



Board Direction

Ref: PL29N.244627

The submissions on this file and the Inspector's report were considered at a Board meeting held on August 17th 2015.

The Board decided to refuse permission generally in accordance with the Inspector's recommendation, as set out in the reasons and considerations below.

REASONS AND CONSIDERATIONS

1. Having regard to the scale, massing and height of the proposed Block B in close proximity to the landmark protected structure that is St. Mary's Chapel-of-Ease (The Black Church), it is considered that the proposed development will undermine and diminish the landmark status of the former church and will adversely impact on the character and setting of this protected structure. The proposed development would, therefore, be contrary to the proper planning and sustainable development of the area.
2. It is a requirement of the planning authority that building frontages should have consistent heights relative to existing buildings and their plan form should prioritise the provision of a consistent building line as indicated in section 16.1.3 of the Dublin City Development Plan 2011-2017, this requirement is considered reasonable. The plan form of proposed Block A fails to adhere to the building line as established by the existing structures to its north and south fronting onto Mountjoy Street and fails to provide a consistent height relative to these neighbouring buildings. The proposed development thus fails to comply with the above mentioned section, it would detract from the integrity and consistency of the streetscape along the eastern side of Mountjoy Street and would adversely impact on the visual amenity of the area. The proposed development would, therefore, be contrary to the proper planning and sustainable development of the area.

3. It is the policy of the planning authority to require the provision for sustainable levels of car parking and car storage in residential schemes in accordance with development plan car parking standards so as to promote apartment living for all age groups and family types, this policy is considered reasonable. The proposal to provide 12 car parking spaces for a development accommodating 34 residential units fails to meet the car parking standards as outlined in section 17.40 and Table 17.1 of the Dublin City Development Plan 2011-2017 and would thus be contrary to the above mentioned policy. The proposed development would, therefore, be contrary to the proper planning and sustainable development of the area.

Note: The Board concurred with the Planning Authority with respect to the substandard provision of private open space.

A copy of the direction to issue with the Board order.

Board Member: _____ Date: 17.08.15
Paul Hyde