin City Development Plan (Interim Publication), 2016-2022, pg. 194.

*“MTO1: To encourage intensification and mixed-use development along existing and planned public transport corridors and at transport nodes where sufficient public transport capacity and accessibility exists to meet the sustainable transport requirements of the development, having regard to conservation policies set out elsewhere in this plan and the need to make best use of urban land...”<sup>39</sup>”*

In addition to the integration of land-use and transportation, the Development Plan also promotes active travel and encourages increased levels of cycling and walking. Policy MT7 sets out the Planning Authority's support for improving the City's environment for walking and cycling:

*“MT7: To improve the city's environment for walking and cycling through the implementation of improvements to thoroughfares and junctions and also through the development of new and safe routes, including the provision of foot and cycle bridges. Routes within the network will be planned in conjunction with Green Infrastructure Objectives and on foot of (inter alia) the NTA's Cycle Network Plan for the Greater Dublin Area, and the National Cycle Manual, having regard to policy GI5 and objective GIO18.”<sup>40</sup>*

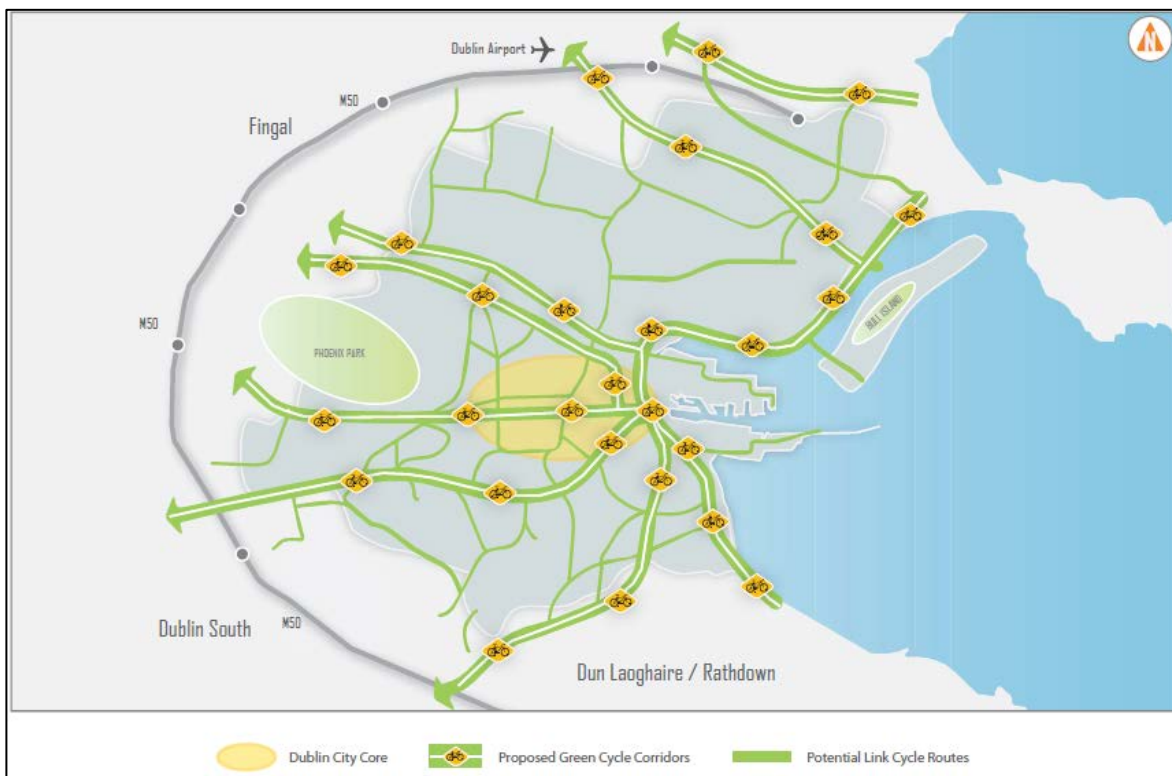
In the context of the above, Figure 3.3 below, illustrates the Dublin City Green Cycle Network, including a proposed green cycle corridor running adjacent to the St. Vincent's University Hospital Campus.

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<sup>39</sup> Dublin City Development Plan (Interim Publication), 2016-2022, pg. 103.

<sup>40</sup> Dublin City Development Plan (Interim Publication), 2016-2022, pg. 107.



**Figure 3.3: Dublin City Green Cycle Network**

Source: Dublin City Development Plan, 2016-2022, pg. 111.

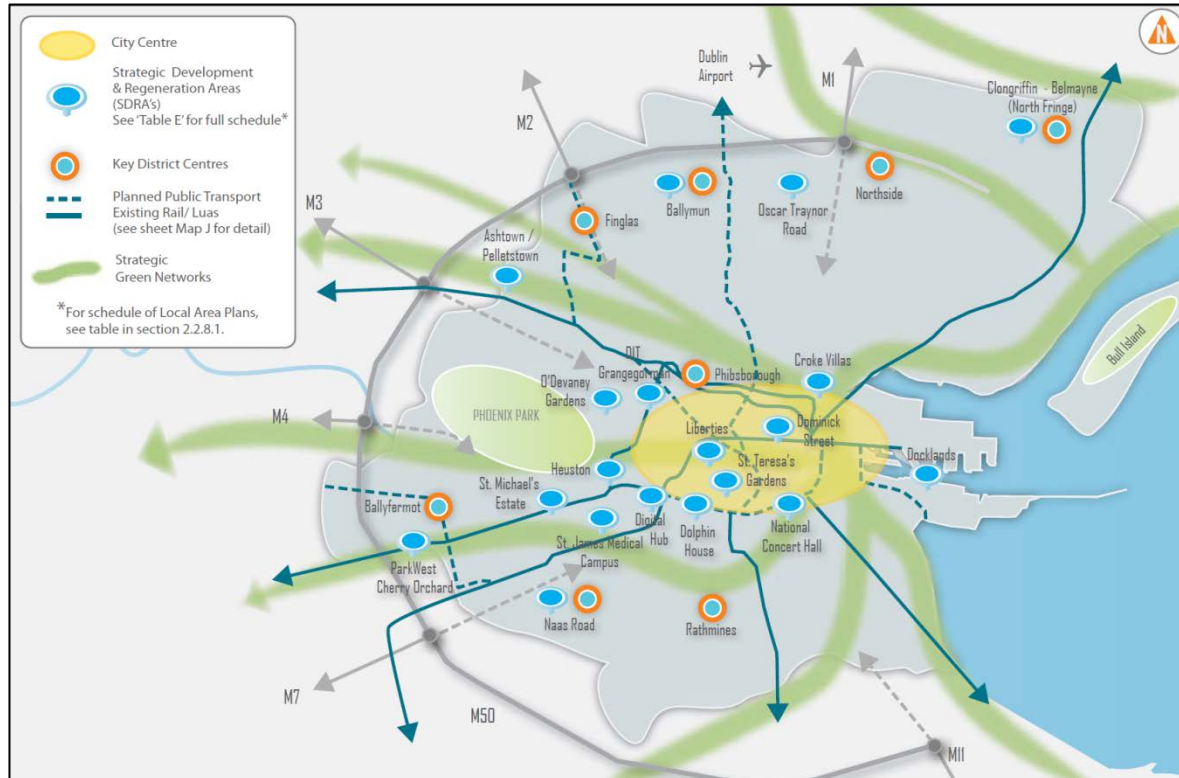
With regard to sustainable transport it is the policy of Dublin City Council:

*“MT13: To promote best practice mobility management and travel planning to balance car use to capacity and provide for necessary mobility via sustainable transport modes.<sup>41</sup>”*

Part of the Planning Authority’s approach towards the inner suburbs is the development of a strategic green network. The strategic green network is described in the Development Plan as comprising river/canal corridors and open/institutional lands which can contribute to the built and natural landscape of the City<sup>42</sup>. Figure 3.4 overleaf illustrates the location of the Development Plan’s strategic green network.

<sup>41</sup> Dublin City Development Plan (Interim Publication), 2016-2022, pg. 110.

<sup>42</sup> Dublin City Development Plan (Interim Publication), 2016-2022, pg. 47.

**Figure 3.4: Core Strategy: Strategic Green Networks**

Source: Dublin City Development Plan, 2016-2022, pg. 17.

### 3.6.1.6 Development Standards

In addition to the Core Strategy and policy objectives, the Development Plan also contains qualitative and quantitative development standards. Qualitative standards include design, layout, mix of new buildings and landscaping, whilst quantitative standards include density, plot ratio, site coverage, access, and roads standards. An overview of the relevant development standards are provided hereunder.

#### Development Standards – Design

The Development Plan provides that all development will be expected to incorporate exemplary standards of high-quality sustainable and inclusive urban design and architecture. The Development Plan sets out detailed design principles for consideration in proposals for development based on four elements: design that respects and enhances character and context; sustainable design; inclusive design; and, design for a safer environment<sup>43</sup>.

<sup>43</sup> Dublin City Development Plan (Interim Publication), 2016-2022, pg. 285.

In addition to the above, the Development Plan requires that proposals for new development greater than 10,000sq.m. shall include an Urban Design Statement that addresses the following matters:

*“How any proposed access points, routes or new streets are interconnected logically with the existing local network of streets, to aid legibility, permeability and walkability and complement local ‘desire lines’.*

*How the development will contribute positively to the quality of the streets and public spaces surrounding it; this should include graphic material showing how the development will contribute to the character of the street and its activity and to the quality of the pedestrian environment.*

*How the development will contribute to a coherent enclosure for the street or public space including consideration of the proportions and activities of the buildings on both sides of a street or surrounding a public space.*

*How the proposals impact on, or are affected by, other planned development in the local area. Where a number of developments are proposed in proximity to each other, they may have the potential to cumulatively exert significant change on a neighbourhood. Where this is the case, any potential conflicts or opportunities for synergies or economies should be examined.*

*How the layout and design of buildings, public realm or infrastructure respond to the series of non-prescriptive questions as set out in the DEHLG’s Urban Design Manual, to be considered during the key stages of the design and planning process; proposals should also demonstrate how they address the principles as set out in the Neighbourhood Section of the Urban Design Manual.*

*How communal amenity spaces within residential developments are designed to be clearly distinct from fully public spaces and their scale and activities appropriate so as to fit within the local network of planned or existing public spaces.<sup>44</sup>”*

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<sup>44</sup> Dublin City Development Plan (Interim Publication), 2016-2022, pg. 313-314.

## Development Standards - Height

Section 4.5.4 *“Taller buildings as Part of the Urban Form and Spatial Structure of Dublin”* outlines Dublin City Council’s approach to taller buildings:

*“...the spatial approach to taller buildings in the city is in essence to protect the vast majority of the city as a low-rise city, including established residential areas and conservation areas within the historic core, while also recognising the potential and the need for taller buildings to deliver the core strategy.”<sup>45</sup>*

In addition to the above, this section of the Development Plan states that:

*“In all cases, proposals for taller buildings must respect their context and address the assessment criteria set out in the Development Standards section, to ensure that taller buildings achieve high standards in relation to design, sustainability, amenity, impacts on the receiving environment, and the protection or framing of important views.”<sup>46</sup>*

The above text is supported through Development Plan Policies SC16, SC17 and SC18. With regard to the assessment of development proposals, Policy SC17 again refers to the development standards section contained in Chapter 16 of the Development Plan. Section 16.7 *“Building Height in a Sustainable City”* addresses building heights from a development standards perspective, stating that:

*“A co-ordinated approach shall be taken to the potential positioning of higher building forms across the city to create clusters, where appropriate, and prevent visual clutter or negative disruption of the city skyline.”<sup>47</sup>*

With regard to building height, the St. Vincent’s University Hospital Campus is located in the category *“Low-rise (relates to the prevailing local height and context)”<sup>48</sup>*. The Development Plan sets out three sub-categories within the category of *Low Rise*:

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<sup>45</sup> Dublin City Development Plan (Interim Publication), 2016-2022, pg. 49.

<sup>46</sup> Dublin City Development Plan (Interim Publication), 2016-2022, pg. 51.

<sup>47</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 299.

<sup>48</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 300.

- Inner City: Up to 28m commercial / Up to 24m residential
- Rail Hubs (within 500m of existing and proposed LUAS, mainline, DART, DART Underground and Metro Stations: Up to 24m commercial and residential.
- Outer City: Up to 16m commercial and residential<sup>49</sup>

Based on its location, the St. Vincent's University Hospital Campus falls within the category of *Low Rise (Rail Hub)*, being located within 500m of the DART mainline stop at Sydney Parade. In this regard, Section 16.7.2 "*Building Height in Dublin*" provides a definition of height for such areas as up to 24m. Height is presented in metres rather than storeys to take account of different floor-to-ceiling heights applicable to different uses which could result in a disjointed streetscape.

However, it is important to note that the Development Plan makes provision for increased height at a site with a pre-existing height over that stipulated above. In this instance the Development Plan sets out that a building of the same number of storeys as the existing may be permitted subject to assessment against the standards set out elsewhere in the Development Plan.

*"Where a site has a pre-existing height over that stipulated above, a building of the same number of storeys may be permitted, subject to assessment against the standards set out elsewhere in the Development Plan and the submission of an Urban Design Statement outlining:*

- *The context with a site and area analysis which includes an appraisal of the character of the area adjoining the site.*
- *The design principles which have been applied and how these will be translated to the development in terms of response to local character, layout, density, scale, landscape, visual appearance and impact on amenities, including sunlight.*
- *Drawings, perspectives and photo-montages to demonstrate how the approach has been applied.* <sup>50</sup>

In this regard, it should be noted that both the St. Vincent's Private Hospital and the recently constructed Nutley Wing both exceed 24m in height (at 9 and 8 storey buildings respectively).

<sup>49</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 300.

<sup>50</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 300.

With regard to plant, flues and lift over runs, the Development Plan states:

*"That plant, flues and lift over runs should not be included in the height of the building, as long as they are set back and properly screened and do not significantly add to the shadowing or otherwise of natural light beyond that of the main structure. <sup>51</sup>"*

#### Development Standards – Plot Ratio

The Development Plan provides indicative plot ratio standards, with Z15 "Institutional Long Term" lands having an indicative plot ratio of 0.5 – 2.5. The Development Plan also notes that a higher plot ratio may be permitted to accommodate hospital developments in order:

*"To facilitate the strategic role of institutions such as hospitals. <sup>52</sup>"*

The Development Plan states that indicative plot ratios standards need to be used in conjunction with other development control measures including, site coverage, building height, public and private open space, the standards applied to residential roads, and parking provision<sup>53</sup>.

#### Development Standards – Site Coverage

The Development Plan provides indicative site coverage standards, providing an indicative standard of 50% for Z15 zoned lands. The standards are intended to be indicative only and in this regard higher site coverage may be permitted in certain circumstances including: sites adjoining major public transport termini and corridors; and, where a site already has the benefit of a higher site coverage<sup>54</sup>.

#### Development Standards – Density

With regard to the density of a proposed development, the Development Plan states that:

*"The density of a proposal should respect the existing character, context and urban form of an area and seek to protect existing and future residential amenity. Public transport capacity will also be used to determine the appropriate density allowable. <sup>55</sup>"*

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<sup>51</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 299.

<sup>52</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 296.

<sup>53</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 296.

<sup>54</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 298.

<sup>55</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 295.

In relation to proposals for higher densities, the Development Plan states that it must be demonstrated how the proposal contributes to place-making and the identity of an area, as well as the provision of community facilities and/or social infrastructure to facilitate the creation of sustainable neighbourhoods<sup>56</sup>.

### Development Standards – Open Space and Green Infrastructure

With regard to public open space, the Development Plan states that the provision of meaningful public open space is required in development proposals on all lands in order to progress the City's green infrastructure network, to improve biodiversity, and to expand the choice of public spaces available. Section 16.3.3 of the Development Plan states that for Z15 zoned lands the requirement will be 25% accessible open space and/or provision of community facilities<sup>57</sup>(GVA Emphasis Added). However, it is noted that this requirement need not apply if the footprint of the existing buildings exceeds 50% of the total site area of the institutional lands. It should be noted that hospitals, by reference to Section 14.8.14 of the Development Plan, are considered an integral part of the community infrastructure of the City.

With regard to the layout of public open space, the Development Plan states that the 25% public open space shall not be split up, unless site characteristics dictate otherwise, and shall comprise mainly of soft landscaping suitable for recreational and amenity purposes and should contribute to, and create linkages with, the strategic green network<sup>58</sup>.

Green Infrastructure is described in the Development Plan as an interconnected network of green space that conserves natural ecosystem values and functions. In the context of development management, it is an objective of Dublin City Council:

*"GIO1: To integrate Green Infrastructure solutions into new developments and as part of the development of a Green Infrastructure Strategy for the city.*

*GIO2: To apply principles of Green Infrastructure development to inform the development management process in terms of design and layout of new residential areas, business/industrial development and other significant projects.<sup>59</sup>"*

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<sup>56</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 295.

<sup>57</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 294.

<sup>58</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 227.

<sup>59</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 146.

### Development Standards – Community Infrastructure

Proposals for new large development must make a contribution to an area in terms of community facilities and social infrastructure where significant shortfalls are identified. When submitting plans for large-scale residential, typically over 50 units depending on local circumstances, and/or mixed-use schemes (i.e. circa 5,000 sq.m and above), developers are required to submit an audit of existing facilities within the area and to demonstrate how the proposal will contribute to the range of supporting community infrastructure<sup>60</sup>.

The subject lands are inherently community infrastructure in their nature as referred to in the Development Plan's description of Z15 zoned lands where it states, *"the present uses on the lands generally include community-related development including schools, colleges, residential institutions and healthcare institutions, such as hospitals."*<sup>61</sup> (GVA Emphasis Added)

### Development Standards – Built Heritage

The Planning Authority's policy to ensure the conservation and protection of areas of special historic and architectural interest is as follows:

*"CHC4: To protect the special interest and character of all Dublin's Conservation Areas (11.1.5.4). Development within or affecting all conservation areas will contribute positively to the character and distinctiveness; and take opportunities to protect and enhance the character and appearance of the area and its setting, wherever possible."*<sup>62</sup>

With regard to the application of the above policy, the Development Plan states that where development affects the setting of a Conservation Area, an assessment of its impact on the character and appearance of the area will be required.<sup>63</sup>

With regard to protected structures it is the policy of Dublin City Council to ensure that the special interest of protected structures is protected.<sup>64</sup>

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<sup>60</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 314.

<sup>61</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 226.

<sup>62</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 168.

<sup>63</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 170.

<sup>64</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 163.



### Development Standards – Transport

The criteria upon which a Transport Assessment is required to be submitted with a Planning Application is set out in Appendix 4 of the Development Plan. A Transport Assessment is required to be submitted for *inter alia* “Office, education and hospital development in excess of 2,500sq.m.”<sup>65</sup>

As a general guideline the Planning Authority may request a Travel Plan if an existing or proposed commercial development has the potential to employ over 100 workers in line with the threshold indicated in the Department of Transport’s, ‘*Smarter Travel, A Sustainable Transport Future 2009 – 2020*’. Additionally, Travel Plans may be required for proposed centres of employment or existing centres where expansion/re-development is proposed, which the Planning Authority considers to have significant trip generation and attraction rates and where potential exists to accommodate a substantial proportion of these trips by sustainable modes<sup>66</sup>. The requirement for the submission of a Travel Plan will be assessed on a case-by-case basis. Account will be taken of the location, scale of development, the precise nature of the uses proposed and the anticipated impact on the surrounding area, in terms of congestion and the existing and proposed transport network<sup>67</sup>.

### Development Standards – Roads and Services

The Development Plan states that the design standards required for carriageway, gradients, footpaths, cycle lanes, junctions, road drainage, cul-de-sac, sight lines, boundary walls, vehicle access, service roads, bus lay-bys, drainage and other underground services, will adhere to the Design Manual for Urban Roads and Streets. In addition, all services must be provided underground in the interests of amenity except where it is clearly shown by a statutory undertaker that underground location is of an impractical nature<sup>68</sup>.

### Development Standards – Car Parking

The Dublin City Council area is divided into three areas for the purpose of parking control with St. Vincent’s University Hospital Campus located in Parking Control Area 2. In relation to this Control Area the Development Plan states that:

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<sup>65</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, Appendices, pg. 122.

<sup>66</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, Appendices, pg. 124.

<sup>67</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, Appendices, pg. 125.

<sup>68</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 302.

*“Car parking provision in Zones 1 and 2 is restricted on account of the proximity of these locations to public transport. An increased density of development will be promoted in Zone 1 and those parts of Zone 2 where the development is in close proximity to good public transport links.<sup>69</sup>”*

Car parking standards are provided in Table 16.1 of the Development Plan and the standard for “Hospitals (Out-Patient facilities)” is 1 no. space per 100sq.m gross floor area. A note to Table 16.1 states that “In assessing car parking requirements for hospitals, Dublin City Council will have regard to the numbers of shift staff, core hour’s staff, patients and visitors.<sup>70</sup>”

The Development Plan states that the car parking standards are generally regarded as maximums and that provision in excess of the standards shall only be permitted in exceptional circumstances. Parking provision below the maximum standard may be permitted provided it does not impact negatively on the amenities of surrounding properties or areas and there is no potential negative impact on traffic safety. In addition, the Planning Authority may require the maximum number of car parking spaces specified in Table 16.1 to be reduced where it is considered that the surrounding road network is not sufficient to cater for the volume of traffic likely to be generated by the proposed development.<sup>71</sup>

At least 5% of the total number of car parking spaces provided should be designated for disabled car parking and motorcycling should be provided in designated, signposted areas at a rate of 4% of the number of car parking spaces provided.<sup>72</sup>

With regard to on-street car parking it is the policy of Dublin City Council:

*“MT14: To minimise loss of on-street car parking, whilst recognizing that some loss of spaces is required for, or in relation to sustainable transport provision, access to new developments, or public realm improvements.<sup>73</sup>”*

In terms of the supply and pricing of car parking it is the policy of Planning Authority:

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<sup>69</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 340.

<sup>70</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 347.

<sup>71</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 340.

<sup>72</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 342.

<sup>73</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 113.

*"MT16: To control the supply and price of all parking in the city in order to achieve sustainable transportation policy objectives.<sup>74</sup>"*

### Development Standards – Cycle Parking

The Development Plan states that secure cycle parking facilities shall be provided in *inter alia* new public transport interchanges, office blocks, hospitals, etc., in accordance with the cycle parking standards set out in Table 16.2. The standard provided in Table 16.2 for "*Hospitals*" is 1 space per 5 hospital beds.

The Development Plan provides guidance in relation to the type and location of bicycle stands including *inter alia* distances of the racks to the destination, cycle facilities in multi-storey car parks, shower and changing facilities.

### Development Standards – Sustainable Building Design and Energy Efficiency

The Development Plan highlights Dublin City Council's commitment to encouraging the efficient use of energy in the built environment and the use of renewable energy. In this regard, Policies CC3 and CC4 of the Development Plan seek:

*"CC3: To promote energy efficiency, energy conservation, and the increase use of renewable energy in existing and new developments.*

*CC4: To encourage building layout and design which maximises daylight, natural ventilation, active transport and public transport use.<sup>75</sup>"*

Additionally, it is the objective of the Development Plan:

*"GI02: to apply principles of Green Infrastructure development to inform the development management process in terms of design and layout of new residential areas, business/industrial development and other significant projects<sup>76</sup>".*

Section 16.2.1.2 of the Development Plan sets out the Planning Authority's approach to sustainable design and states that all proposals for development should seek to meet the highest standards of sustainable design and construction with regard to the optimum use of sustainable building design criteria such as passive solar principles and also green building materials. For larger schemes, consideration should be given to district heating schemes and Combined Heat and Power (CHP)<sup>77</sup>. In order to reduce energy

<sup>74</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 113.

<sup>75</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 34.

<sup>76</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 146.

<sup>77</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 287.

consumption, the Development Plan suggests the consideration of the following design considerations:

- Passive solar design including the orientation, location and sizing of windows.
- The use of green building materials: low embodied energy products and recycled materials.
- The use of natural ventilation or mechanical ventilation with heat recovery.
- Energy-efficient window glazing units and frames.
- Building envelope air tightness.
- Appropriate use of thermal mass and insulation.
- Appropriate renewable technologies.
- Measures to conserve water.<sup>78</sup>

In the context of sustainable building design, Policy QH12 requires planning applications to be supported by information indicating how the proposal has been designed in accordance with the development standards:

*“QH12: To promote more sustainable development through energy end-use efficiency, increasing the use of renewable energy, and improved energy performance of all new development throughout the city by requiring planning applications to be supported by information indicating how the proposal has been designed in accordance with the development standards set out in the Development Plan.”<sup>79</sup>*

### Development Standards – Lighting Design

With regard to the lighting design associated with proposals for development, it is the policy of the Planning Authority:

*“SI26: To ensure that the design of external lighting proposals minimises light spillage or pollution in the surrounding environment and has due regard to the residential amenity of the surrounding area.*

*SI27: To require lighting design to be appropriate to the end use in relation to residential areas, footpaths, cycle paths, urban streets and highways i.e. use of low-level bollard lighting along cycle paths.”<sup>80</sup>*

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<sup>78</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 287.

<sup>79</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 63.

<sup>80</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 136.

In terms of the potential impact of external lighting on biodiversity, it is the policy of the Planning Authority:

*"GI27: To minimise the environmental impact of external lighting at sensitive locations to achieve a sustainable balance between the needs of an area, the safety of walking and cycling routes and the protection of light sensitive species such as bats.<sup>81</sup>"*

#### Development Standards – Noise Pollution and Air Quality

With regard to noise pollution and air quality it is the policy of Dublin City Council:

*"SI25: To seek to preserve and maintain air and noise quality in the city in accordance with good practice and relevant legislation.<sup>82</sup>"*

#### Development Standards – Water

With regard to flood management it is an objective of the Development Plan that:

*"SI08: All development proposals shall carry out, to an appropriate level of detail, a Site-Specific Flood Risk Assessment (SSFRA)....<sup>83</sup>"*

Sustainable urban drainage forms an integral of the Development Plan's approach to green infrastructure. Policy SI18 states that it is the policy of the Council:

*"SI18: To require the use of Sustainable Urban Drainage Systems in all new developments, where appropriate, as set out in the Greater Dublin Regional Code of Practice for Drainage Works. The following measures will apply:*

- The infiltration into the ground through the development of porous pavement such as permeable paving, swales, detention basins;*
- The holding of water in storage areas through the construction of green roofs, rainwater harvesting, detention basins, ponds, wetlands;*
- The slow-down of the movement of water.<sup>84</sup>"*

With regard to sustainable urban drainage the Development Plan notes that the following systems should be considered in development proposals: green roofs and raised courtyards; attenuation ponds, swales, wetlands and detention basins (in larger schemes);

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<sup>81</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 153.

<sup>82</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 135.

<sup>83</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 130.

<sup>84</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 132.

permeable paving; infiltration planters; and, water butts<sup>85</sup>.

With regard to waste water it is an objective of Dublin City Council:

*“SIO3: To require all new development to provide a separate foul and surface water drainage system and to incorporate sustainable urban drainage systems.*

*SIO4: To minimise wastage of water supply by requiring new developments to incorporate water conservation measures, and to promote water conservation by all water users<sup>86</sup>”.*

### Development Standards – Waste Management

With regard to waste management, the Planning Authority requires the implementation of a materials source and management plan:

*“SIO17: To promote the re-use of building materials, recycling of demolition material and the use of materials from renewable sources. In all developments in excess of 10 housing units and commercial developments in excess of 1000sq.m., a materials source and management plan showing type of materials/proportion of re-use/recycled materials to be used shall be implemented by the developer<sup>87</sup>”.*

### Development Standards – Appropriate Assessment

To ensure that proposed developments will not adversely affect the integrity of any European site(s), Policy GI2 states:

*“GI2: That any plan/project, either individually or in combination with other plans or projects that has the potential to give rise to significant effect on the integrity of any European site(s), shall be subject to an appropriate assessment in accordance with Article 6(3) and 6(4) of the EU Habitats Directives.<sup>88</sup>”*

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<sup>85</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 287.

<sup>86</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 126.

<sup>87</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 133.

<sup>88</sup> Dublin City Development Plan (Interim Publication), 2016 – 2022, pg. 146.

### 3.7 Planning History

There is an extensive planning history on the St. Vincent's University Hospital Campus, with a large number of planning applications made in respect of various hospital facilities. Since 1997, some forty six applications have been made on the site. Of these applications, nine have been either amendments to previous applications or a re-application for a planning permission that was nearing expiration (i.e. an extension of duration application). A large number of the planning applications have been for minor works or for buildings of limited scale. The following permissions are of particular relevance to the proposed development. A long list chronological planning history is provided in Appendix 3.1 (as of 22<sup>nd</sup> February 2017).

**Dublin City Council Reg. Ref. 1575/98, An Bord Pleanála Ref. PL29S.109451**

**Grant of Permission – Date signed by An Bord Pleanála 08/06/1999**

**Description:** The first phase of the redevelopment of facilities at Elm Park, Dublin 4 consisted of a new 5 storey over basement building, having an area of 14,860 metres sq. built to the front (north) of and linked to the main hospital block. This building accommodates accident and emergency department at ground floor level with a new entrance to the west, Ambulatory Day Care at the first floor level, Diagnostic imaging at second floor level, Pathology Laboratory at third floor level and Intensive Care Unit at fourth floor level. A part of the fourth floor was to be built but not fitted out to accommodate operating theatres in the next phase of the development. The basement level accommodates carparking and service access. This building formed the new main entrance to the hospital. The existing 14 storey nurses home was to be demolished to make way for this phase of development. A screened landscape split-level partially sunken carpark (part 2 storey, part 3 storey) to accommodate 500 cars to the northern perimeter of the site replaced existing surface carparking in this area. The existing 2 storey Pathology Building was demolished to make way for a new 3 storey building to accommodate further Ambulatory Day Care Facility. The existing helipad was relocated to a position near the demolished nurses home. Existing vehicular access to the site was retained. The internal vehicular layout was modified and surface carparking was rearranged and extended. A new pedestrian access route was provided from the Merrion Road/Nutley Lane junction. The site was landscaped including a new boundary treatment and planted mounding to Merrion Road/ Nutley Lane frontages.

**Dublin City Council Reg. Ref. 5120/06, An Bord Pleanála PL29S.223111****Grant of Permission – Date signed by An Bord Pleanála 31/10/2007**

**Description:** St. Vincent's Healthcare Group applied for planning permission for a Private Hospital on a site measuring 1.9 ha within the St. Vincent's University Hospital Campus known as St. Anthony's and located in the southern end of Herbert Avenue, Dublin 4. The development included the following: Demolition of all existing structures on site, including 1 no. habitable house; Construction of the principal Hospital Building measuring c.26,500sq.m and ranging in height from 3 no. to 8 no. stories (with plant at roof level). This building was to principally accommodate 260 no. beds, operating theatres, a high dependency unit, an accident and emergency/minor injuries department, x-ray and ambulatory day care facilities and other support clinical and non-clinical services, consulting suites, pathology facilities, a pharmacy, a hospital restaurant and general administration; A Separate 2 no. storey services building measuring 522sq.m was located to the north of the site to accommodate a gas compound, a facilities work shop and covered bicycle parking (32 no spaces). An additional 20 no. cycle spaces were provided at surface level near the entrance to the principal building; Two levels of basement were provided, accommodating 283 no. car spaces, Mechanical and Electrical plant areas and services access; The new building was linked at basement level by means of a tunnel, incorporating escape stairs, to the St. Vincent's Private and University Hospital; Existing vehicular access via Herbert Avenue was closed off except for exceptional emergency use only. All future vehicular access to the site (including everyday emergency traffic) was to be be routed through the St. Vincent's University Hospital site via the Merrion Road entrance. Existing roads and car parking within the St. Vincent's Campus was upgraded and reconfigured to accommodate this; the proposal also included for all associated site development works, including landscaping. Two outdoor shelters were to be accommodated within the landscaped areas.

**Dublin City Council Reg. Ref. 3117/07****Grant of Permission – 27/02/2008**

**Description:** An application was made to construct a seven storey in-patient ward building plus plant level above, comprising of 5 floors of ward accommodation (100) beds, a floor of day ward (20 beds), a ground floor level of administrative and support accommodation, and basement plant room, linking to the main hospital street at ground floor level, and associated minor works to a total area of 7,960msq. Facilitating the demolition required required the demolition of the existing single storey Chaplaincy totalling 98sqm and temporary portacabin village (planning permission ref: 4265/04) totalling 712sqm. The development was located between Genome Resource building/Education Research Building and Convent building at the south-west part of the



Campus. The works formed a part of the development of the Hospitals facilities.