

**1 PLANNING REPORT IN ACCORDANCE WITH
SECTION 179 3(a) OF THE PLANNING & DEVELOPMENT
ACT 2000 (as amended)**

Re: Permission for the following:

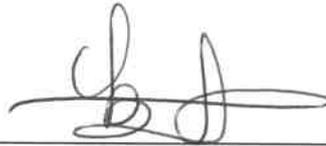
- (i) Permission for the provision of older persons residential accommodation consisting of 27 x No. units on two adjacent sites specifically, 6 x No. 1-bed and 14 x No. 2-bed apartments in buildings varying in height from 1-3 storeys organised around a central garden and new pedestrian route together with works adjacent to the City Wall, a recorded archaeological monument and protected structure, and associated landscaping and works to existing boundary walls;
- (ii) 3 x No. 1-bed and 4 x No. 2-bed apartments in buildings varying in height from 1-2 storeys including modifications and re-paving of a section of Old Dominick Street, vehicle and pedestrian access road, footpaths and 10 x No. car parking spaces, open space and soft landscaping to public and private amenity spaces, alterations and construction of new infrastructure, all associated site works.

At: Orchard Site (bounded by Castle Street, Island Gate, Old Dominick Street & Church Street), King's Island, Limerick

Planning Reference No. 19/8004



**Donogh O'Donoghue
A/Senior Executive Planner**



**Stephane Duclot
A/Senior Planner**



**Kieran Lehane
Director of Services
Service Operations Directorate**

Pursuant to Section 179 3(a) of the Planning & Development Act 2000 (as amended) this report is submitted to the members of Limerick City & County Council. In accordance with Section 179(4) (b) of the above Act, it is proposed to proceed as indicated in Section 5 of this report.



**Dr. Pat Daly
Chief Executive
Limerick City & County Council**

Date: 2.10.19

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1.0 Foreword

This planning report has been prepared pursuant to Section 179 of the Planning & Development Act 2000 (as amended), and Part 8 of the Planning & Development Regulations 2001 (as amended).

2.0 Description of the nature and extent of the proposed development

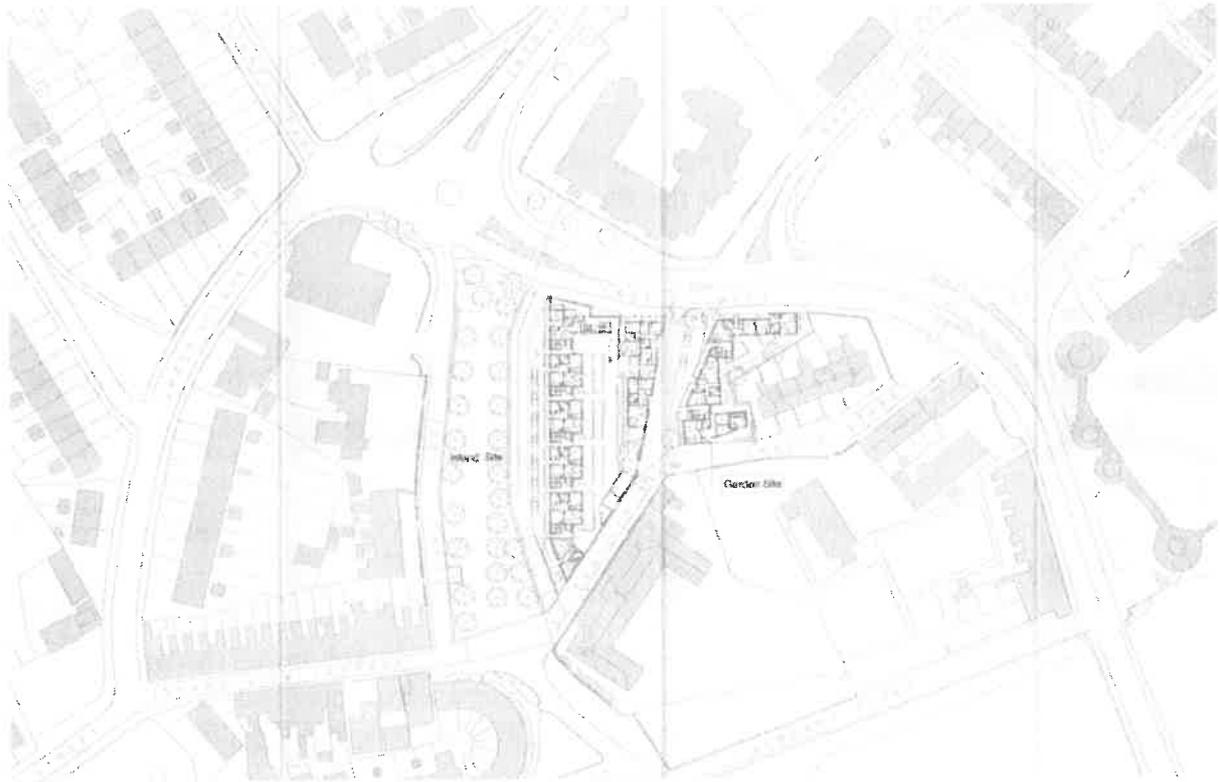
The proposed works will be carried out at Orchard Site (bounded by Castle Street, Island Gate, Old Dominick Street & Church Street), King's Island, Limerick. The site is currently used as a car parking area for King John's Castle and a community garden.

Under this planning application the Applicant, Design & Delivery Services Section, Limerick City & County Council proposes the following:

1. Permission for the provision of older persons residential accommodation consisting of 27 x No. units on two adjacent sites specifically, 6 x No. 1-bed and 14 x No. 2-bed apartments in buildings varying in height from 1-3 storeys organised around a central garden and new pedestrian route together with works adjacent to the City Wall, a recorded archaeological monument and protected structure, and associated landscaping and works to existing boundary walls;
2. 3 x No. 1-bed and 4 x No. 2-bed apartments in buildings varying in height from 1-2 storeys including modifications and re-paving of a section of Old Dominick Street, vehicle and pedestrian access road, footpaths and 10 x No. car parking spaces, open space and soft landscaping to public and private amenity spaces, alterations and construction of new infrastructure, all associated site works.

The plans and particulars went on public display from 26th of June, 2019 to 24th of July, 2019. Submissions and observations had to be submitted by 8th of August 2019.

Site Layout:



3.0 Likely implications, if any, with respect to the proper planning and sustainable development of the area

Limerick City Development Plan 2010 – 2016*

The City Development Plan sets out the following with respect to acceptable development in the location in question:

- Map 1 - Land Use Zoning Map – the site is identified for ‘Residential’ land use.
- Map 2 – Flood Risk Area – part of the site is identified in a flood risk area.
- Map 6 – Parking Zones – the site is identified in Zone 2
- Map 7C – Zone of Archaeological Potential – the site is located in this zone

The development as submitted complies with the Zoning Matrix.

Kings Island Framework Implementation Plan (from Limerick City Development Pan)

The following are the local objectives that the Kings Island Framework Plan shall address:

- To protect the integrity of all Natura 2000 sites in the vicinity. In this regard the development proposals developed shall be subject to HDAA and SEA.
- To prepare a flood risk assessment for King Island and the general catchment to determine the long term flood remediation solution for Kings Island and to identify lands for future development subject to HDAA.

- To develop a strategy to integrate Kings Island into the city centre core through selective site redevelopment and improved connections.
- To examine the potential of improved/new multi modal connections to the adjacent area.

Objective ZO.2 (A) Residential

To provide for residential development and associated uses

Policy BHA.2 Sites Within the Zone of Archaeological Potential

It is the policy of Limerick City Council to protect and enhance the archaeological value of the sites (and their settings) located within the 'Zone of Archaeology Potential' and all other features listed in the Sites and Monuments Record (SMR).

Policy BHA.6 Protection of Limerick's Medieval City Walls

It is the policy of Limerick City Council to secure preservation in-situ of the historic medieval city walls as identified in the Conservation and Management Plan for Limerick City Walls, 2008, and will have regard to the preservation and enhancement of the line of the city wall when considering development proposals in its vicinity. Disturbance, removal and alteration of the line of the city wall will not be permitted.

Policy BHA.7 Promotion of Limerick's Medieval City Walls

It is the policy of Limerick City Council to improve public awareness and increase knowledge and appreciation of the Medieval City Walls. This will be achieved through the implementation of the recommendations of the Conservation & Management Plan for Limerick City Walls, 2008 and any applications for funding to undertake restoration works will be strongly supported.

**Please note 'Limerick City Council' is now Limerick City & County Council (LCCC) - this document was prepared before the amalgamation of the Local Authority.*

3.2 Habitats Directive Project Screening Assessment

Both construction and operating phases of the proposed development to be considered:

<p>Construction Phase: Yes</p> <p>Are effects significant? Yes</p> <p>Are substantial works required: Yes</p> <p>Are effects significant? Yes</p> <p>Operating phase effects: Are effects significant? No</p>	<p>Ex-situ effects: Are effects significant? No</p> <p>Run-off: Are effects significant? Yes</p> <p>Abstraction: Are effects significant? No</p> <p>Displacement: Are effects significant? Yes</p>
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Identification of Natura 2000 sites which may be impacted by the proposed development

1	Impacts on designated rivers, streams, lakes and fresh water dependant habitats and species e.g. bogs or otters -see abstraction/run off etc above.	<i>Is the development in the relevant catchment of or immediately up/downstream of a watercourse that has been designated as a Natura 2000 site?</i> Name of sites: <i>Lower river Shannon Sac site.</i>	Yes
2	Impacts on terrestrial habitats and species.-see area and disturbance/displacement effects above.	<i>Is the development within 1km of a SAC site with terrestrial based habitats or species?</i> Name of site: <i>Lower river Shannon Sac site</i>	Yes
3	Impacts on designated marine habitats and species.	<i>Is the development located within marine or intertidal areas or within 5 km of a SAC site whose qualifying habitats or species include the following habitats: Salmonid, Lamprey Mudflats, sandflats, saltmarsh, shingle, reefs, sea cliffs</i>	Yes

		Name of site: <i>Lower river Shannon Sac site</i>	
4	Impacts on birds in SPAs-	<i>Is the development within 1km of a Special Protection Area</i> Name of site: <i>Lower River Shannon SAC</i>	Yes
5	Cumulative effects	Would consideration of a number of significant projects nearby such as forested areas, quarries, wind energy together with the proposed development significantly increase the impacts listed above:	No

An Appropriate Assessment Screening Report was submitted as part of this application prepared by Openfield Ecological Services.

An EIAR Screening Report was carried out by JBA consulting.

3.3 Land Acquisition

Limerick City & County Council is the owner of the site.

4.0 Submissions with respect to the proposed development

A total of 41 x No. written submission/observation was received and is listed below:

LIST OF SUBMISSIONS RECEIVED	
SUB REF:	FROM:
S.01	Fire & Emergency Services, LCCC
S.02	Department of Culture, Heritage & the Gaeltacht
S.03	Irish Water
S.04	Physical Development, LCCC
S.05	Roads Section, LCCC
S.06	Marie McGrath
S.07	Assumpta Park Residents
S.08	King's Island Medical Centre
S.09	Madeline Lynch
S.10	Penny Etherington
S.11	Kieran Ring
S.12	Teresa Doherty
S.13	Jack Slattery
S.14	Pa Slattery
S.15	Declan Sheehan
S.16	Liam Burke
S.17	Tony Costello
S.18	Grainne Holland
S.19	Bridget Quinlivan
S.20	Pauline Nally
S.21	Pat Flynn
S.22	Paul Austin
S.23	Laura Brody
S.24	Mike Tracey
S.25	Paula O'Connell
S.26	Denise Moloney
S.27	Sheelagh Considine
S.28	Daniel O'Connor
S.29	Molly Power
S.30	Stephen Cunneen
S.31	Gustavo Bassanui
S.32	Treasa Crowe
S.33	Adrian Healy
S.34	Linda McMahan
S.35	Catriona O'Donoghue
S.36	Catriona O'Donoghue
S.37	Craig Bennett
S.38	Sinead Bennett
S.39	Muireann Cunneen

S.40 Tony Cunneen
S.41 Kieran Clancy

4.1 Submissions:

SUB (1) Fire & Emergency Services, Limerick City and County Council

Submission received on the 24th of July, 2019:

Submission Summary:

Submission in respect of the development proposal noting the following:

1. Requirement noted for a Fire Safety Certificate in respect of each building
2. Requirement noted for a Disability Access Certificate in respect of each building
3. Requirement noted for the development to be design & constructed in accordance with the Building Regulations
4. Noted that the Building Control Regulations will be applicable to the works.

Design & Delivery Section Comments:

The contents of the submission are noted. Comments as follows:

1. A Fire Safety Certificate has been granted in respect of the relevant elements of the work,
2. A Disability Access Certificate has been granted in respect of the relevant elements of the work,
3. Requirement noted for the development to be design & constructed in accordance with the Building Regulations,
4. Noted that the Building Control Regulations will be applicable to the works

Planning Authority Comment:

Noted – action shall apply

SUB (2) Department of Culture, Heritage & the Gaeltacht

Submission received on the 25th of July, 2019:

Submission Summary:

Submission in respect of the development proposal noting the following:

1. Noted that the development must not adversely impact on the water quality within the river Shannon given the sites proximal location (60m) from the Lower River Shannon SAC.
2. Requirement noted for the completion of an Invasive Species Management Plan given the presence of Giant Hogweed at the site

Design & Delivery Section Comments:

The contents of the submission are noted. Comments as follows:

1. The design of the development is such as to incorporate all normal measures to prevent adverse development impacts on water quality within the river Shannon. A construction waste management plan can be required to set-out measures for the control of ancillary construction stage risks.
2. Requirement noted for the completion of an Invasive Species Management Plan

Planning Authority Comment:

Noted – action shall apply

SUB (3) Irish Water

Submission received on the 31st of July, 2019:

Submission Summary:

Submission in respect of the proposed development noting the following matters:

General Conditions:

1. Requirement for submission of a Pre-Connection Enquiry and thereafter compliance with the conditions of Irish Water Agreements is noted,
2. Irish Water Connection Agreement to be entered into prior to commencement,
3. Proposed connections will be subject to the constraints of the Irish Water Capital Investment programme,
4. Noted that no development will be permissible over Irish Water infrastructure,
5. Noted that Irish Water are to be the point of contact in respect of all foul and water supply queries while LCCC's Water Services Department are to be the point of contact in respect of all surface water queries,
6. Noted that all new infrastructure is required to be in accordance with Irish Water Standards and specifications,
7. Noted that existing Irish Water infrastructure must not to be compromised by the development,
8. Noted that use of Irish Water infrastructure by adjacent customers must not to be compromised,
9. Certification requirements in respect of new infrastructure noted.

Water Supply:

1. Individual connections with water meters required per unit,
2. Certified pressure testing of new infrastructure to be implemented prior to activation,
3. Bulk flow meter to be installed on developments with demand exceeding 20m³/day, Certified digital as-builts to be submitted to Irish Water prior to property sale / occupation,
4. HPDE or ductile iron to be used for watermain installations,
5. New watermain infrastructure to be in accordance with Irish Water specifications,
6. All valves to be anticlockwise close,
7. Fire Hydrants / Sluice Valves to be installed on the watermain in accordance with Irish Water specifications.

8. Exact connection point and configuration to be agreed with Irish Water prior to connection and Connection Agreement.

Foul Drainage:

1. Individual 100mm connections with inspection manholes required for each unit,
2. All gullies to be trapped,
3. Settlement provisions to be made in respect of infrastructure laid in made ground,
4. Certified installation required prior to sale / occupation,
5. Certified CCTV survey, Condition Report and digital as-builts of new infrastructure to be submitted to Irish Water prior to property sale or occupation,
6. Sealed manhole covers to be installed on service chambers throughout (Class D400 or B125 as appropriate),
7. All new elements of the foul sewer network to comply with Irish Water specifications.

Surface Water:

Surface water is not permitted to enter the foul drainage network

Design & Delivery Section Comments:

The contents of the submission are noted. Comments as follows:

1. Irish Water 'General Condition' requirements are noted,
2. Irish Water 'Water Supply' requirements are noted,
3. Irish Water 'Foul Drainage' requirements are noted,

Irish Water requirements in respect of surface water separation are noted

Planning Authority Comment:

Noted – action shall apply

SUB (4) Physical Development, Limerick City and County Council

Submission received on 30th September 2019.

Submission Summary:

Submission in respect of the development proposal stating the following:

- Referring to LCCC Part 8 planning application at the Orchard Site, King's Island, following review of: "Orchard Site, Part 8 Planning Application, Flood Risk Assessment", JBA Consulting Engineers 30.09.2019 the Physical Development Department of LCCC has no objection to the proposed development in relation to the principle of flood risk.

Design & Delivery Section Comments:

Comments noted

Planning Authority Comment:

Noted

SUB (5) Roads Section, Limerick City and County Council

Submission received on 9th of August, 2019.

Submission Summary:

Submission in respect of the proposed development raising the following matters:

Car Parking Arrangements:

1. Minimum allocation of 14 no. car parking spaces to be provided (revised layouts requested),
2. Noted that car parking spaces should be in accordance with 'Traffic Signs Manual' and accessible car parking spaces in accordance with the 'Irish Wheelchair Association Best Practice Access Guidelines.

Roads & Footpaths:

1. Revised Site layout Plan to be provided reflecting the recommendations of the Road Safety Audit,
2. Autotracking of internal road layout to be reversed reflecting proposed travel direction,
3. Revised Site layout Plan to be provided indicating appropriate bend radii at junctions from Dominick Street and onto Castle Street,
4. Site layout Plan indicating DMURS complaint sight lines to be provided,
5. Suggested that the Castle Street traffic island at the roundabout be extended along Castle Street past the City Wall Walk junction to restrict right turn manoeuvring from southbound traffic,
6. Suggested that the Castle Street traffic island at the roundabout be extended along Castle Street past the City Wall Walk junction to restrict right turn manoeuvring from southbound traffic onto Old Dominick Street,
7. Footpaths to be minimum 1.8m wide, continuous, finished in concrete, dished at junctions, crossing points, vehicular accesses (tactile paving required at crossing points) and be designed in accordance with 'TII Publications Footway Design' and 'Volume 1 Specification for Road Works Series 1100 Kerbs, Footways and Paved Areas'.
8. Revised site layout Plan demonstrating tactile paving and dished kerb arrangements in accordance with 'Guidance on the use of Tactile Paving Surfaces Documents' to be provided,
9. Junction radii to be in accordance with DMURS,
10. 'Traffic Management Guidelines' compliant ramps / raised tables with appropriate warning signage in accordance with the 'Traffic Signs Manual' should be provided to Old Dominick Street,
11. Ramps to be constructed of flexible materials and not interfere with proposed entrances,
12. Requirement noted for road construction to be in accordance with 'Recommendations for Site Development Works for Housing Areas' and TII publication 'NRA Specification for Road Works Series 900 Road Pavement-Bituminous Materials',
13. Requirement noted for new road surface to be tied in with existing road and any damage to existing road to be repaired in agreement with Limerick City & County Council,

14. Advance notification required for Limerick City & County Council supervision of any blacktop installations,
15. Gradients at proposed junctions to comply with 'Recommendations for Site Development Works for Housing Areas',
16. Turning Areas and junction radii should be in accordance with 'Recommendations for Site Development Works for Housing Areas',
17. All Road Markings to be in accordance with 'IS EN 1436 European Standard for Road Markings' and the 'Traffic Signs Manual',
18. All Road Signs to be in accordance with the 'Traffic Signs Manual',
19. Requirement for any planting to be located such as not to interfere with junction sightlines,
20. All public interface works within the public domain will necessitate a Road Opening License being granted by Limerick City & County Council.

Public Lighting:

1. A Lighting Design layout for the proposed development is required and shall be designed (and signed) by a competent Lighting Design Engineer, in accordance with BS 5489:2013 and BS EN 13201:2003 and the specified detailed requirements of Limerick City & County Council's Central Services - Roads Department demonstrating a plot of light levels superimposed on the site layout, and supporting calculations, all to be submitted for agreement with the Planning Authority.

Surface Water Disposal:

1. Stormwater calculations using velocities within normal parameters to be provided,
2. Revised Surface Water Disposal layout indicating gully locations to be provided,
3. Revised Surface Water Disposal layout (with longitudinal sections) to be provided indicating all sewers connecting to the petrol interceptor,
4. Petrol Interceptor desludging proposal to be provided,
5. Maintenance plan and schedule to be provided,
6. Flap (tidal) valve to be installed on the quay wall outfall,
7. Individual 100mm connections with inspection manholes required from each unit,
8. Non-rock sealed manholes to be provided to all inspection chambers and appropriate ironwork covers / frames (certified & marked) to be installed,
9. CCTV survey and digital as-builts of new infrastructure to be submitted to Central Services prior to taking charge,
10. Photographic records (before & after) of the connection manhole to be provided on completion,
11. Storm drainage installation works to be certified by a Chartered Engineer upon completion,
12. Surface water to be disposed of appropriately and not permitted to discharge onto public roads or adjoining properties,
13. All surface water drainage to be contained within the curtilage of the site and air locked surface water road gullies to be used typically,
14. Surface water run-off from the public road or adjoining lands currently discharging on to the site will continue to be accommodated on the site subject to alternative arrangements being made and agreed with Central Services prior to commencement of the development,
15. Agreement certified attenuation tank system to be utilised,
16. Site specific attenuation tank design to be prepared and installation (tested) to be certified by the system supplier,

17. Hydrobreak to meet the designated flow requirements at the specified design head,
18. Class 1 by-pass interceptor to be appropriately sized and fitted with ventilation pipe and oil alarm. Installation and maintenance procedures to be carried out in accordance with manufacturer's instructions,
19. Details of proposed Attenuation Tank, Hydrobreak and Class 1 Bypass Interceptor to be submitted to Central Services for approval.

General:

1. Requirement noted for as-built drawings to be provided upon completion of the development.

Construction Management & Delivery Plan:

1. Requirement noted for a Construction Management & Delivery Plan to be submitted and agreed with Limerick City and County Council's Road Area Engineer prior to construction of the development commencing.

Design & Delivery Section Comments:

The contents of the submission are noted. Comments as follows:

Car Parking Arrangements:

1. It is proposed the quantum of car parking proposed (10 spaces) is sufficient in the context of national Sustainable Urban Housing policy (Design Standards for New Apartments Guidelines for Planning Authorities) which would promote the minimisation or indeed complete omission of car parking provision from such well-connected and serviced development locations as this.
2. Requirements noted for car parking spaces to be in accordance with 'Traffic Signs Manual' and accessible parking spaces to be in accordance with the 'Irish Wheelchair Association Best Practice Access Guidelines.

Roads & Footpaths:

1. Requirement noted for provision of a revised Site layout Plan reflecting the recommendations of the Road Safety Audit.
2. Requirement noted for reversal of auto-tracking of internal road layout.
3. Revised proposal requirement noted indicating appropriate bend radii at junctions from Dominick Street and onto Castle Street,
4. Requirement noted for Site layout Plan indicating DMURS complaint sight lines,
5. The suggested extension of the Castle Street traffic island past the City Wall Walk junction can be accommodated to restrict right turn manoeuvring from southbound traffic,
6. The suggested extension of the Castle Street traffic island can be extended to restrict right turn manoeuvring from southbound traffic onto Old Dominick Street,
7. Requirement noted for all footpaths to be minimum 1.8m wide, continuous, finished in concrete, dished at junctions, crossing points, vehicular accesses (tactile paving required at crossing points) and be designed in accordance with 'TII Publications Footway Design' and 'Road Works Series 1100 Kerbs, Footways and Paved Areas'.
8. Requirement noted for a revised site layout Plan demonstrating tactile paving and dished kerb arrangements in accordance with 'Guidance on the use of Tactile Paving Surfaces Documents'.
9. Requirement noted for junction radii to be in accordance with DMURS.

10. Requirement noted for 'Traffic Management Guidelines' compliant ramps / raised tables with appropriate warning signage in accordance with the 'Traffic Signs Manual' to Old Dominick Street,
11. Requirement noted for ramps to be constructed of flexible material and not compromise access.
12. Requirement noted for road construction to be in accordance with 'Recommendations for Site Development Works for Housing Areas' and TII publication 'NRA Specification for Road Works Series 900 Road Pavement-Bituminous Materials'.
13. Requirement noted for new road surface to be tied in with existing road and any damage to existing road to be repaired in agreement with Limerick City & County Council.
14. Requirement noted for advance notification to be given to Limerick City & County Council to facilitate supervision of all blacktop installations.
15. Requirement noted for gradients at proposed junctions to comply with 'Recommendations for Site Development Works for Housing Areas'.
16. Requirement noted for turning areas and junction radii to be in accordance with 'Recommendations for Site Development Works for Housing Areas'.
17. Requirement noted for all Road Markings to be in accordance with 'IS EN 1436 European Standard for Road Markings' and the 'Traffic Signs Manual'.
18. Requirement noted for all Road Signs to be in accordance with the 'Traffic Signs Manual'.
19. Requirement noted for any planting to be located such as not to interfere with junction sightlines,
20. Road Opening License requirement noted in respect of all interface works within the public domain.
- 21.

Public Lighting:

1. The requirements of Operations Central are noted and further detail will be provided for approval by Operations Central through the detail design process.

Surface Water Disposal:

1. Requirement noted for Stormwater calculations using velocities within normal parameters to be provided,
2. Requirement noted for a revised Surface Water Disposal layout indicating gully locations to be provided,
3. Requirement noted for a revised Surface Water Disposal layout (with longitudinal sections) to be provided indicating all sewers connecting to the petrol interceptor,
4. Requirement for a Petrol Interceptor desludging proposal is noted,
5. Requirement for provision of a maintenance plan and schedule is noted,
6. Requirement noted for Flap (tidal) valve to be installed on the quay wall outfall,
7. Requirement noted for individual 100mm connections with inspection manholes from each unit,
8. Requirement noted for non-rock sealed manholes to be provided to all inspection chambers and appropriate ironwork covers / frames (certified & marked) to be installed,
9. Requirement noted for CCTV survey and digital as-builts of new infrastructure to be submitted to Central Services prior to taking charge,
10. Requirement noted for photographic records (before & after) of the connection manhole to be provided on completion,

11. Requirement noted for storm drainage installation works to be certified by a Chartered Engineer upon completion,
12. Requirement noted for surface water to be disposed of appropriately and not permitted to discharge onto public roads or adjoining properties,
13. Requirement noted for all surface water drainage to be contained within the curtilage of the site and air locked surface water road gullies to be used typically,
14. Requirement noted for surface water run-off from the public road or adjoining lands currently discharging on to the site to continue to be accommodated on the site subject to alternative arrangements being made and agreed with Central Services prior to commencement of the development,
15. Requirement noted for Agreement certified attenuation tank system to be utilised,
16. Requirement noted for site specific attenuation tank design to be prepared and installation (tested) to be certified by the system supplier,
17. Requirement noted for Hydrobreak to meet the designated flow requirements at the specified design head,
18. Requirement noted for Class 1 by-pass interceptor to be appropriately sized and fitted with ventilation pipe and oil alarm. Requirement noted for installation and maintenance procedures to be carried out in accordance with manufacturer's instructions,
19. Details of proposed Attenuation Tank, Hydrobreak and Class 1 Bypass Interceptor will be submitted to Central Services for approval prior to commencement.

General:

1. Requirement noted for as-built drawings to be provided upon completion of the development.

Construction Management & Delivery Plan:

1. Requirement noted for a Construction Management & Delivery Plan to be submitted and agreed with Limerick City and County Council's Road Area Engineer prior to construction of the development commencing.

Planning Authority Comment:

Noted – actions shall apply

SUB (6) Marie Mc Grath

Submission received on 25th of June, 2019.

Submission Summary:

Objection to the development proposal by an adjoining resident (no. 9 Church Street) noting the following:

1. Concerns raised regarding privacy & light impacts on no. 9 Church Street arising from the proposed multi-storey development.

Design & Delivery Section Comments

The contents of the submission are noted. Comments as follows:

1. It is noted that development ranges from one to three storey and not four storey as indicated in this submission. No. 09 Church Street is one of a terrace of redbrick

properties whose rear garden spaces bound the development site. Church Street extends along a north-south axis and, as such, dwelling elevations face west and east (front and rear respectively). The development is primarily located north of this terrace but wraps around the eastern rear boundary of this group of properties. In this more sensitive location, the development proposal envisages one and two storey units for avoidance of overshadowing. Monopitch roofs are proposed to maximise light transmission into the adjoining Church Street properties. Topography of this portion of the development site is also lower than that of the Church Street properties. Furthermore, the proposed dwelling units backing up to the Church Street properties have been carefully designed so as not to provide first floor, habitable room windows to the rear facades. In this regard, the development is not considered to negatively impact upon the natural lighting and privacy afforded to the existing Church Street properties.

Planning Authority Comment:

Noted

SUB (7) Assumpta Park Residents c/o Helen Flanagan

Submission received on 9th of July, 2019.

Submission Summary:

Submission in respect of the development proposal noting the following concerns:

1. The removal of 5 no. existing trees along the edge of Castle Street is objected to noting that the trees are in place for approximately 20 years,
2. The use of stone in the development (boundaries / facades) is requested for greater congruence with the surrounding Medieval context,
3. A footpath is requested to be installed on the northern side of Barrack Street to facilitate pedestrian connectivity while construction works are ongoing within the development site,
4. Hours of construction activity and road condition maintenance responsibilities to be levied for control of construction activities given the residential context,
5. Construction access and ancillary impacts on day-to-day resident & service access requirements along the adjacent streets (such as Church Street) to be considered,
6. Noted that the opening up of a vehicular access route through the Verdant Crescent green area and widening of Island Gate street will have a negative impact on adjacent residents. Stone should be reused to provide privacy for the residents along Island Gate.
7. Castle Street grass verge (and trees) to be maintained, building line to be set back and stone requested to be used on the building facades. Sympathetic materials to be used, flora and fauna to be retained,
8. Noted that there has been insufficient consultation and a meeting should be facilitated.

Design & Delivery Section Comments:

The contents of the submission are noted. Comments as follows:

1. The proposal seeks to increase useable amenity space provision The development proposal envisages the creation of a structured and readily accessible green area over the footprint of the historic City Wall fosse.
2. As an option to the proposed red brick a more neutral coloured brick to tie-in with the surrounding 'grey' context could be explored.
3. Provision of a footpath on the northern side of Barrack Street is beyond the extent of this project. Contractors can be required to maintain temporary pedestrian connectivity along Castle Street while construction works are ongoing within the development site.
4. Conditions appropriate to the residential context can be levied in respect of construction activity timing and nuisance management,
5. Contractor responsibilities with respect to road use can be controlled through application of conditions requiring preparation and operation of an appropriate construction and traffic management plan.
6. It is not intended as part of the proposed development to alter the existing built context as immediately pertinent to Verdant Crescent and Island Gate.
7. The development proposal envisages the creation of a structured and readily accessible green area over the footprint of the historic City Wall fosse. While this area is currently under vegetation, it is not maintained. Consequently, the proposal seeks to increase amenity space provision.
8. The Part 8 process facilitates the formal airing of views.

Planning Authority Comment:

Noted.

SUB (8) Kings Island Medical Centre

Submission received on 24th of July, 2019.

Submission Summary:

Submission acknowledging support for the proposed development proposal however noting the following:

1. Noted that over 70 cars use the existing car park on a daily basis and that the car park is the primary parking facility available to Castle visitors. Completion of a Traffic Management Study questioned to ensure availability of adequate tourist parking.
2. Concerns raised regarding the height of the proposed development noting that it is not in keeping with and dwarfs / diminishes adjacent existing developments.

Design & Delivery Section Comments:

The contents of the submission are noted. Comments as follows:

1. The loss of car parking provision is discussed in detail under submission (S.12).
2. The surrounding developments are primarily two-storey with certain taller buildings climbing to three and four storeys. The development is primarily two-storey in height. The development reduces to single-storey at the southern, higher end of the site, where it interfaces with the bounding two-storey, Church Street properties, and increases to three-storey further north along its Castle Street frontage where the street slopes down toward the Island Gate interface. This is in order to provide an

appropriate sense of enclosure to Castle Street and to command the green space bridging between the new building line and Island Gate.

Planning Authority Comment:

Noted.

SUB (9) Madeline Lynch

Submission received on 6th of August, 2019.

Submission Summary:

Objection to the development proposal by an adjoining resident (no. 2 Church Street) noting the following:

1. Concerns regarding the loss of stone boundary walls which are aesthetically pleasing,
2. Assurances requested in respect of the future elderly usage of the development,
3. Concerns regarding the design noting preference for a grey coloured brick or stone finish,
4. Development density on the garden site (bounding Church Street properties) noted as being too dense,
5. The proposed walkways are noted as probable magnets for anti-social activities,
6. Concerns noted in respect of possible construction stage damage to existing properties due to proximal location,
7. The loss of car parking will negatively impact local businesses, tourism and serve to congest the streets around the Castle,
8. Eroding of green spaces noted as a loss of local amenity,
9. The widening of Island Gate / St Marys Terrace is projected to generate use of that Street as a rat run.

Design & Delivery Section Comments:

The contents of the submission are noted. Comments as follows:

1. The existing historic stone boundary walls are principally proposed to be retained and integrated as part of the new development. A section of the stone wall along Old Dominick Street is proposed be broken out to facilitate connectivity from the proposed 'City Wall Walk' across Old Dominick Street to the remaining portions of the City Wall evident at Verdant Crescent. The existing arch within this wall is proposed to be retained and used as a gated access point into a secure external courtyard. It is not intended to remove the stone wall along Island Gate as part of the development.
2. The scheme is intended to operate as a sheltered elderly housing scheme.
3. A more neutral coloured brick to tie in with the surrounding 'grey' context could be explored.
4. It is noted that the proposed development density (45 units / hectare) is considered an appropriate density for such an urban site.
5. The only new walkway proposed is that along the line of the historic City Wall. This doubles as an access route to 11 residential units each of which are designed to positively overlook the proposed shared surface walkway.
6. Potential for damage to existing properties can be managed by limiting use of vibration generating construction techniques. Dilapidation surveys can be undertaken

within adjoining properties pre-commencement of construction works to record pre-commencement condition for monitoring purposes.

7. The loss of car parking provision is discussed in detail under submission (S.12).
8. The development proposal envisages the creation of a structured and readily accessible green area over the footprint of the historic City Wall fosse. This area is currently under vegetation but not maintained. Consequently, the proposal seeks to increase amenity space provision.
9. The development does not propose the widening or indeed any change to Island Gate / St Marys Terrace.

Planning Authority Comment:

Noted.

SUB (10) Penny Etherington

Submission received on 6th of August, 2019.

Submission Summary:

Objection to the development proposal by an adjoining resident (no. 11 Church Street) noting that while the site is ideal for an older persons development, the proposal as designed is aesthetically & practically inappropriate. The following points are made:

1. The congruency of the proposed red brick finish is questioned in the medieval stone wall / building context. Noted that the local redbrick references are largely invisible from the primary circulation routes. Use of a grey brick is suggested as a more sympathetic finish.
2. The modernist nature of the design is objected to.
3. Removal of any existing stone walls would serve to diminish the character of the area and destroy part of the City's heritage,
4. Concerns noted in respect of possible construction stage damage to existing properties due to proximal location,
5. Concerns noted in respect of the density and privacy impacts particularly on Church Street residents,
6. Concerns noted in respect of new pedestrian access routes, recessed doorways and the ancillary risks of increased anti-social behaviour,
7. Minimal parking provisions will serve to congest adjoining street areas and access routes,
8. The loss of car parking will negatively impact local businesses and future development in the area,
9. Eroding of green spaces will result in lesser amenity space for children increasing the risk of anti-social behaviour on the streets

Design & Delivery Section Comments:

The contents of the submission are noted. Comments as follows:

1. A more neutral coloured brick to tie in with the surrounding 'grey' context could be explored.
2. The contemporary nature of the design seeks to juxtapose new insertions with those traditional, historic and cultural building forms and styles evident throughout the Medieval Quarter. The contemporary design seeks to respectfully clarify the authenticity of those earlier period styles while contributing to the definition of new streetscapes by shaping urban form and framing both visual and physical movement in an understated manner.
3. The existing historic stone boundary walls are principally proposed to be retained and integrated as part of the new development. A section of the stone wall along Old Dominick Street is proposed be broken out to facilitate connectivity from the proposed 'City Wall Walk' across Old Dominick Street to the remaining portions of the City Wall evident at Verdant Crescent. The existing arch within this wall is proposed to be retained and used as a gated access point into a secure external courtyard. It is not intended to remove the stone wall along Island Gate as part of the development.
4. Potential for damage to existing properties can be managed by limiting use of vibration generating construction techniques. Dilapidation surveys can be undertaken within adjoining properties pre-commencement of construction works to record pre-commencement condition for monitoring purposes.
5. It is noted that the proposed development density (45 units / hectare) is considered an appropriate density for such an urban site. The development proposal envisages one and two-storey units adjoining Church Street. Topography of this portion of the development site is also lower than that of the Church Street properties. The proposed dwelling units backing up to the Church Street properties have been carefully designed so as not to provide first floor, habitable room windows to the rear facades. In this regard, the development is not considered to negatively impact upon the natural lighting and privacy afforded to the existing Church Street properties.
6. The only new walkway proposed as part of the development is that along the line of the historic City Wall. This doubles as an access route to 11 residential units each of which are designed to positively overlook the proposed shared surface walkway. Defensible spaces are generally provided between new dwellings and public realm for avoidance of uncontrolled spaces.
7. As an elderly social housing scheme strategically located within the city centre and close to all public transport services, the level of car ownership among residents is anticipated to be low.
8. The loss of car parking provision is discussed in detail under submission (S.12).
9. The development proposal envisages the creation of a structured and readily accessible green area over the footprint of the historic City Wall fosse. This area is currently under vegetation and not maintained. Consequently, the proposal seeks to increase amenity space provision.

Planning Authority Comment:

Noted.

SUB (11) Kieran Ring

Submission received on 7th of August, 2019.

Submission Summary:

Submission on behalf of residents from St Mary's Terrace, Verdant Crescent, Island View Terrace, Convent Street, Assumpta Park, Lee Estate, Bishops Street, Mary Street acknowledging support for the development proposal however objecting to the proposed design and materials with particular reference to the Computer Generated Image contained on page 09 of the submitted Design Statement. The following points are noted:

1. Removal of the existing stone wall bounding Island Gate is objected to.
2. The materials are objected to. The prevalence of stone as a material in the Medieval Quarter is noted and its use should feature more greatly in the design of the scheme for greater visual congruency.
3. Existing green area and trees to be maintained and development to be located inside the current footpath of the rails,
4. Removal of the green space (making way for Island Gate road connection) to the fore of Verdant Crescent is objected to.
5. Concerns raised regarding construction impacts (vibration) on existing adjoining properties associated with the construction works and additional traffic using the proposed new road

Design & Delivery Section Comments:

The contents of the submission are noted. Comments as follows:

1. It should be pointed out that the particular reference image noted within the Design Statement is a computer generated visualization capturing other possible future development not envisaged as part of the current Part 8 application. In this regard, Island Gate Street is not intended to be widened as part of this development and consequently, the stone wall noted at Item 1. above is not planned to be removed,
2. The prevalence of stone as a material in the Medieval Quarter is noted however it is also noted that brick features strongly on the immediately adjoining residential terraces of Church Street and Island View Terrace. Use of a more neutral brick colour can be explored to tie in with the surrounding 'grey' context.
3. The development proposes retention of the existing green area to the north of the site. A sympathetic landscaping plan for this area can be prepared for agreement with the Planning Authority,
4. The development does not propose removal of the green space to the fore of Verdant Crescent.
5. The development does not propose the widening of Island Gate Street. Construction vibration can be limited by way of condition.

Planning Authority Comment:

Noted

SUB (12) Teresa Doherty

Submission received on 8th of August, 2019.

Submission Summary:

Objection to the proposed development noting the potential for negative economic consequences arising on foot thereof. The following points are noted:

1. Noted that regeneration of the surrounding area is largely founded on tourism and footfall supported by local car parking facilities. It is noted that the existing Orchard Site car park facility is purported to be largely used by tourists (60% - 70%). Concerns are raised that there will insufficient parking available within walking distance of the major Medieval Quarter tourist attractions if replacement convenient provision is not accommodated. Concerns are raised in respect of the consequential knock on impact on tourism and local businesses.
2. Concerns are raised regarding the congruency of the development proposal with Local Authority Tourism and Development policy documents specifically the 'Limerick Tourism Development Strategy - Action Plan 2019 – 2023', the 'Limerick City Development Plan 2010 - 2016' and the 'Limerick 2030 – An Economic and Spatial Plan for Limerick'.

Noted Policy Extracts as follows:

Tourism Development – *It is the policy of LCCC to facilitate and encourage sustainable tourism development which is based on and reflects the city's distinctive history & environment and it will promote diversification and innovation in the tourism sector eg supporting businesses..*

Policy ACT.31 King John's Castle – *It is the policy of LCCC to facilitate the redevelopment of King John's Castle and Nicholas Street as a tourist destination..*

Policy ACT.35 Cultural Heritage – *It is the policy of LCCC through land use zoning, policies and objectives, to protect and enhance the Tourism and Cultural amenities of the City including the conservation, protection and enhancement of Limerick City's natural, build and cultural heritage.*

Objective ZO.3 Regeneration – *To support the social, economic and physical regeneration of Moyross, Kings Island and Southill in accordance with the proper planning and sustainable development of the City as a whole... All proposed development in these areas will be assessed in the context of the impact on the local area and on the City as a whole.*

Economic Regeneration – *The creation of long-term employment locally and for local people, is a central theme for the Economic Regeneration Pillar. Currently, high unemployment levels, running way above the national average, exist in the regeneration areas and merely serve to exacerbate social exclusion. Successfully tackling the dearth of employment opportunities in these areas will make a very significant contribution towards the overall goal of regeneration but can, the Agencies believe, only be achieve through a joint public-private sector approach.*

Policy RG.2 Zoning - *It is the policy of Limerick City Council to zone the regeneration areas in a flexible manner to facilitate the delivery of the master plans.*

King's Island 6.87 - *The proposals for King's Island reflect it significance as the historically most important part of Limerick City Centre, bounded by the River Shannon and Park Canal. It is Medieval in origin and comprises two of the city's most important historical assets – King John's Castle and St Mary's Cathedral.*

These two assets are joined by Nicholas Street and by the Waterfront. The other notable historic features are the Alms Houses to the south of King John's Castle and the Alms Houses to the north, adjacent to Church Street. There are a number of other listed buildings in the vicinity, and one of the few remaining pieces of the town wall can be found at the junction of Island Road and Castle Street. There are well established residential communities in place. There are significant assets in place at King's Island and an opportunity for it to play a stronger role in the life and economy of the Limerick's City Centre.

3. Concerns noted with lack of consultation with Local Businesses in connection regarding car park removal. Noted that business investments were made on the basis of the plans and visions for the area and on expectation of ancillary Local Authority commitment. Noted that the development will have a detrimental impact on local business and stifle further investment.
4. Concern raised in respect of the lack of assessment of the economic, cultural and social impacts of the proposed development

Design & Delivery Section Comments:

The contents of the submission are noted. Comments as follows:

1. The Orchard site car park facility in its current form, is a manned, free-entry, unmarked, temporary surfaced, parking facility open to the public typically between the hours of 08:30 to 18:00hrs. Its maximum parking capacity is estimated to be in the order of 72 car spaces. A car park patron interview survey undertaken across a 4 week period through July / August 2019 determined that the car park is predominately (95%) used by two user groups: tourists (77%), and people working in the city (18%). It is noted that the car park operates at negligible levels for local resident, shopping and business parking purposes. The car park is typically busiest through the middle of the day with an average daily maximum of circa 60 vehicles recorded across the survey period. 70% of car park users identified themselves as one time visitors to the facility aligning closely with the tourism purpose findings. Noting that the Medieval Quarter is one of the foremost tourist attractions within Limerick City and is located within the City centre, it is highly unlikely that one-time visitors will be deterred from visiting the city or indeed the Medieval Quarter based solely on the availability of car parking immediately adjacent to the Castle. The City centre has a range of multi-storey car parking facilities available within 500m (6 minute walk) of King John's Castle including Arthurs Quay (570 spaces), Charlotte's Quay (420 spaces) and Barrington's car park (220 spaces) each of which routinely have spare capacity. A single point weekday enquiry at 14:00hrs in September 2019 indicated available capacity for circa 350 cars across these three car parks. It is concluded that there is ample local car parking provision to cater for the anticipated daily tourism requirements of the Medieval Quarter.
2. It is noted that the Orchard site is first and foremost zoned for residential purposes. Furthermore, it is noted that the proposal goes a significant way toward delivering upon the Local Authority's various stated objectives with regard to the revitalisation of the Medieval Quarter and the Nicholas Street area by: (a) physically redeveloping what is currently an unsightly, underutilized brown field site which currently detracts visually from its surrounding historical context, (b) contributing to the cultural portfolio of the Medieval Quarter by constructing as part of the proposed development, a specific City Wall Walk which seeks to demark the alignment of the original City Wall footprint and promote, through the creation of a linear park, a

public ambulatory for the exploration of the extant elements of the historic City defences, (c) breathing new life, activity and amenity into a derelict area of the city, (d) broadening the consumer base for local businesses, & (e) generating greater passive surveillance and indirect supervision of the City's public realm.

3. It is noted from the car park survey that local business has a low level of direct reliance on the Orchard site car park facility. It is acknowledged that local business will have an indirect benefit arising from its association with Medieval Quarter tourism which is not projected to be influenced by the presence of the car park. It is further considered that adjusting the direction of tourist approach to the Castle may in fact generate a greater level of footfall along Nicholas Street and other routes leading from the City Centre. It is noted that the Part 8 process is a consultative process where the views of the public including local businesses are heard and taken into consideration.
4. It is noted that the development proposal aligns with Local Authority objectives and policies for the local area.

Planning Authority Comment:

Noted

SUB (13) Jack Slattery

Submission received on 8th of August, 2019.

Submission Summary:

This is a similar objection / observation to that presented at Submission (S.12)

Design & Delivery Section Comments:

The contents of the submission are noted. Refer to comments under Submission (S.12)

Planning Authority Comment:

Noted

SUB (14) Pa Slattery

Submission received on 8th of August, 2019.

Submission Summary:

This is a similar objection/observation to that presented at Submission (S.12)

Design & Delivery Section Comments:

The contents of the submission are noted. Refer to comments under Submission (S.12)

Planning Authority Comment:

Noted

SUB (15) Declan Sheehan

Submission received on 8th of August, 2019.

Submission Summary:

This is a similar objection/observation to that presented at Submission (S.12)

Design & Delivery Section Comments:

The contents of the submission are noted. Refer to comments under Submission (S.12)

Planning Authority Comment:

Noted

SUB (16) Liam Burke

Submission received on 8th of August, 2019.

Submission Summary:

This is a similar objection/observation to that presented at Submission (S.12)

Design & Delivery Section Comments:

The contents of the submission are noted. Refer to comments under Submission (S.12).

Planning Authority Comment:

Noted

SUB (17) Tony Costello

Submission received on 8th of August, 2019.

Submission Summary:

This is a similar objection/observation to that presented at Submission (S.12)

Design & Delivery Section Comments:

The contents of the submission are noted. Refer to comments under Submission (S.12)

Planning Authority Comment:

Noted

SUB (18) Grainne Holland

Submission received on 8th of August, 2019.

Submission Summary:

This is a similar objection / observation to that presented at Submission (S.12)

Design & Delivery Section Comments:

The contents of the submission are noted. Refer to comments under Submission (S.12)

Planning Authority Comment:

Noted

SUB (19) Bridget Quinlivan

Submission received on 8th of August, 2019.

Submission Summary:

This is a similar objection/observation to that presented at Submission (S.12)

Design & Delivery Section Comments:

The contents of the submission are noted. Refer to comments under Submission (S.12)

Planning Authority Comment:

Noted

SUB (20) Pauline Nally

Submission received on 8th of August, 2019.

Submission Summary:

This is a similar objection/observation to that presented at Submission (S.12)

Design & Delivery Section Comments:

The contents of the submission are noted. Refer to comments under Submission (S.12)

Planning Authority Comment:

Noted

SUB (21) Pat Flynn

Submission received on 8th of August, 2019.

Submission Summary:

This is a similar objection/observation to that presented at Submission (S.12)

Design & Delivery Section Comments:

The contents of the submission are noted. Refer to comments under Submission (S.12)

Planning Authority Comment:

Noted

SUB (22) Paul Austin

Submission received on 8th of August, 2019.

Submission Summary:

This is a similar objection / observation to that presented at Submission (S.12)

Design & Delivery Section Comments:

The contents of the submission are noted. Refer to comments under Submission (S.12)

Planning Authority Comment:

Noted

SUB (23) Laura Brody

Submission received on 8th of August, 2019.

Submission Summary:

This is a similar objection / observation to that presented at Submission (S.12)

Design & Delivery Section Comments:

The contents of the submission are noted. Refer to comments under Submission (S.12)

Planning Authority Comment:

Noted

SUB (24) Mike Tracey

Submission received on 08th of August, 2019.

Submission Summary:

This is a similar objection / observation to that presented at Submission (S.12)

Design & Delivery Section Comments:

The contents of the submission are noted. Refer to comments under Submission (S.12)

Planning Authority Comment:

Noted

SUB (25) Paula O'Connell

Submission received on 8th of August, 2019.

Submission Summary:

This is a similar objection / observation to that presented at Submission (S.12)

Design & Delivery Section Comments:

The contents of the submission are noted. Refer to comments under Submission (S.12)

Planning Authority Comment:

Noted

SUB (26) Denise Moloney

Submission received on 8th of August, 2019.

Submission Summary:

This is a similar objection / observation to that presented at Submission (S.12)

Design & Delivery Section Comments:

The contents of the submission are noted. Refer to comments under Submission (S.12)

Planning Authority Comment:

Noted

SUB (27) Sheelagh Considine

Submission received on 8th of August, 2019.

Submission Summary:

This is a similar objection / observation to that presented at Submission (S.12)

Design & Delivery Section Comments:

The contents of the submission are noted. Refer to comments under Submission (S.12)

Planning Authority Comment:

Noted

SUB (28) David O'Connor

Submission received on 8th of August, 2019.

Submission Summary:

This is a similar objection / observation to that presented at Submission (S.12)

Design & Delivery Section Comments:

The contents of the submission are noted. Refer to comments under Submission (S.12)

Planning Authority Comment:

Noted

SUB (29) Molly Power

Submission received on 8th of August, 2019.

Submission Summary:

This is a similar objection / observation to that presented at Submission (S.12)

Design & Delivery Section Comments:

The contents of the submission are noted. Refer to comments under Submission (S.12)

Planning Authority Comment:

Noted

SUB (30) Stephen Cunneen

Submission received on 8th of August, 2019.

Submission Summary:

This is a similar objection / observation to that presented at Submission (S.12)

Design & Delivery Section Comments:

The contents of the submission are noted. Refer to comments under Submission (S.12)

Planning Authority Comment:

Noted

SUB (31) Gustavo Bassanui

Submission received on 8th of August, 2019.

Submission Summary:

This is a similar objection / observation to that presented at Submission (S.12)

Design & Delivery Section Comments:

The contents of the submission are noted. Refer to comments under Submission (S.12)

Planning Authority Comment:

Noted

SUB (32) Teresa Crowe

Submission received on 8th of August, 2019.

Submission Summary:

This is a similar objection / observation to that presented at Submission (S.12)

Design & Delivery Section Comments:

The contents of the submission are noted. Refer to comments under Submission (S.12)

Planning Authority Comment:

Noted

SUB (33) Adrian Healy

Submission received on 8th of August, 2019.

Submission Summary:

This is a similar objection / observation to that presented at Submission (S.12)

Design & Delivery Section Comments:

The contents of the submission are noted. Refer to comments under Submission (S.12)

Planning Authority Comment:

Noted

SUB (34) Linda Mc Mahon

Submission received on 8th of August, 2019.

Submission Summary:

This is a similar objection / observation to that presented at Submission (S.12)

Design & Delivery Section Comments:

The contents of the submission are noted. Refer to comments under Submission (S.12)

Planning Authority Comment:

Noted

SUB (35) Catriona O'Donoghue

Submission received on 8th of August, 2019.

Submission Summary:

This is a similar objection / observation to that presented at Submission (S.12)

Design & Delivery Section Comments:

The contents of the submission are noted. Refer to comments under Submission (S.12)

Planning Authority Comment:

Noted

SUB (36) Medieval Quarter Traders Association c/o Catriona O'Donoghue

Submission received on 8th of August, 2019.

Submission Summary:

This is a similar objection / observation to that presented at Submission (S.12). Additionally, the following is noted:

1. Consultation noted with the Community Garda has indicated that the level of crime (car break-ins) on Nicholas Street and Bishop Street has significantly reduced since the opening and manning of the Orchard Street car park facility. Concerns noted that the absence of this facility may have a regressive effect on crime.

Design & Delivery Section Comments:

The contents of the submission are noted. Refer to comments under Submission (S.12). Additionally:

1. A reduction in car break-ins along Nicholas & Bishop Street is noted. Relocation of tourist parking to other city centre car parks is not expected to generate significant changes to normative crime levels.

Planning Authority Comment:

Noted

SUB (37) Craig Bennett

Submission received on 8th of August, 2019.

Submission Summary:

This is a similar objection/observation to that presented at Submission (S.12)

Design & Delivery Section Comments:

The contents of the submission are noted. Refer to comments under Submission (S.12)

Planning Authority Comment:

Noted

SUB (38) Sinead Bennett

Submission received on 8th of August, 2019.

Submission Summary:

This is a similar objection / observation to that presented at Submission (S.12)

Design & Delivery Section Comments:

The contents of the submission are noted. Refer to comments under Submission (S.12)

Planning Authority Comment:

Noted

SUB (39) Muireann Cunneen

Submission received on 8th of August, 2019.

Submission Summary:

This is a similar objection / observation to that presented at Submission (S.12)

Design & Delivery Section Comments:

The contents of the submission are noted. Refer to comments under Submission (S.12)

Planning Authority Comment:

Noted

SUB (40) Tony Cuneen

Submission received on 8th of August, 2019.

Submission Summary:

This is a similar objection / observation to that presented at Submission (S.12)

Design & Delivery Section Comments:

The contents of the submission are noted. Refer to comments under Submission (S.12)

Planning Authority Comment:

Noted

SUB (41) Kieran Clancy

Submission received on 8th of August, 2019.

Submission Summary:

This is a similar objection / observation to that presented at Submission (S.12).

Design & Delivery Section Comments:

The contents of the submission are noted. Refer to comments under Submission (S.12)

Planning Authority Comment:

Noted

5.0 Action taken by Local Authority

1. The development shall be carried out in accordance with the plans and particulars lodged with the application, on the 26/06/19 and the report received by the Planning Authority on 24/09/19, except as may otherwise be required in order to comply with the following conditions.

Reason - In order to clarify the development to which this permission applies.

2. During construction of the proposed development, the following shall apply-
 - a. No work shall take place on site outside the hours of 8.00 a.m. to 8.00 p.m. Monday to Friday and 8.00 a.m. to 4.00 p.m. Saturday, or on Sundays or public holidays, unless otherwise agreed in writing by the Planning Authority.
 - b. No surface water run-off shall be discharged onto public roads, foul sewers or adjacent property.
 - c. Adequate car parking facilities shall be provided on site for all workers and visitors.

Reason – To protect the residential amenities of the area in the interest of proper planning and sustainable development

3. The wheels and underside of all construction traffic leaving the site shall be cleaned, as required, to prevent soiling of public roads. A wheel washing facility, including water jets or other approved cleansing method shall be provided close to the site exit. In the event that any public roads become soiled by construction traffic from the site, these roads shall be cleaned immediately.

Reason - In the interest of the proper planning and sustainable development of the area, road safety and to protect the amenity of the area

4.
 - a. Equivalent sound levels arising from all sources within the proposed development, when measured at the boundary of noise sensitive locations (i.e. dwelling houses) shall not exceed a level of 55 dB (A) L_{AT} (60 minutes) between 0800 hours and 2000 hours Monday to Friday and 0800 hours and 1400 hours on Saturday. Noise levels shall not exceed 45dB (A) L_{AT} (15 minutes) at any other time.
 - b. Mechanical machinery systems shall not produce clearly audible tonal noises at night-time (22:00 to 08:00hrs) when assessed from the nearest noise sensitive location.

Reason – To protect the residential amenities of the area in the interest of proper planning and sustainable development of the area

5. The Construction Management Plan shall be submitted to and agreed in writing with the Planning Authority prior to commencement of development. This plan shall provide details of intended construction practice for the development, including hours of working, noise/vibration and traffic management measures and off-site disposal of construction/demolition waste.

Reason- In the interests of public safety and residential amenity

6. An Invasive Species Managements Plan shall be prepared and submitted for written agreement of the Planning Authority prior to the commencement of any development on site.

Reason - In the interest of orderly development

7. The applicant shall note the requirements of the Fire Authority set out in the report submitted on 24/07/19.

Reason - In the interest of orderly development

8. The applicant shall note the Irish Water Report on file dated 31/07/19.

Reason: In the interest of proper planning and public health and safety

9. Prior to the commencement of this development the site developer or appointed contractor shall submit to Planning & Environmental Services for agreement in writing a site specific waste management plan for the recovery/disposal of all wastes arising from the demolition, refurbishment and/or construction related activities of this development. The waste management plan shall include:

- a. A list of proposed authorised waste collection permit holders to be employed
- b. A list of the proposed waste facility permitted sites at which the wastes may be recovered or disposed of.
- c. Estimates of the proposed tonnages of construction and demolition (C&D) wastes by type e.g. soil and stone, rubble, wood, metal and plastic.
- d. If asbestos containing materials have been identified as present, they shall be included in items a, b and c above.

Reason: In the interests of proper planning and sustainable development of the area.

10. Prior to the commencement of any development on site, revised materials and finishes for the proposed development shall be agreed with the Planning Authority in line with the relevant policies set out in the City Development Plan.

Reason - In the interest of visual amenity and integration into its surroundings

11. Prior to the commencement of development the following shall be submitted for the written agreement of the Planning authority

- (a) The city defences extend west-north-west to east-south-east. The correct line of the city wall shall be agreed in writing with the planning authority especially at the east-south-east end of the site where the edge of the park/hard surface is angled. Adjustment to the park/hard surface area maybe required
- (b) The final design of the area along the line of the city wall shall be agreed in writing with the planning authority prior to commencement of development. This shall clearly represent the line and width of the city wall and be such that in perpetuity, the significance of the monument is not lost. No car parking, street furniture or infrastructure or any such associated installation shall overlie or otherwise obscure the line and demarcation of the city wall. The material which depicts the city wall shall be agreed with the Councils Archaeologist.

- (c) The landscaping of the town ditch shall reflect its former profile. This shall be seen in its topography, its planting schedule, its overall layout and additional infrastructure. The final design shall be agreed in writing with the Councils Archaeologist.
- (d) The foundations of the structures have not been finalised. Full details of proposed foundations to be agreed in writing with the planning authority prior to commencement of development. The foundations shall not impact significantly on any archaeological strata. In the event that there is a likely impact then advance archaeological excavation under licence from the Department of Culture Heritage and the Gaeltacht maybe required depending on the final foundation design
Reason - In order to conserve the archaeological heritage of the site

