



An
Bord
Pleanála

S. 6(7) of Planning and Development (Housing) and Residential Tenancies Act 2016

Inspector's Report on Recommended Opinion ABP-301345-18

Strategic Housing Development	382 apartments and associated site works.
Location	Jacob's Island, Mahon, Cork
Planning Authority	Cork City Council
Prospective Applicant	Montip Horizon Ltd.
Date of Consultation Meeting	4 th May 2018
Date of Site Inspection	27 th April 2018
Inspector	Una Crosse

1.0 Introduction

Having regard to the consultation that has taken place in relation to the proposed development and also having regard to the submissions from the planning authority, the purpose of this report is to form a recommended opinion as to whether the documentation submitted with the consultation request under section 5(5) of the Planning and Development (Housing) and Residential Tenancies Act 2016 - (i) constitutes a reasonable basis for an application under section 4, or (ii) requires further consideration and amendment in order to constitute a reasonable basis for an application under section 4.

2.0 Site Location and Description

The site which comprises an area of 3.18 hectares is located within the South Mahon area of Cork City and south of the Mahon Shopping Centre and N40 ring road and comprises a peninsula into Lough Mahon. The site is relatively flat with areas of the site already disturbed. There are four existing apartment blocks within the site to the south and north of the proposed development which are accessed via a roadway which terminates at the entrance to the apartment with a bus terminus at this location. The site is bounded by a mix of fencing types. The site of the proposed neighbourhood centre is located to the west of the access road and a development of existing residential units is located to the south of the development site.

3.0 Proposed Strategic Housing Development

The proposal comprises a residential development of 382 apartments within 6 residential blocks and a neighbourhood centre block set out as follows:

Block No.	Use	Height (floors)
Block 3	121 apts (1 one-bed, 114 two-beds, 6 3-beds)	Block 3 – 8 - 19 (64m with 4.1:1 slenderness ratio)

Block 4	67 apts (14 studio, 12 one-bed, 38 two-bed, 3 three-bed)	7 - 8
Block 7	49 apts (10 studio, 10 one-bed, 25 two-bed, 4 three-bed)	6 - 7
Block 8	40 apts (10 one-bed, 26 two-bed, 4 three-bed)	5 - 6
Block 9	46 apts (10 one-bed, 33 two-bed, 3 three-bed)	5 - 6
Block 10	Neighbourhood Centre incl. 3 retail units with total area of 776 sq.m, crèche 387 sq.m and 59 apts (1 studio, 26 one-bed, 32 two-bed)	4 & 6

Apartments Numbers & Mix

Unit Type	No.	%
Studio	25	6.5
1-bed	69	18.1
2-bed	268	70.2
3-bed	20	5.2
Total	382	100

Neighbourhood Centre

The neighbourhood centre (Block 10) in addition to apartment units, includes 3 retail units 590, 155 and 131 sq.m in area and a crèche of 376 sq.m.

Car parking

422 spaces in total broken down as follows:

Area	Surface	Undercroft	Semi-Basement
Blocks 3 & 4	78	73	
Blocks 7 & 8 & 9	33		146

Block 10	92		
Total	203	73	146

Part V – 38 units proposed in Block 10 (neighbourhood centre)

Density of 120 units per hectare and plot ratio of 1.64.

4.0 Planning History

There is an extensive planning history within the area within which the site is located which was summarised succinctly in the opinion received from the Planning Authority and which is summarised as follows starting with what is referenced as the 'parent permission'

TP00/24609 – Permission granted for a mixed residential development of 431 units (stated to be at a density of 26 units per/ha) comprising 271 apartments in 8 blocks (blocks 1-8) and 160 houses and duplexes in a total of 9 phases with phases 1, 2, 4, 6 and 7 comprising dwellings and duplexes and phase 3, 5, 8 & 9 comprising the apartments. The permission was extended and is still active. Of the 8 permitted apartment blocks, 4 have been constructed which were all subject to modification.

TP05/29340 – modified Blocks 1 & 2 previously permitted providing 2 additional floors to each block and 28 additional apartments increasing the number of units on site from 431 to 459 (28 units per/ha). It is stated that Blocks 1 & 2 (those blocks closest to the south ring road) are known as the Falcon and the Kestral comprised Phase 3 of the parent permission and were constructed under the modification.

TP05/29373 – modified blocks 5 & 6 as permitted under the parent permission providing 2 additional floors to each block and 28 additional apartments increasing the number of units on site from 459 - 487 (increasing the density to 30 units per/ha). It is stated that Blocks 5 & 6 (those blocks to rear of those closest to the south ring road) are known as the Heron and the Kingfisher comprised Phase 5 of the parent permission and were constructed under the modification.

There are a number of other permissions which were not implemented and have expired.

The Planning Opinion from Cork City Council states that to date 343 units of those permitted have been constructed and it outlines the number and type of units built in each of the original phases of the scheme as follows:

Phase (as per original permission)	No. of Units	Location	Permitted but not constructed
Phase 1	33	The Courtyard and Longshore Drive	
Phase 2	78	The Haven	
Phase 3	78	Blocks 1 & 2	
Phase 4	20	Longshore Drive	
Phase 5	106	Blocks 5 & 6	
Phase 6	16	Longshore Drive	
Phase 7	12	Longshore Drive and 7 terraced units	
Phase 8		Blocks 7 & 8	86
Phase 9		Blocks 3 & 4	57
TOTAL	343		143

The site of the neighbourhood centre has been subject of three applications all of which have been refused the most recent of which comprises a proposal for a two storey neighbourhood centre with retail, retail services and 110 car parking space. **TP13/35575** (PL28.242701). Permission refused on basis that need for a neighbourhood centre rather than local centre not justified and proposal would have an adverse effect on traffic congestion.

The PA have referenced the following permission on lands to the south east of the site adjoining the neighbourhood centre site which was granted permission under **TP07/32686** (PL28.232275) which related to a mixed use development of c. 58,000 sq.m comprising 7 blocks between 2-21 floors in height including 325 residential

apartments, 184-bed hotel, crèche and local retail services. The Board omitted the hotel blocks and a six storey block comprising 20 units and 'truncated' a ten storey blocks omitting 16 apartments. It is noted that this permission remains active until 2020.

5.0 National and Local Planning Policy

Project Ireland 2040 - National Planning Framework

5.1.1. The recently published National Planning Framework includes a specific Chapter, No. 6, entitled 'People Homes and Communities'. It includes 12 objectives among which Objective 27 seeks to ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages. Objective 33 seeks to prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location. Objective 35 seeks to increase densities in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration and increased building heights. In relation to Chapter 9, 'realising our sustainable future' Objective 69 provides for the statutory arrangements between spatial and transport planning in the GDA being extended to other cities.

Section 28 Ministerial Guidelines

5.1.2. Having considered the nature of the proposal, the receiving environment, the documentation on file, including the submissions from the planning authority, I am of the opinion that the directly relevant S.28 Ministerial Guidelines are:

- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas' (including the associated 'Urban Design Manual')
- Design Manual for Urban Roads and Streets'
- Sustainable Urban Housing: Design Standards for New Apartments (2018)
- Childcare Facilities – Guidelines for Planning Authorities

- The Planning System and Flood Risk Management (including associated Technical Appendices).
- Spatial Planning and National Roads Guidelines for Planning Authorities (2012).

Cork City Development Plan 2015-2021

5.1.3. The site includes a number of zonings. Most of the site is zoned ZO 20 – Mixed Use Zoning Jacob’s Island with the objective to provide for mixed use development to accommodate up to 15,000 sq.m of business and technology offices and residential uses. Part of the site is zoned ZO 9 neighbourhood centres with the objective to protect, provide for and/or improve the retail function of neighbourhood centres and provide a focus for local services. Paragraph 15.16 of the plan states that convenience, lower order comparison and residential uses and local services are acceptable in this zone.

5.1.4. Para 4.19 relates to neighbourhood centres and states that anchor stores in these centres should not exceed 1500 sq.m net and should normally serve a pedestrian catchment of c. 800m.

Objective 14.1 refers to the Mahon Local Area Plan and states that the LAP vision will be achieved by:

- Expanding the population and improving residential amenity;
- Gradually replacing low density industry with height density employment accessible to those living in the area;
- Creating strong focal places and Mahon Point and neighbourhood centres providing local services and a physical focus for their areas;
- Supporting a shift to non-car modes for transport, environmental, social and health reasons: and
- Conserving landscape, building heritage and environmental assets;

5.1.5. Chapter 6 relates to residential strategy and includes residential strategic objectives. Chapter 16 of the City Plan refers to development management and outlines the qualitative and quantitative standards against which it is proposed to assess proposals. These include urban design (objective 16.3). Density is addressed in

section 16.40 and 16.41. Densities of greater than 50 per ha will normally require a mix of houses and apartments with densities higher than this baseline level appropriate in other types of location such as along bus routes, at larger development sites and major development areas and mixed use areas.

5.1.6. Section 16.46 deals with residential design. Section 16.49 refers to proposals for new residential developments which it is stated will be assessed having regard to density, plot ratio, accessibility, statement of housing type, access to neighbourhood facilities, design and quality of proposed layout, orientation, overlooking and overshadowing, adequate public and private open space and provision of waste storage facilities.

5.1.7. Tall buildings are addressed in paragraphs 16.25 and paras 16.34-38 with objectives 16.7 stating that the City Council will aim to protect the special character of Cork City which have been identified as having potential for tall buildings with these areas the South Docklands and South Mahon. Objective 16.8 relates to Tall Building in South Mahon and notes that a tall building to mark the gateway into the city from the Harbour, the Jack Lynch tunnel exit and the Dublin Road N8 should be provided in the location identified in Volume 2/Map 8.

It continues that this apex tall building must be located to be the focus for the following strategically significant views:

- From Lough Mahon/Cork Harbour as a signpost when viewed from the River
- From the N8 Dublin Road/Glanmire Road
- When emerging from the Jack Lynch tunnel on the N25

The tall building should be located at the apex of the Jacob's Island Lands at its eastern side and the tall building should be:

- Of high design quality and designed to be seen from the Harbour, the Dunkettle roundabout, the Dublin Road and Southern Ring Road (westbound from tunnel);
- Maximum height of 64m high approx. 67.5m OD or equivalent of approximately 16-20 storeys;
- Either a slender point building with a slenderness ratio of at least 3:1, a sail like building or an apex building in design;

- In residential use, the possibility of ground floor commercial use to provide for the needs of residents and users of the Mahon walkway;
- Tall building should be approx. twice the height of its adjacent building;
- Particular consideration should be given to daylight/sunlight/amenity impacts on adjacent blocks and public space;
- Proposals to re-orientate the buildings so that it addresses the sites context in a positive fashion (i.e. the apex of the river) will be considered on its merits providing they do not result in significant loss of area to the proposed park;

Mahon Local Area Plan 2014

5.1.8. The subject site is located within this LAP area and is within Sub-Area 9: Jacob's Island. The overall vision (section 3.1) states that Mahon will develop into a coherent mixed use suburb that meets the needs of the community and make it an attractive place to live with the objectives for achieving same as per objective 14.1 above in the City Plan. Section 3.2.2 and Table 3.3 provide the population targets for the LAP area and the proposal falls within 'tranche 1' (2011-2021). Precinct objectives or specific sub area objectives are set out in the LAP including objectives relating to residential density with indicative additional population targets, a new neighbourhood centre, a tall building and providing that the area provides a development opportunity.

6.0 Forming of the Opinion

6.1.1. Pursuant to section 6(7) of the Act of 2016, regard is had in the forming of the opinion to the documentation submitted by the prospective applicant; the planning authority submission and the discussions which took place during the tripartite consultation meeting. I shall provide a brief detail on each of these elements hereunder.

Documentation Submitted

6.1.2. The prospective applicant has submitted information pursuant to section 5(5)(a) of the Planning & Development (Housing) and Residential Tenancies Act 2016 and Article 285 of the Planning and Development (Strategic Housing Development)

Regulations 2017. This information included, inter alia, application form, consent letters, minutes of s.247 meeting, statement of consistency, statement on how proposal addresses traffic and transportation issues, statement on childcare provision, Part V proposal, statement of possible effects on environment, Planning and Design Statement, location maps, site layout plan, scaled drawings (plans, sections and elevations), schedule of accommodation, housing quality assessment, outline construction plan, civil engineering report, traffic and transportation assessment, landscaping report, technical note on acoustic review and proposed mitigation, landscape and visual assessment, photomontages, Irish Water PCE.

6.1.3. Section 5(5)(b) of the Act of 2016 requires the submission of a statement that, in the prospective applicant's opinion, the proposal is consistent with both the relevant objectives of the development plan or local area plan concerned, and the relevant guidelines issued by the Minister under section 28 of the Act of 2000. These statements have been submitted, as required.

- Jacobs Island and wider Mahon area has experienced significant growth in recent decades becoming an important location for employment, retail and population growth in Cork City with the proposal representing the next phase of development.
- Proposal will complete phases 8 & 9 of the original masterplan for the lands with heights ranging from 4-8 storeys with a 19 storey tall building proposed in accordance with local policy.
- Proposal is consistent with strategic aims of the National Planning Framework assisting in the growth envisaged for Cork City;
- Strong walking, cycling and public transport linkages from the area to Mahon District Centre and City Centre with census analysis from existing 4 apartment blocks indicating 30% walk, cycle or use public transport for travel to work;
- Proposal will contribute to positively meeting Pillar 3 of Rebuilding Ireland by providing more homes;
- Proposal within central/accessible urban location as set out in New Apartment Guidelines suitable for large scale higher density development comprising wholly apartments as within walking distance of significant employment location in

Mahon and within easy walking of high frequency urban bus services (202 & 215/215A);

- Proposed housing mix consistent with requirements of SPPR1 (studio units 8.2%, 1-beds 21%, 2-beds 67.8% and 3-beds 2.9%) and comply and exceed in most cases minimum floor areas in SPPR3 with just under 58% of units dual aspect (SPPR4) and ground floor, floor to ceiling height in excess of standard (SPPR5);
- Proposal complies with the 12 urban design principles set out in the Urban Design Manual with high quality road, bus and pedestrian/cycle connections, extensive public open spaces including Joe McHugh Park, a range of public and private amenity spaces, a coherent design strategy creating a series of pavilions interspersed around landscaped parkland; distinctive architectural features;
- Parking is proposed at surface and at basement levels under blocks 7, 8 & 9 with a podium car park at blocks 3 & 4;
- Provision of a neighbourhood centre provides for essential convenience retail and childcare needs.
- Jacobs Island already functions in a manner consistent with ethos of DMURS with balance required between existing pre-DMURS internal road network and proposal. Area already carried low traffic volumes and has a degree of traffic calming not proposed to create shared environment around Block 10 and around blocks 3 & 4 with carriageway widths and junctions minimised to greatest extent feasible.
- Site is well served by number of connections to pedestrian and cycle routes with Passage Greenway line accessible from existing lands and Lough Mahon walk accessed via existing connections with proposal to create additional links to the Lough Mahon Walk and implement an inbound bus land on the Mahon Link Road between the N40 interchange and the Mahon Point SC;
- While LAP identified areas of Jacob's Island at risk of flooding, these are to south of subject lands with subject lands not within Flood Zones A or B and justification test not required;
- Proposed neighbourhood centre accords with zoning objective with retail offer appropriate in scale and distinct from already committed retail provision in the area. Proposal provides for 3 retail units of 776, 387 & 284 sq.m which is within



definition of NC of up to 1,500 sq.m net retail sales area with proposal having regard to previous refusals;

- Proposal provides for a crèche facility in accordance with Guidelines;
- Proposal complies with Regional Spatial and Economic Strategy with population growth outlined in NPF and RSES difficult to achieve without residential schemes of scale at appropriate locations;
- Proposal consistent with aims and revised aims of CASP creating higher density of development in the South Mahon Area and with City Development core strategy which recognises South Mahon as a key development area;
- Proposal seeks through density and scale to provide efficiencies in terms of lands user and viability of current and future public transport infrastructure including planned BRT link with provision of car parking below maximum levels aimed at reducing car ownership within the scheme;
- TTA demonstrates consistency with the Transport objectives and outlines measures to reduce car dependency and promotion of sustainable travel modes;
- Proposal will further consolidate development at this location ensuring viability of current and future improvements to public transport;
- Proposal complies with mixed use zoning objective with the business and technology uses may be developed at a later stage on remaining lands with proposal to deliver residential only a response to planning history and concerns raised about potential for traffic congestion with residential development most consistent response;
- Visual impact analysis submitted which addresses 10 strategically significant viewpoints with analysis demonstrating proposal consistent with Objective 16.8, principles of good urban design and will not result in undue visual impact;
- Architects Design statement outlines the design approach for the proposal and proposed tall building;
- Proposal exceeds requirement for 15% open space providing 0.9ha or 28% of the site;
- Proposal consistent with key aims of the LAP;

- Area of the site designated as an area of high landscape value within the City Plan addressed by landscaping and shared open space;
- Noise impacts from nearby N40 mitigated by design, landscaping and buffers;
- While TTA considers no road improvements or upgrades required to facilitate the proposal, proposal makes provision for improvements north of the Mahon Interchange to accommodate a bus lane;
- Pre-connection enquiry from Irish Water notes that while capacity is available that a number of items need to be resolved as some elements of the connection infrastructure have not yet been taken in charge by Irish Water and this taking in charge process will have to be completed prior to completing the connection or alternatively written permission from owner of the private infrastructure should be provided to IW indicating consent with surveys required to demonstrate condition and capacity of infrastructure. As an alternative it is stated that the service connection infrastructure may be extended to a point to connect to the Irish Water infrastructure.

Planning Authority Submission

6.1.4. A submission was received by An Bord Pleanála on 20 April 2018. The report of the planning authority is summarised as follows:

- Reference is made to the NPF and to the 'ambitious vision' for Cork which includes growing and diversifying Corks employment base and creating an enhanced urban environment with a population target of 314,000 in Cork and suburbs by 2040.
- The Cork Area Strategic Plan (CASP) updated in 2008 outlines that Mahon is envisaged to accommodate population and employment growth.
- The relevant development objectives and provisions in the Cork City Development Plan 2015-2021 are set out including the strategic vision and core strategy, the land-use zoning objective and specific objectives for Mahon and the objectives related to tall buildings and tall building in South Mahon (outlined above in Planning Policy section);
- Notable extracts from the Mahon LAP are set out with the site included within the scope of the LAP under Sub-Area 9 – Jacobs Island;

- Relevant ministerial guidelines are outlined;
- A summary of the planning history on the site is provided;
- PA satisfied that proposal accords with relevant land use zoning objectives and general strategic development objectives of City Plan and LAP;
- Increased residential density on the larger Jacobs Island site, of which this is part, are more aligned to those favoured in the CDP and LAP than those originally and previously permitted;
- Proposed residential density of the larger development site is around 44 units per/ha which is in line with national and local guidance and an improvement on the relatively low 26 units per/ha of the original parent permission;
- Proposal located at a strategic gateway location to the City with two 8-storey and two 6-storey buildings on the site and precedent and extant permissions for additional buildings of similar height;
- Part of site identified as a location for a tall building of up to 20 storeys and proposal would accord with the CDP objective for tall buildings in South Mahon in general terms and in principle heights of other buildings proposed generally accord with height regime established in previous permission on site in policy terms;
- No protected views or prospects listed in the CDP relating to the site however there are important local and macro views and proposal will be highly visible due to location and height particularly the tall building with the assessment of the visual impact of the proposal a key consideration;
- Proposal in close proximity to existing houses, duplexes and apartments in Jacobs Island but these all formed part of the original plan for the development of the area and there is a precedent of and permission for major residential development on the lands however the impact of the proposal on the properties in terms of visual impact, overlooking and overshadowing is an important consideration.
- Key proposal located at a strategic gateway in the city and important that proposal is of a high standard by reference to design standards including open space and that local issues such a noise mitigation for apartments in close proximity to the N40 national primary road are carefully considered;

- Provision of public open space important including how this space relates to the public open spaces zoning and existing open space including the popular public walkway;
- Proposal located off the N40 South Ring Road and accessed via a busy junction and one of key issues arising with the proposed development and traffic and transportation issues much be satisfactorily addressed in order to accommodate the proposal without negatively impacting upon traffic congestion in the area with potential knock on effects within greater Mahon area and to east and west along N40 South Ring Road.
- Screening for EIA and AA required with site proximate to the Cork Harbour SPA (site code 004030) and may be prudent for NPWS to be consulted;
- Site is not located within Flood Zone A or B;

Consultation Meeting

- 6.1.5. A Section 5 Consultation meeting took place at the offices of Cork City Council on the 4th May 2018, commencing at 11.30 AM. Representatives of the prospective applicant, the planning authority and An Bord Pleanála were in attendance. An agenda was issued by An Bord Pleanála prior to the meeting.
- 6.1.6. The main topics raised for discussion at the tripartite meeting were based on the Agenda that issued in advance and contained the following issues:
- Visual Impact, Design of Tall Building and Detail of Finishes
 - Traffic Impact, Access and Sustainable Parking
 - Pedestrian/Cycle Connectivity
 - Residential Amenity – external and internal
 - Water and Foul Services and Surface Water Management/SuDS
 - EIA and AA
 - Any other matters
- 6.1.7. In relation to Visual Impact, Design of Tall Building and Detail of Finishes An Bord Pleanála sought further elaboration/discussion/consideration of the following: tall building strategy and policy supporting same, optimal architectural/design solution

for the proposed tall building, treatment of threshold space between buildings and parkland, design details and finishes, life cycle report.

- 6.1.8. In relation to Traffic Impact, Access and Sustainable Parking An Bord Pleanála sought further elaboration/discussion/consideration of the following: existing transport serving the area, traffic impact on N40, parking, go cars and the proposed improvements to the road network between the site and the City Centre and timing of same, road safety audit, intentions for taking in charge. Reference was also made to the submissions sought from the NTA and TII.
- 6.1.9. In relation to Pedestrian/Cycle Connectivity An Bord Pleanála sought further elaboration/discussion/consideration of the following: connections to Mahon Shopping Centre and bus services in vicinity of same, signage to pathways, uses in tenant amenity area.
- 6.1.10. In relation to Residential Amenity – external and internal An Bord Pleanála sought further elaboration/discussion/consideration of the following: provision of documentation addressing residential amenity in terms of overlooking, overshadowing both externally and internally within the site, noise impacts, wind tunnelling.
- 6.1.11. In relation to Water and Foul Services and Surface Water Management/SuDS An Bord Pleanála sought further elaboration/discussion/consideration of the following: clearly outline the proposals for the site particularly in the context of what has been/proposed to be taken in charge and the potential to incorporate SuDS measures into the proposed design for the site.
- 6.1.12. In relation to EIA and AA An Bord Pleanála sought further elaboration/discussion/consideration of the following: addressing the proposal in the context of EIA and the requirement to address AA having regard to proximity of the Cork Harbour SPA.
- 6.1.13. In relation to any other matters An Bord Pleanála sought further elaboration/discussion/consideration of the following: proposals for lands adjoining site, density to be expressed in net.
- 6.1.14. Both the prospective applicant and the planning authority were given an opportunity to comment and respond to the issues raised by the representatives of ABP. Those comments and responses are recorded in the 'Record of Meeting 301345' which is

on file. I have fully considered the responses and comments of the prospective applicant and planning authority in preparing the Recommended Opinion hereunder.

Response from National Transport Authority & Transport Infrastructure Ireland

6.1.15. Responses to a request from the Board under Section 6(10) of the Act were received from the National Transport Authority and Transport Infrastructure Ireland. These responses are appended to this report.

7.0 Conclusion and Recommendation

- 7.1.1. Based on the entirety of the information before me, it would appear that the proposed development falls within the definition of Strategic Housing Development, as set out in section 3 of the Planning and Development (Housing) and Residential Tenancies Act 2016.
- 7.1.2. I have examined all of the information and submissions before me including the documentation submitted by the prospective applicant, the submissions of the planning authority and the discussions which took place at the tripartite meeting. I have had regard to both national policy, via the s.28 Ministerial Guidelines, and local policy, via the statutory plan for the area.
- 7.1.3. Having regard to the above, I recommend that the Board serve a notice on the prospective applicant, pursuant to Section 6(7)(b) of the Planning and Development (Housing) and Residential Tenancies Act 2016, stating that it is of the opinion that the documentation submitted with the consultation request under section 5(5) of the Act: constitutes a reasonable basis for an application under section 4 of the Planning and Development (Housing) and Residential Tenancies Act 2016.
- 7.1.4. I would also recommend that the prospective applicant be notified, pursuant to article 285(5)(b) of the 2017 Regulations, that specified information (as outlined hereunder) be submitted with any application for permission that may follow. I believe the specified information will assist the Board at application stage in its decision making process. I am also recommending that a number of prescribed bodies (as listed hereunder) be notified by the prospective applicant of the making of the application.
- 7.1.5. Therefore, 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:

- Notwithstanding that the proposal constitutes a reasonable basis for an application, the prospective applicant should satisfy themselves that the proposed tall building provides the optimal architectural solution for this strategic landmark site and in this regard, the proposed development shall be accompanied by an architectural report and accompanying drawings which outlines the design rationale for the proposed tall building having regard to inter alia, National and Local planning policy, the sites context and locational attributes.
- A report that specifically addresses the proposed materials and finishes and the requirement to provide high quality and sustainable finishes and details. Particular attention is required in the context of the strategic location and visibility of the site and to the long term management and maintenance of the proposed development.
- A life cycle report shall be submitted in accordance with Section 6.3 of the Sustainable Urban Housing: Design Standards for New Apartments (2018).
- In the context of the information required above, a detailed photomontage report which includes the detailing of the proposed structure rather than an outline of same.
- The Transport and Transportation Assessment and other documentation related to Traffic and Transportation shall respond to the comments raised by both the National Transport Authority and Transport Infrastructure Ireland in the responses received by the Board which are attached.
- A report that addresses issues of residential amenity (both existing residents of adjoining development 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 routes. Details in relation to noise impact and mitigation for same

shall also be included. Furthermore, landscape and architectural drawings that clearly detail the relationship between wind impact mitigation measures and the design of pedestrian pathways and public and private open spaces shall be included.

- Prospective applicant should satisfy themselves that a Stage Two Natura Impact Statement is not required for the proposed development.
- Additional documentation relating to appropriate flood risk assessment that demonstrates the development proposed will not increase flood risk elsewhere and, if practicable, will reduce overall flood risk. A Flood Risk Assessment should be prepared in accordance with 'The Planning System and Flood Risk Management' (including the associated 'Technical Appendices') with specific reference to a Justification Test (if necessary) and should take account of any highly vulnerable development proposed.
- Details of the uses proposed for the tenant amenity space.
- A layout plan that details the location and appropriate quantity of bicycle parking spaces.

7.1.6. 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
- National Transport Authority
- Transport Infrastructure Ireland
- Department of Culture, Heritage and the Gaeltacht (in the interests of nature conservation and archaeological protection)
- An Taisce – the National Trust for Ireland (in the interests of nature conservation and archaeological protection)
- The Heritage Council (in the interests of nature conservation and archaeological protection)
- Irish Aviation Authority

- The Operator of Cork Airport

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.



Una Crosse

Senior Planning Inspector

14th May 2018