



An
Bord
Pleanála

**Case Reference:
ABP-302215-18**

Planning and Development (Housing) and Residential Tenancies Act 2016

Notice of Pre-Application Consultation Opinion

Proposed Development: 456 no. dwellings, 8 no. commercial units, vehicular access is to be provided from an access roadway onto the Marsh Road and all associated site works.

Newtown, Marsh Road, Drogheda, Co. Louth.

An Bord Pleanála has considered the issues raised in the pre-application consultation process and, having regard to the consultation meeting and the submission of the planning authority, is of the opinion that the documents submitted with the request to enter into consultations require further consideration and amendment to constitute a reasonable basis for an application for strategic housing development.

An Bord Pleanála considers that the following issues need to be addressed in the documents submitted that could result in them constituting a reasonable basis for an application for strategic housing development.

1. LIHAF Funded Road

Further consideration/amendment of the documents as they relate to the provision of a vehicular access to the site. The documentation submitted at application stage should clearly detail how the proposed access road will be delivered, when and by whom. The status of any permitted road infrastructure should be clarified and it

should be clearly indicated that the proposed development can be serviced by the LIHAF funded road, in terms of the detailed design of access points and that all necessary legal consents are in place or have been sought. The applicant shall satisfy themselves and adequately demonstrate that there is no obstacle or impediment to the delivery of the road in advance or in tandem with the proposed development the subject to the application. Further consideration of this issue may require amendment to the documents and/or design proposals submitted.

2. Pedestrian Connectivity

Further consideration of the documents as they relate to the delivery of pedestrian facilities connecting the application site to Railway Terrace and onwards to the train station and Drogheda town centre. Attention is drawn to the 'Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas' (including the associated 'Urban Design Manual') insofar as maximum permeability for pedestrians and cyclists should be considered as a starting point to the design process and the achievement of a compact urban structure. Specifically, a future application should include details of proposed improvement works to McGrath's Lane, to allow for safe and secure pedestrian/cyclist connectivity with public transport nodes and the town centre, including proposals for delivery of the works. In this regard, the documentation at application stage should clearly indicate who is providing the infrastructure, what consents, if any, are required to deliver the infrastructure and when it is to be delivered relative to the proposed dwellings. The consideration should have regard to the 'Design Manual for Urban Roads and Streets' which prioritises pedestrians in the user hierarchy. Further consideration of this issue may require amendment to the documents and/or design proposals submitted.

3. Car Parking and Layout

Further consideration/amendment of the documents as they relate to the provision of car parking within the proposed development. The documentation submitted at application stage should provide a robust rationale for the amount of car parking that is proposed. This should have due regard to the pattern of demand for travel that is likely to arise from the occupation of the proposed development, as well as to the likely demand from households to have access to private transport even where it does not provide the primary mode for travel to work or school. The documentation should also take proper account of the advice concerning car parking and cycle parking provided for in the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities – 2018.

In addition, particular attention is drawn to the size and location of open spaces, and rationale for same, the design of the streets, associated on-street parking and building edges/street frontages which reflect a clearly defined street hierarchy within the scheme, and the location and design of bin and bicycle storage requires greater consideration. Finally, and given the foregoing, the detailed design of the entrance to any underground car parking from the proposed LIHAF funded road and the configuration of the layout particularly should relate and add to the creation of a legible street layout. The correct application of the principles of the Design Manual for Urban Roads and Streets is advised. Further consideration of these issues may require amendment to the documents and/or design proposals submitted.

4. Phasing

Further consideration/amendment of the documents as they relate to the phasing of development on the site and its integration with proposals for vehicular access to the site itself, access to the train station and the town centre. The documentation should indicate the timeframe in which the proposed development would proceed and that the infrastructure required to support and facilitate development is provided in a timely manner. A phasing plan should indicate the mix of house/apartment types to be delivered and show a reasoned explanation regarding the distribution of land

uses across the site. Further consideration of these issues may require amendment to the documents and/or design proposals submitted.

Furthermore, pursuant to article 285(5)(b) of the Planning and Development (Strategic Housing Development) Regulations 2017, the prospective applicant is hereby notified that, in addition to the requirements as specified in articles 297 and 298 of the Planning and Development (Strategic Housing Development) Regulations 2017, the following specific information should be submitted with any application for permission:

1. A Traffic and Transport Assessment, including a mobility management plan, which would include specific and quantifiable measures to facilitate the demand for travel and for parking arising from the development, and information as to where the responsibility would lie for the ongoing implementation of each measure.
2. A report that specifically addresses the proposed materials and finishes and the requirement to provide high quality and sustainable finishes and details.
3. A schedule of accommodation and a long-term management and maintenance structures plan (life cycle report), in accordance with section 6 of the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2018.
4. In the context of the information required above, a detailed photomontage report which includes the detailing of the finishes of the proposed structures and additional photomontages from strategic viewpoints along Marsh Road and Strand Road, and elsewhere.
5. A relevant assessment with regard to the site's proximity to an Upper Tier COMAH Establishment (Seveso site) shall be submitted which responds to the comments outlined in the report received by the Health and Safety Authority which is attached.
6. An Archaeological Impact Assessment shall be submitted which responds to the comments outlined in the report received by the Board from the Development Applications Unit which is attached.

7. A report that addresses issues of residential amenity (both existing residents of adjoining properties and future occupants), specifically how the development will limit the potential for overlooking and overshadowing. The report should include full and complete drawings including levels and cross sections showing the relationship between the development and adjacent residential units and adjoining traffic and rail routes. Details in relation to noise impact and mitigation for same shall also be included.
8. A site layout plan indicating what areas are to be taken in charge by the planning authority.
9. The applicant should satisfy themselves as to any requirements and the necessity for the preparation of an EIAR. A screening report should have regard to the inclusion of or use of the LIHAF funded road, and therefore should also have regard to the permitted 133 houses associated with the LIHAF road permission.
10. A Childcare Demand Report outlining anticipated demand likely to be generated by the proposal and the capacity of existing childcare facilities in the vicinity to cater for such demand.

Also, pursuant to article 285(5)(a) of the Planning and Development (Strategic Housing Development) Regulations 2017, the prospective applicant is informed that the following authorities should be notified in the event of the making of an application arising from this notification in accordance with section 8(1)(b) of the Planning and Development (Housing) and Residential Tenancies Act 2016:

- Irish Water
- Health and Safety Authority
- Transport Infrastructure Ireland
- Department of Culture, Heritage and the Gaeltacht
- Córas Iompair Éireann
- Commission for Railway Regulation
- Louth County Childcare Committee

PLEASE NOTE:

Under section 6(9) of the Planning and Development (Housing) and Residential Tenancies Act 2016, neither the holding of a consultation under section 6, nor the forming of an opinion under that section, shall prejudice the performance by the Board, or the planning authority or authorities in whose area the proposed strategic housing development would be situated, of any other of their respective functions under the Planning and Development Acts 2000 to 2016 or any other enactment and cannot be relied upon in the formal planning process or in legal proceedings.

Rachel Kenny

Director of Planning

1st October 2018