



An  
Bord  
Pleanála

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

### **Inspector's Report on Recommended Opinion ABP-306166-19**

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<b>Strategic Housing Development</b>	1,100 no. apartments, childcare facilities and associated site works.
<b>Location</b>	The former Ford Distribution Site, Centre Park Road, Cork.
<b>Planning Authority</b>	Cork City Council
<b>Prospective Applicant</b>	Marina Quarter Limited.
<b>Date of Consultation Meeting</b>	7 <sup>th</sup> February 2020.
<b>Date of Site Inspection</b>	30 <sup>th</sup> January 2020.
<b>Inspector</b>	Daire McDevitt

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## **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, Former Ford Distribution site, is located within the South Docks Development Area, c. 1.9km east of Cork city centre. The site has a stated area of c. 5.52 hectares and is relatively flat. It is bounded to the north by Centre Park Road, to the east by The Marina and Lee Rowing Club, to the south by a vacant site, with a path and stream located within the application site boundaries. The western boundary is Marquee Road. At present there are vacant structures on site and the site is used to host musical/entertainment events known as 'Live at the Marquee'. The River Lee and greenway are to the south of the site, running parallel with 'The Marina' which links the city to Blackrock. Pairc Ui Chaoimh is to the east of the site. There is an area of traditional suburban housing to the south off Monahan Road.

## **3.0 Proposed Strategic Housing Development**

- The demolition of existing single storey building, main entrance canopy and pump island canopy and structures.
- Decommissioning and removal of 2 fuel tanks.
- The construction of 1100 apartments in 12 no. blocks, ranging in height from 4 to 14 storeys.

- The provision of landscaping and amenity areas to include pocket parks, residential squares and urban spaces.
- The provision of 8 no. commercial units, residential amenity and management spaces at ground and first floor level which include 2 no. childcare facilities and 1 no. medical facility.
- The provision of 526 no. residential parking spaces and 28 no. commercial and set down parking spaces.
- The extension of Monahan's Road.
- The provision of 1 no. internal link road through the site linking Centre Park Road and the extended Monahan Road.
- The provision of 2 no. pedestrian only routes through the site linking Centre Park Road and the extended Monahan Road
- All associated ancillary development works.

**Site Area:** 5.52 hectares (developable area 3.61 hectares).

**Total No. Units:** 1100.

**Density:** 304 uph.

**Part V:** 114.

**Parking:**

- Car (526 residential at 0.5 per units), 28 Commercial and setdown areas).
- Bicycle: 1831 (residents) and 550 (visitor).

**Open Space:**

- **Public** (c.5385sq.m).
- **Communal** for residents (c.6935sq.m).

Unit Type	Studio	1 bed	2 bed	3 bed	Total
No.	38	373	647	42	1100
% of total	3.45%	33.91%	58.82%	3.82%	100

Breakdown per Block:

Block 1 (114), Block 2 (101), Block 3 (88), Block 4 (62), Block 5 (106), Block 6 (62), Block 7 (86), Block 8 (98), Block 9 (105), Block 10 (89), Block 11 (88) and Block 12 (101). Provision of dual aspect units per block ranged from c. 34.4 % to 58.1 %.

## 4.0 Planning History

**PA Reference No. 08/32919** refers to a 2009 grant of permission for a Mixed Use Development consisting of the demolition of the existing structure on the site and site clearance. Permission for redevelopment of the 4.984ha site and all site development works to incorporate the construction of a mixed-use development of 12 no. buildings arranged in 11 no. parcels ranging from 1 to 27 no. floors plus mezzanine. The development included: 564 no. residential units (apartments and duplex), 11 no retail units (gfa of 1,986sq.m), Office space (gfa of 48,033sq.m), Hotel (205 bed spaces) with conference facilities, leisure centre and bar/lounge, Events Arena (gfa of 10,927sq.m with a capacity of 5,000 people). This included associated bars, artist space and outdoor display area, 2 no. bar/restaurants (gfa of c. 1,984sq.m) with outdoor seating for 490 people, Crèche (gfa of c. 490sq.m), 2 no. Cafes (gfa of 232sq.m), Bookmakers (gfa of 115sq.m), Pharmacy (gfa of c. 115 sq.m), Community/Civic Building (gfa of c. 200 sq.m), Medical Unit (gfa of c. 94sq.m). It also included district heating system, solar panels and wind turbines, raising the ground levels +4mOD and 2207 car parking spaces.

An Extension of Duration of permission expired on the 7<sup>th</sup> October 2019.

## **5.0 National and Local policy**

### **5.1 National**

#### National Planning Framework 2018-2040

Objective 2a of the NPF 2018-2040 is a target that half of the future population growth will be in our cities or their suburbs. Objective 13 is that, in urban areas, planning and related standards including in particular building height and car parking will be based on performance criteria that seek to achieve well-designed high quality outcomes in order to achieve targeted growth. Objective 35 is to increase residential density in settlements, through a range of measures including reductions in vacancy, reuse of existing buildings, infill development schemes, area or site-based regeneration and increased building height.

Objective 8 of the framework sets ambitious growth targets for Cork, proposing a c.50% growth in population to 2040. In achieving this, it places a great emphasis on compact growth requiring a concentration of development within the existing built up area, including increased densities and higher building format than hitherto provided for. Brownfield sites, in particular, are identified as suitable in this context. At Section 6.6, dealing with housing, the framework refers specifically to student accommodation. It notes that accommodation pressures are anticipated to increase in the years ahead and indicates preferred locations for purpose built student accommodation proximate to centres of education and accessible infrastructure such as walking, cycling and public transport. It also notes that the National Student Accommodation Strategy supports these objectives.

### **5.2 Section 28 Guidelines**

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

- Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities.'

- Urban Development and Building Heights, Guidelines for Planning Authorities.
- ‘Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas’ (including the associated ‘Urban Design Manual’).
- ‘Design Manual for Urban Roads and Streets’ (DMURS).
- ‘The Planning System and Flood Risk Management’ (including the associated ‘Technical Appendices’).
- ‘Childcare Facilities – Guidelines for Planning Authorities.’
- Retail Planning Guidelines.
- ‘Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment.’

### Local

The Planning Authority has referred to the South Docks LAP which has expired. And the City Docks Area Based Transport Assessment (ABTA) and the South Docks Levels Strategy, both of which are currently being compiled and will form the basis form the City Docklands LAP. Neither strategy is a statutory plan for the area.

The **Cork City Development Plan 2015-2021** is the operative plan for the area.

The site is zoned **ZO16 ‘Mixed Use Development’** and **ZO9 ‘Neighbourhood Centre.’**

**ZO16 ‘Mixed Use Development’** *to promote the development of mixed uses to ensure the creation of a vibrant urban area, working in tandem with the principles of sustainable development, transportation and self-sufficiency.*

Section 15.2.3 notes that this zoning objective facilitates the development of a dynamic mix of uses for Docklands which will interact with each other creating a vibrant residential and employment area. A vertical and horizontal mix of uses should occur where feasible, including active ground floor uses and vibrant street frontage on principle streets.

Residential development is permitted on this zoning.

**ZO9 ‘Neighbourhood Centre’** *to protect, provide for and/or improve the retail function of neighbourhood centres and provide a focus for local services.*

Section 15.2.3 sets out that the primary purpose of these centres is to fulfil a local shopping function, providing a mix of convenience shopping, lower order comparison shopping and local services to residential and employment areas. Some of these centres need to be enhanced significantly in terms of their retail offering, mix of uses, public realm and overall viability and vitality. Limited retail offices will be acceptable in these centres to serve local needs and are subject to limit of 100sq.m per unit.

Residential development is permitted.

**Core Strategy** is set out in Chapter 2, the following strategic goals are noted:

Goal 1 – Increase population and households to create a compact sustainable city.

Goal 2 – Achieve a high quality of life, promote social inclusion and make the city an attractive and health place to live, work, visit and invest in.

Goal 3 – Support the revitalisation of the economy.

Goal 4 – Promote sustainable modes of transport and integration of land use and transportation.

Goal 5 – Maintain and capitalise on Cork's unique form and character.

**Objective 13.28** refers to Docklands Public realm,

13.86 states that the City Council will seek the provision of a number of key public open spaces within the Docklands as a constituent part of the creation of a high quality urban extension to the City Centre, to provide for the amenities of residents, workers and visitors alike. Refers to Map 1 Volume 2. A Public Realm Masterplan was

**13.90** sets out that the SDLAP (South Docks LAP) outlines the general building height strategy of the area. A general building height of 5-6 storeys at parapet with an additional setback storey has been established for the bulk of the area with higher buildings (6-7 storeys at parapet with an additional storey setback) in the Neighbourhood and District Centres and along the waterfront with lower heights for tall buildings and local landmark buildings as indicated in the plan.

**Chapter 6** sets out the Residential Strategy:

**Objective 6.8** Housing Mix.

**Objective 6.9** Housing Density.



**Objective 7.7** Childcare Facilities.

**13.90** sets out the vision for the Docklands.

**Objective 13.25** sets out the aims for developing the Docklands.

- a) To promote the development of the North and South Docklands as major development opportunities of regional and national importance.
- b) Review the South Docks LAP and consider whether it needs to be amended to take account of changed circumstances including reviewing the proportional mix and density of uses in different precincts and related infrastructure requirements.
- c) Support the upgrade of recreational and amenity facilities at Marina Park, Pairc Ui Coaimh and Monahan Road over this Plan period.
- d) Work with key stakeholders to overcome barriers to development of South Docks.

## **Chapter 16 Development Management:**

**Objective 16.1** refers to Design Statements.

**Objective 16.3** sets out the Urban Design principles.

**Objective 16.8** refers to public open space. Requirements for residential developments are set out in Table 16.6.

**Objective 16.9** refers to sustainable residential development

**Table 16.2** sets out the general public open space provision.

**Paragraphs 16.25-26** and **16.34-38** relate to development management requirements for tall buildings.

**Paragraph 16.40** refers to residential density.

**Paragraphs 16.43-45** and Table 16.4 relate to dwelling mix.

**Paragraph 16.49** sets out the requirements for new residential developments.

**Paragraph 16.57** refers to apartment developments.

**Paragraph 16.60** relates to open space requirements.

## 6.0 Forming of the Opinion

6.0.1 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 will provide a brief detail on each of these elements hereunder.

### 6.1 Documentation Submitted

6.1.1 The prospective applicant has submitted information pursuant to section 5(5)(a) of the Planning and Development (Housing) and Residential Tenancies Act 2016 and article 285 of the Planning and of the Planning and Development (Strategic Housing Development) Regulations 2017.

6.1.2 The information submitted included *inter alia*: a completed Application form and cover letter/planning context report, schedule of documents; Design Statement; Statement of Consistency; Plans and architectural drawings; Possible Effects on the Environmental Report; Schedule of Accommodation, Photomontages; Part V, Section 247 Meeting details, Generic Quantitative Risk Assessment for the Marquee Entertainment Venue; Density calculations; Social Infrastructure Audit; Outline Construction Management Plan, Outlines Construction and Demolition Waste Management Plan;-Letter of Consent from Cork City Council,-DMURS compliance Statement; Flood Risk Management Strategy Report; Traffic & Transport Assessment Strategy-Summary Report; Site Infrastructure Report,-Engineering Drawings; Tree Survey; Landscape details.

6.1.3 Section 5(5)(b) of the 2016 Act requires the submission of a statement that, in the prospective applicant's opinion , the proposal is consistent with both the relevant guidelines issued by the Minister under section 28 of the Act of 2000. These statements have been submitted and are contained with the document titled 'Planning Report & Statement of Consistency'.

6.1.4 I have reviewed and considered all of the documents and drawings submitted.

Details submitted indicates that an EIAR is currently being prepared to fully assess the possible effects on the environment. An AA Screening is also being carried out.

6.1.5 I have reviewed and considered all of the documents and drawings submitted.

## **6.2 Planning Authority Submission**

6.2.1 In compliance with section 6(4)(b) of the Act of 2016 the planning authority for the area in which the proposed development is located, Cork City Council, submitted a note of their section 247 consultations with the prospective applicant and also submitted their opinion in relation to the proposal. These were received by An Bord Pleanála on 21<sup>st</sup> of January 2020.

6.2.2 The Planning Authority's 'opinion' included the following matters: copies of records of Section 247 consultations, planning history, site location and context, zoning, policy and appendices containing internal reports.

6.2.3 The planning authority's opinion refers to key planning considerations as follows:

### Principle of Development

The proposed development is supported in strategic terms and is compliant with the aims of both Project Ireland 2040/National Planning Framework and the RSES.

The land use zoning for the site combines 'Neighbourhood Centre' (Objective ZO9) to create a new Neighbourhood Centre with 'Mixed Use Development' (Objective ZO16) to create a vibrant urban area within the City Docks, including residential and non-residential uses. The proposed mix of uses is broadly compatible with the development plan land use zoning objectives in that they seek to create mixed use frontages that would contribute to a 'vibrant urban area', although there is no additional primary use proposed in addition to residential, which would be desirable.

### Street Corridor Widths/Design

The street corridor widths proposed are based upon the indicative street corridor sections contained within the Draft City Docks Area Based transport Assessment (ABTA). These corridor widths are based upon transport functional requirements and do not consider additional width for urban design/activity intensity reasons.

The South Dock Levels Strategy (The Levels Strategy) will ideally need to be completed before the necessary street corridor widths can be confirmed as a SuDS approach to surface water drainage is likely to result in a requirement for more generous street corridor widths on all key streets, therefore corridor widths cannot be confirmed at this stage.

Similarly the locations of the proposed tram stop and tram route within the street corridor proposed by CMATS/ABTA are subject to change.

The capacity for Centre Park Road and Marquee Road to accommodate more generous street corridor widths is limited and therefore the corridors and building lines proposed cannot be confirmed as being acceptable in principle at this stage. The Monahan's Road Extension has greater flexibility to accommodate change.

The Levels Strategy has identified that the connection between Centre Park Road and Monahan's Road within the Drainage Strategy is critical to the workings of the drainage for the whole of the South Docks. Centre Park Road is proposed to provide drainage for the blocks south of Centre Park Road. The drainage capacity for this connection has not yet been determined.

### South Docks Levels Strategy

In addition to the street corridor issue identified above, the following issues arise:

- The drainage run-off rate for the proposed development.
- The level of the proposed development ground plane level within the drainage strategy.

The car parking deck is located at a ground-plane level of c.40cm below existing site levels and has been design to relate to the Centre Park Road street level. The Monahan's Road Extension level is significantly below the podium level resulting in the need for transition space along the length of the Monahan's Road Extension (MRE). This results in an environment that is not urban in nature along the MRE and a podium with limited connectivity to street level.

Consideration should be given to reducing the street levels for urban design reasons, in order to improve the relationship between the development and the Monahan's Road Extension and also to improve the quality of permeability from Marina Park to Centre Park Road and the Neighbourhood Centre for pedestrians.

It is noted that there is a competing requirement from a Drainage Strategy perspective in order to achieve drainage fall across the site.

#### Residential Density

The proposed density of 304uph and plot ratio of 3.15:1 exceeds the maximum plot ration of 2.5:1 for the site as per the SDLAP 2008. The proposed level of density, if supported, would set a precedent for a range of other sites in the South Docks area.

Increased densities would have significant effects on infrastructure requirements for Docklands. The proposed density on the site exceeds that which is considered necessary to support the proposed Light Rail Transit system (of 200uph).

It is considered that the density that exceeds the stated 2.5:1 is undesirable. If the prospective applicant wishes to increase heights fronting onto the edges of the site

then this should necessarily require reduced building heights at the centre of the site, which should lead to qualitative improvements in the overall living environment.

### Building Height

From a strategic urban design perspective the approach to distributing the building height around the site is generally accepted with:

- The 14 storey/focal corner building at the corner of Marina Park and the SW of the block diagonally opposite the strategic landmark at the Marina.
- Height front onto the Marina Park/Monahan's Road Extension.
- Height fronting onto the Centre Park Road.
- A lower height in the centre of the blocks and fronting onto Marquee Road.

This does not imply that the specific building heights are supported in principle, it is considered:

- The Marina Park frontage of 11 storeys (12 storeys including the podium deck) should be reduced to 10 storeys, in order to reduce the wall effect fronting the edge of the Park and improve visibility to/legibility of the Montenotte Ridge from various locations.
- The Marina Park frontage requires variety in the height of the proposed blocks. One way of achieving this would be to reduce the height of the blocks wither side of the lower order pedestrian street.
- The building heights fronting onto the pedestrian street are considered to be too high and will result in an overbearing effect given the width of the space in the northern portion of the block, is likely that the walkway will be in shade for the vast majority of the day.

- It is considered that the quality of the dwellings, streets, public and communal spaces require further assessment. It is likely that the western most block would have deficient Daylight and Sunlight to the northern courtyard and those dwellings fronting onto it. In which case the 8-storey building that offsets from the 14 storey building will need to be omitted or reduced in height. In addition the 8 storey buildings defining the (western) narrow pedestrian street is likely to be overbearing in the pedestrian experience on the eastern side of this street.
- The north-south blocks within the centre of the development should be reduced to 6 storeys to give the internal street a more human scale.

### Urban Design

The frontage onto the Monahan Road Extension is not urban in nature but has a parkland campus character, in that the site does not have a continual building frontage and communal spaces punctuate the frontage enclosed only by landscaped areas.

The ground floor/first/second floor non-residential/residential units onto the internal streets/courtyards should be designed to optimise internal lighting levels, and are likely to require increased floor-to ceiling heights and an improved elevational treatment to ensure good levels of internal daylight and sunlight.

It is considered that a variety in the treatment of the top sections of buildings through massing/materiality/interest should be employed.

### Architectural Assessment

The reconfiguring of the urban block into a matrix of 'L shaped' residential blocks has the advantages of allowing sunlight penetration throughout the sit and allows for maximum views of the adjacent parkland.

Site permeability is adequately addressed and similarly the potential usage of ground floor areas for active street frontage is well handled.

Reference to the City Architects conclusion that 'It is considered that the development is a well-articulated proposal for the site which will set a standard for overall development in both urban design and architectural language and is a welcomed addition to the development of the Docklands'.

A report by the City Architect is summarised under 'other technical reports' below.

### Open Space Strategy

The planning application documentation is not clear on how much public open space is proposed, the Design & Access Statement refers to 15% of the site. The cover letter refers to less than 10%.

Requirement for MUGA.

The landscaping strategy in general is satisfactory, further detail could be addressed by condition.

### Social and Community Infrastructure

The South Docks District Development Brief 2010 identified the need for a Community Centre to be integrated in the Neighbourhood Centre.

The provision of a 700sq.m facility should be considered in order to comply with the need to create a strong Neighbourhood Centre (obj. 4.6) and to provide good community facilities (obj. 7.5).

### Traffic and Transportation

Reference to the Draft Cork Metropolitan Area Transport Strategy and the City Docks Area Based Transport Assessment (ABTA).



Parking is calculated at 0.5 spaces per unit, the ABTA seeks a range of 0.3-0.5 spaces per 2 bed unit.

A detailed report by the Transport and Mobility Section highlighted a number of issues that require further consideration which are summarised under 'other technical reports' below.

### Drainage

A detailed report by the Drainage Section highlighted a number of issues that require further consideration which are summarised under 'other technical reports' below.

### Environment

A report by the Environment Section highlighted a number of issues that require further consideration which are summarised under 'other technical reports' below.

### Archaeology

A report by the City Archaeologist is summarised under 'other technical reports' below.

### Part V

A report by the Housing Section is summarised under 'other technical reports' below.

### Environmental Screening

ABP is the competent Authority, it is noted that the proposed development is above the EIA threshold and as such an EIA will be required.

Screening for AA is required.

Site is located within Flood Zone B.

## LIHAF Funding

The development of this site will benefit from LIHAF to provide off-site infrastructure within the City Docks (Marina Park, Monahan's Road upgrade, Monahan's Road Extension and Albert Quay block streets upgrade). In return below market priced housing is a requirements. Section 47 required by condition.

### Conclusion:

The proposed development of this major site is welcomed, as is the overall site development strategy. There is however a strong case to be made that the proposed development is premature pending the completion of the ABTA and the SDLS, to enable street corridor widths, street levels, public SWD system volume requirement and private on-site attenuation requirements to be determined.

Setting back the building line to accommodate a swale on the eastern side of Marquee Road is likely to be a requirement of the development and would represent a material change to the proposed strategy for the western block (the proposed pipe conflicts with the Levels Strategy approach).

Further consideration of the following is required:

- The height of the podium level/car park floor plate, it is considered that this level should be reduced to improve cross-site permeability and the relationship between the development and the surrounding streets.
- A review of the building height strategy.
- Improving the quality of the western urban block.
- Improving the character of the streets that cross the site.
- Consideration of daylight and sunlight impacts.
- Provision of active sports facilities.

- Provision of a more substantial community centre.
- Consideration of a reduction in car parking provision/transport provision to meet the needs of the development.
- Provision of a substantial non-residential use to meet the requirements of the zoning (eg a hotel fronting onto the Marquee Road).
- The applicant will also need to provide details of compliance with the LIHAF MoU regarding the provision of low-cost homes. This should be secured by planning condition with any permission.

#### 6.2.4 Other Technical Reports

**Planning Policy Report:** Issues relating to South Docks Levels Strategy and the City Docks ABTA and LIHAF highlighted.

**Transportation Operations:** Issues highlighted relating to Access, parking, City Docks ABTA, requirement for a TTA, Mobility Management Plan, Road Safety Audit etc.

**Community, Culture & Place making:** Issues noted relating to City Docks ABTA, parking, shared spaces/surfaces, requirement for a quality audit.

**Drainage Division:** Issues raised relating to storm water drainage, ground water and soils, foul drainage, South Docks Levels Strategy and AA Screening.

**Archaeologist:** No objection subject to standard conditions.

**Housing:** Part V details are vague.

**Cork City Energy Agency:** Details relating to construction management and operational management plan.

**City Architect:** (no report attached).

## 7.0 The Consultation Meeting

7.1.1 A Section 5 Consultation meeting took place at the offices of Cork City Council on 7<sup>th</sup> February 2020, commencing at 11:30am. Representatives of the prospective applicant, Cork City Council and An Bord Pleanála were in attendance. An agenda was issued by An Bord Pleanála prior to the meeting.

7.1.2 The main topics raised for discussion at the tripartite meeting were as follows:

1. Development Strategy with particular regard to overall site layout and architectural approach, density, design, including heights, massing and materials, connections and permeability, open space strategy and overall Masterplan.
2. Residential Amenities.
3. City Docks Area Based Transport Assessment (ABTA).
4. South Docks Level Strategy.
5. Visual Impact Assessment, interaction with the public realm along Centre Park Road, Marquee Road and the Monaghan Road extension.
6. Flooding.
7. Any Other Business.

In relation the **Development Strategy** with particular regard to overall site layout and architectural approach, density, design, including heights, massing and materials, connections and permeability, open space strategy and overall Masterplan. ABP representatives sought further discussion/elaboration on the interface with pedestrian areas, elevations/materials, rationale for height/design/massing, phasing and the significant lack of information submitted with the pre-application consultation request.

In relation to the Mix of Units, specifically having regard to the low level of three-bed units and ability of the scheme to accommodate new families or retention of future residents in this area, where 1 and 2 beds dominate in terms of the housing provision. Further consideration and understanding as to the rationale and appropriateness of the proposed mix of units, having regard to the scale of the proposed development and the precedence that may be established for this mix and the implications of that on the wider context in this immediate area.

In relation **Residential Amenities** ABP representatives sought further discussion/elaboration on residential amenities of prospective occupiers given the lack of worked out drawing and details presented for discussion, overshadowing, overlooking, overbearance, noise.

In relation the **City Docks Area Based Transport Assessment (ABTA)** ABP representatives sought further discussion/elaboration on the implications for the proposed development.

In relation the **South Docks Level Strategy** ABP representatives sought further discussion/elaboration on the implications for the proposed development.

In relation to **visual impact** in particular in relation visual impact assessment, the interaction with the public realm along Centre Park Road, Marquee Road and the Monaghan Road extension. ABP representatives sought further discussion/elaboration on rationale for views selected, broaden the scope of views, interface with adjoining roads, public realm.

In relation to **flooding** ABP representatives sought further discussion/elaboration on matters raised in the PA opinion.

In relation **other matters** ABP representatives sought further discussion/elaboration on the linear park, red line boundary and part 8. AA screening to be carried out and determine if a NIS may be required. EIAR to be prepared. Second Meeting May be required.

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 306166' which is on file.

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

## **8.0 Conclusion and Recommendation**

- 8.1 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.
- 8.2 Based on the information submitted with this pre-application consultation request, I am unable at this time to recommend the formation of an opinion based on the limited details submitted for consultation. Furthermore in light of outstanding strategies it is considered that a second meeting is required by the end of March to further consider the City Docks ABTA and the South Docks Levels Strategy and the potential implication same may have on the overall design of the proposed scheme.

## **9.0 Recommended Notification**

- 9.1 An Bord Pleanála considers that a second consultation meeting is necessary for the purpose of forming an opinion. Therefore, having regard to the provisions of section 6 (7) of the Planning and Development (Housing) and Residential Tenancies Act 2016 and article 285(6) of the Planning and Development Regulations 2001-2019, it is proposed to hold a second consultation meeting at a time and location to be determined at a later date (no later than the 17<sup>th</sup> April 2020).
- 9.2 The prospective applicant is advised that the following matters be addressed in the consultation documentation and submitted to An Bord Pleanála and the planning authority prior to that second consultation meeting. The prospective applicant should note that this letter and matters referred to hereunder do not constitute an 'Opinion' for the purposes of section 6(7) of the Planning and Development (Housing) and Residential Tenancies (as amended), such an opinion shall issue within 3 weeks of the holding of the second consultation meeting. A date for the second consultation meeting will be determined once An Bord Pleanála and the planning authority has received a response from the prospective applicant on the matters referred to hereunder.

## **Matters to be addressed in the consultation documentation**

### **1. City Docks Area Based Transport Assessment (ABTA) and South Docks Level Strategy.**

Further clarification in relation to the rationale relate to the development strategy of the site and the implication of the City Docks Area Based Transport Assessment (ABTA) and South Docks Level Strategy.

### **2. Development Strategy**

Further consideration and/or justification of the documents are they relate to the development strategy for the site in respect of site layout and architectural approach, density and housing mix, design, including heights, massing and materials, connections and permeability, open space strategy and overall Masterplan. Urban design and place making considerations, and the effects on townscape and landscape receptors based on an evaluation of short-range, mid-range and long-range views.

Regard should be had to the sites prominent location of the site and the need for an architectural design of exceptional high character and quality on the site. Regard should be had to the need to form a coherent and legible block structure within the site overall and to make a positive contribution to place making at the street level; to respond to the character of the area and to create a distinctive character for the development overall.

### **3. Residential Amenity**

Further consideration and/or justification of the documents are they relate to the residential amenities of prospective occupiers.

### **4. Visual Impact**

Further consideration and/or justification of the documents are they relate to the Visual Impact Assessment, in particular the interaction/interface with the public realm along Centre Park Road, Marquee Road and the Monaghan Road extension.

## 5. **Flooding**

Further consideration and/or justification of the documents are they relate to site specific flood risk assessment and flood management strategy and the implications for the site arising from the South Docks Levels Strategy

The further consideration of these issues may require an amendment to the documents and/or design proposals submitted.

If you have any queries in relation to the matter, please contact the undersigned. Please mark in block capitals "Strategic Housing Unit".

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Dáire McDevitt  
Planning Inspector

25<sup>th</sup> February 2020