

Register Reference: SD23A/0001 **Date:** 26-Jan-2023
Development: Construction of a 7 storey hotel building over 2 basement levels comprising of 254 bedrooms and 8 penthouse suites, reception, exercise room, bar and restaurant, staff facilities, outdoor plaza area, business / conference rooms, 148 car parking spaces and 36 bicycle parking spaces; Works to existing vehicular access at the north of the site and all associated site enabling and excavation works, ESB substation, plant, storage, hard and soft landscaping, green roofs and signage.
Location: Site D, Liffey Valley Office Campus, Dublin 22
Applicant: Winmar Developments Unlimited Company
App. Type: Permission
Planning Officer: SARAH WATSON
Date Recd: 05-Jan-2023
Decision Due Date: 01-Mar-2023

Prior to commencement of any works in the public domain, and in order to comply with The Roads Act 1993 Section 13 Paragraph 10, a Road Opening Licence must be secured from South Dublin County Council, Roads Maintenance Department.

Description

The construction of a hotel in Liffey Valley. The hotel will have two basement levels of parking providing 148no. car parking spaces. The access will be from the north using an existing access point.

Access & Roads Layout:

The access will use an existing location on the minor road to the north (LV Motor Hall Road) of the development. There is an existing bus stop on the opposite side of the road at this location. The TII should be contacted to confirm if this stop will be removed.

Vehicles can access the underground parking or the central drop off area. service trucks and refuse collection will use the same access but will be directed to a service year on the west boundary. An autotrack of the refuse and fire tender access has been provided and is sufficient. It is not clear if vehicle access will be required to the ESB substation along the southern boundary.

Signed: Graham Murphy *Graham Murphy* 01/03/2023

Endorsed: _____ DATE



Figure 1 layout

A traffic and transport assessment of the surrounding area has been submitted. The details the analysis for 5 surrounding junctions along Fonthill Road and the LV Motor Hall Road. All the selected junctions show a below threshold traffic increase of below 5%.

Table 4.1: Hotel Operational - Threshold Assessment, Worst-Case Impact - AM & PM Peak Hours 2024

Assessed Road or Junction	Traffic Increase %		COMMENT
	AM Pk Hr	PM Pk Hr	
LV SC/LV Spine Rd R'Abt to the East	4.9%	3.4%	<5% No Further Assessment Required
LV SC Exit/Fonthill Rd R'Abt to South	3.3%	2.2%	<5% No Further Assessment Required
LV Motor Hall Rd/T Junct to West	2.9%	2.3%	>5% So Capacity Assessment Undertaken
Fonthill Rd/LV Spine Rd R'Abt to SW	4.4%	2.7%	<5% No Further Assessment Required

Requiring no further analysis because of the development. The modelling was extended to the year 2039 and demonstrates capacity to accommodate the worst-case scenario.

Signed: Graham Murphy *Graham Murphy* 01/03/2023

Endorsed: _____ DATE

Permeability:

The existing footpath will remain and concrete stairs will connect at certain locations. Pedestrian and bicycle access are to the north. The existing bicycle lane is on the opposite side of the LV Motor Hall Road some form of crossing point should be provided to link to the main access of the hotel.

Car Parking:

The quantity of parking has been identified from the CDP 2022-2028 and is zone 2. The rate used is 0.5 per bedroom allowing for 131no spaces. Additionally, a bar and business centre increase the parking by 17no spaces, giving a total of 148no. spaces as the maximum allowable and the amount proposed for the development.

Bicycle Parking:

The amount of bicycle parking has been determined from the CDP 2022-2028. The rate is 1 per 5 staff and 1 per 10 bedrooms providing 36no. secure parking spaces.

Taking in Charge:

No areas for taking in charge have been identified.

Roads recommend that additional information be requested from the applicant:

1. Letter of no objection from the NTA.
2. Confirmation from the TII that the bus stop/layby opposite to the vehicle access is no longer required and will be removed.
3. Clarification of vehicle access to the ESB substation.

Should the permission be granted, the following conditions are suggested:

1. EV charging shall be provided in all residential, mixed use and commercial developments and shall comprise a minimum of 20% of the total parking spaces provided. The remainder of the parking spaces shall be constructed to be capable of accommodating future charging points as outlined in SDCC CDP section 12.7.5.
2. Prior to commencement of development, the applicant shall submit the Construction Traffic Management Plan for the written agreement of the Planning Authority.
3. Prior to commencement a Public Lighting Design for the development must be submitted and agreed by the South Dublin County Council Lighting Department.

Signed: Graham Murphy *Graham Murphy* 01/03/2023

Endorsed: _____ DATE _____