



An  
Bord  
Pleanála

## Inspector's Report ABP-300030-17

### Development

Permission for retention and completion of alterations to workshops, sheds and associated yards and ancillary works including (a) retention of additions and elevation changes to previously permitted extensions (Reg. Refs: PL 15/157 and PL 16/200) (b) retain and complete rear extension (c) retention and completion of associated yards, drainage, and landscaping, together with all associated site works.

### Location

Doonowney, Grange, Co. Sligo.

### Planning Authority

Sligo County Council

### Planning Authority Reg. Ref.

17/308

### Applicant(s)

Dwayne McNulty

### Type of Application

Permission

### Planning Authority Decision

Refuse permission/ retention  
permission

<b>Type of Appeal</b>	First Party
<b>Appellant(s)</b>	Dwayne McNulty
<b>Observer(s)</b>	None
<b>Date of Site Inspection</b>	12 <sup>th</sup> January 2018
<b>Inspector</b>	Donal Donnelly

## 1.0 Site Location and Description

- 1.1. The appeal site is located in the townland of Doonowny in northern Co. Sligo approximately 2.5km south of the village of Grange. The site fronts onto a local road, which commences at a crossroads with the N15 National Primary Route approximately 500m north-east of the site. The Benbulbin Mountain Range is situated approximately 3km to the east and the coastline is 3km to the north-west. There are sporadic dwellings along local roads in the area, the nearest of which are opposite the site, approximately 180m to the west and 100m to the east.
- 1.2. The site is occupied by a dwelling and a car dismantling depot. Structures within the dismantling depot include storage sheds, workshops, a de-pollution shed, car storage racks and parts racks. The main external storage area is to the south-west of the site where cars are stacked a maximum of three high. Cars are also parked/ stored at surface level within a concrete yard to the south-east of the site. To the rear of the site is a large gravel yard with stated area of 0.337 hectare.
- 1.3. The stated area of the site is 1.52 hectares and the gross floor area of existing buildings is given as 773 sq.m. There are existing hedgerows along the western boundary and partially along the front boundary. Screen planting has recently been installed along the eastern boundary and an earthen berm has been placed to the rear of the site.

## 2.0 Proposed Development

- 2.1. Planning permission and retention permission are sought for alternations to workshops, sheds, associated yards and ancillary works to include the following:
  - Retention of additions and elevational changes to previously permitted extensions (Reg. Refs: PL15/157 and PL16/200);
  - Retention and completion of rear extension;
  - Retention and completion of associated yards, drainage and landscaping;
  - Associated site works;
  - Gross floor area of proposed works is given as 217 sq.m. and gross floor space of works to be retained is 70 sq.m.

## 3.0 Planning Authority Decision

### 3.1. Decision

- 3.1.1. Sligo County Council issued notification of decision to refuse permission for the development to be retained and completed. It was considered that the development *“... would not comply with the policies of the Development Plan by reason of its rural location, its nature, which is not locally resource-based, its substantial scale including increased site footprint and vehicle storage capacity, the potential presented for traffic hazard on narrow rural roads, and due to negative cumulative visual impact and additional structures and recent landscaping works which are incongruous and obtrusive features in this scenic location...”*.

### 3.2. Planning Authority Reports

- 3.2.1. The recommendation to refuse permission in the Planner's Report is consistent with the decision of the Planning Authority.
- 3.2.2. Under the assessment of the application, reference is made to the Connacht - Ulster Waste Management Plan and the target of 95% for reuse and recovery of end of life vehicles. The development will increase capacity at the facility; however, it is considered that the scale of development is such that it would be more appropriately sited in industrially zoned land, as there is no operational reason for its location in a rural area.
- 3.2.3. It is noted that the pre-existing yards for car storage measure c. 3,580 sq.m. and the yard to be retained represents at least a doubling of yard capacity. The Planning Authority was the opinion when assessing previous applications at this location that any further expansion should be strictly controlled and would not be looked upon favourably.
- 3.2.4. The 2013-2017 Waste Permit for the facility indicated that 400 tonnes of end of life vehicles can be accepted annually and a further 35 tonnes of other wastes. The Waste Facility Permit application in 2017 indicated an annual quantity of 1,250 tonnes of end of life vehicles and 250 tonnes of other wastes. It is stated therefore that this represents an almost tripling of capacity at the facility.

- 3.2.5. In terms of visual impact, it is stated that the buildings are visible well above the earthen embankments, which are also considered to be an incongruous feature in the rural landscape. The cumulative effect of the extended building footprint is now considered excessive notwithstanding the landscaping proposals. The storing and stacking of cars externally and extensive hardcore/ concrete is also seen as an adverse visual impact and it is noted that the site is visible from the N15 scenic route.
- 3.2.6. It is considered that a development of this scale and nature will be injurious to residential amenity by way of increased traffic movements, increased noise and visual damage.
- 3.2.7. The Area Engineer recommended refusal of the application having regard to the intensification of traffic at the site, particularly HGVs.
- 3.2.8. There were no comments from the Environment Section. The site is subject to a waste facility permit. There were no third party observations on the proposed development.

## 4.0 Planning History

### Sligo County Council Reg. Ref: PL78/8364 (PL21.57547)

- 4.1.1. The Board granted permission in 1983 to retain the use of the land as a car dismantling depot. It was a condition of this permission that full screening of the compound from the public road shall take place and dismantled vehicles shall be removed at regular intervals.

### Sligo County Council Reg. Ref: 09/86

- 4.1.2. Retention permission granted in April 2009 for replacement of existing roadside boundary concrete post and chain link fence with a 2.2m high wire mesh fence system, grade, level and surface the area between the boundary fence and the edge of the public road suitable for use as off-street car parking, together with all associated site works.
- 4.1.3. A condition attached to this decision required the existing hedgerow between the fencing and the public road to be retained and trimmed only to allow for the accommodation of adequate sightlines.

Sligo County Council Reg. Ref: PL15/157

- 4.1.4. Permission granted in August 2015 for development consisting of the construction of a 75sqm extension to west side of the existing workshop comprising of a polycarbonate sheeted roof and side sheeting on steel frame structure, together with all associated site works.

Sligo County Council Reg. Ref: PL16/200 (LV21.LV3313)

- 4.1.5. Permission granted in September 2016 for development consisting of the demolition of existing storage sheds and construction of a new 232 sq.m. storage extension comprising of sheeted cladded roof and side cladding on steel portal frame, all to east of existing workshop, together with all associated site works. The proposal also included screen planting along the eastern site boundary.
- 4.1.6. An application by Anthony Feighey for leave to appeal was refused by the Board.

## 5.0 Policy Context

### 5.1. Sligo County Development Plan, 2017-2022

- 5.1.1. Policies for rural development and diversification are set out in Section 4.3. Policy P-RDD-5 seeks to *“encourage the growth or expansion of existing rural based or well-established small-scale industry and enterprise in rural County Sligo. Where an existing rural-based enterprise proposes to expand in its current location, it will be necessary to demonstrate that such expansion can be accommodated without damage to the environment, natural or built heritage, human health, visual and residential amenity, and that it will not have a negative impact on the character of the area.”*
- 5.1.2. It is noted in the Development Plan that there are several end-of-life vehicle recycling facilities in Sligo, where members of the public can now bring their scrap cars free of charge. It is a policy of the Council (P-WM-1) to *“promote the development of facilities in accordance with the waste hierarchy principle, which involves a shift towards prevention and waste minimization measures, while developing recycling and reuse, disposal with energy recovery and, as the last option, disposal of residual waste to landfill.”*

5.1.3. In terms of landscape characterisation, the site is within a “Normal Rural Landscape”. The N15 to the east of the site is designated as a “Scenic Route”.

## 5.2. **Connacht-Ulster Region Waste Management Plan, 2015-2021**

5.2.1. Owners of intact end of life vehicles are required under EU Regulations to deposit such vehicles at an appropriately permitted or licenced Authorised Treatment Facility. These facilities must report the quantity of ELVs collected as part of their waste collection permit annual environmental report return to the National Waste Collection Permit Office.

5.2.2. It is noted that EU targets increased for reuse and recycling (85%) and reuse and recovery (95%) of ELVs in January 2015 and Ireland is at risk of not meeting these targets.

## 5.3. **Natural Heritage Designations**

5.3.1. The Streedagh Point Dunes SAC (001680) is approximately 2.3km north of the site. The Ben Bulbin, Gleniff and Glenade Complex SAC (000623) and Sligo/Leitrim Uplands SPA (004187) are approximately 2.9km to the east. The Cummeen Strand/Drumcliff Bay (Sligo Bay) SAC (000627) and the Ballintemple and Ballygilgan SPA are approximately 3km south of the site.

## 6.0 **The Appeal**

### 6.1. **Grounds of Appeal**

6.1.1. A first part appeal against the Council’s decision was lodged on behalf of the applicant. The submission includes a visual analysis, copies of waste permits, a traffic impact assessment and an amended site layout showing car parking and a proposed access road to the rear of the site to the east yard. The grounds of appeal and main points raised in this submission can be summarised as follows:

- Proposal will facilitate the existing operation and it is not intended to change its nature or significantly alter its scale.
- Amendments will yield a significant advantage to the operation of the premises and its visual impact in this rural area – extra yard space will mean

that cars can be stacked 2-high rather than 3-high and space will be freed up at the front of the site for screen planting.

- Landscaping berm will screen the rear yard and most of the rear view of the buildings.
- A new hedge is proposed along the front which will screen the view and reduce the impact from the public road.
- Scenic views along the N15 are towards the mountains to the east and not in the direction of the appeal site. Site is barely visible from the N15.
- Development must operate under waste permit and applicant has carried out extensive on-site improvements such as drainage works, oil interceptors, etc.
- Development Plan policies relating to rural employment activities dependent on local resources relate to new start up industrial developments. Only Policy P-RDD-5 is applicable to this site.
- Proposal is beneficial to the environment in terms of visual impact – site is within the least sensitive landscape type and it is low lying with good screening available.
- The main part of the development is authorised and the proposal relates to minor additions either end and a rear extension where there is a building occupying the view anyway.
- Public road is in very good condition and carries low traffic volumes. There are good sight lines onto the N15 and there is a right turning lane onto the L-3302.
- The permitted volumes in the previous and new waste permits are unchanged (400 tonnes of ELV's and 35 tonnes other) – there will be no change in traffic volumes associated with the site.
- Trucks used on site are not large and do not pose a problem for the site, the road or the nearby junction on the N15.
- Applicant has made a number of amendments to the development arising from traffic impact assessment. These include on site car parking, provision

of a truck turning space within the site and provision of an internal road link between yards.

## 6.2. Planning Authority Response

6.2.1. The Planning Authority responded to the first party appeal with the following comments:

- It is not entirely accurate that the waste permit controls the quantity of waste generated and therefore the scale of activity on site – waste permit has to be based on permitted development.
- Applicant applied for waste permit that would more than triple the capacity of the existing permitted facility – Environmental Section did not permit this as the applicant did not have the necessary planning permission in place.
- There are currently 3 cars stacked at a third level – car parking area to the rear is intended for significantly more than 3 cars.
- Extended car park to the rear will contribute significantly to visual impact when viewed from the higher sections of the N15, both in winter when vegetation is at a minimum and in summer when the reflection of the sun will create a glare effect from vehicles.
- Residential units on the site not mentioned in the transport impact assessment.

## 7.0 Assessment

7.1. In my opinion, the main issues to be addressed in this appeal are as follows:

- Development principle;
- Scale and visual impact;
- Traffic impact;
- Impact on residential amenity; and
- Appropriate Assessment.

## 7.2. Development principle

- 7.2.1. The appeal site is located in a rural area approximately 1.7km south of the development limit of the village of Grange. The proposal comprises extensions to an established car dismantling depot that was originally granted retention permission by the Board in 1983 (PL21.57547).
- 7.2.2. Having regard to the long-established nature of the business and the planning history of the site, I consider that the proposal should be assessed under Development Plan Policy P-RDD-5 only, which seeks to *“encourage the growth or expansion of existing rural based or well-established small-scale industry and enterprise in rural County Sligo. Where an existing rural-based enterprise proposes to expand in its current location, it will be necessary to demonstrate that such expansion can be accommodated without damage to the environment, natural or built heritage, human health, visual and residential amenity, and that it will not have a negative impact on the character of the area.”*
- 7.2.3. The reason for refusal refers to Policy SP-ED-4 relating to start-up businesses outside towns and villages and to Policy P-RDD-1, which concerns farm diversification and the development of rural resource based enterprise. Reference is also made in the refusal to Section 13.6.5 – Industry, wholesale and repository warehousing. In my opinion, these policies and sections have no relevance to the proposed expansion of an established business in a rural area. I consider, therefore, that the development is acceptable in principle within the context of Policy P-RDD-5 subject to an assessment of the proposal under the relevant criteria outlined under this policy.
- 7.2.4. The proposal would also help to contribute to EU targets for reuse and recycling (85%) and reuse and recovery (95%) of end-of-life vehicles. Ireland is currently at risk of not meet these increased targets that were set in January 2015.

## 7.3. Scale and visual impact

- 7.3.1. The main concern with regards to this development is the potential for the existing enterprise to significantly grow in scale, with associated impacts on traffic, visual/residential amenity and the rural character of the area.

- 7.3.2. The site has an area of 1.52 hectares and the gross floor area of existing buildings is given as 773 sq.m. The gross floor area of proposed works is 217 sq.m. (rear extension) and works to be retained are 70 sq.m. (side extensions).
- 7.3.3. The Planner's Report advises that the yard area to be retained and completed totals an additional 3,769 sq.m. and the surface area of the existing yard for car storage is 3,580 sq.m. The new yard areas are situated to the north-west (3,370 sq.m.); to the north and east of the proposed rear extension; and to the east and south of the extension to the east to be retained (area expanded some 10-12m east beyond pre-existing hedgerow).
- 7.3.4. It is noted that the previous waste permit for the site indicated that 400 tonnes of end-of-life vehicles and 35 tonnes of other waste types will be accepted at the facility annually. The applicant applied for a new waste permit in June 2017 for 1,250 tonnes of end-of-life vehicles and 250 tonnes of other classes of waste. However, the applicant now highlights in the first party appeal that the new waste permit issued in September 2017 allows for identical amounts of waste to be handled at the facility. It is anticipated, therefore, that there will be no change in traffic volumes associated with the development.
- 7.3.5. In response to the first party appeal, the Planning Authority highlights that it is not entirely accurate that the waste permit controls the quantity of waste generated and therefore the scale of activity at the facility. In this regard, the waste permit has to be based on permitted development on site and the Environment Section did not permit the quantity of waste applied for, as the applicant did not have the necessary planning permission in place.
- 7.3.6. I would be in agreement that any proposal to triple the capacity at this facility is unacceptable. However, it would appear that the applicant is satisfied at this stage to operate within the confines of the existing waste permit. The applicant's argument in response to concerns regarding traffic intensification is that permitted waste volumes will remain unchanged. I would therefore be of the opinion that the quantity of development proposed to be retained may be excessive and unnecessary from a capacity and operational viewpoint. In particular, the area of hardstanding to the north-west of the site has the greatest potential to accommodate a significant increased intake of end-of-life vehicles at this facility.

- 7.3.7. The Planning Authority has refused the proposed development/ development to be retained outright and in my opinion this may result in some lost opportunities to improve the visual appearance of the site. The applicant is proposing mountain ash and beech tree planting along the road fronting boundary and new screen planting is now in place along the eastern site boundary. An earthen berm laid along the northern side of the gravel yard is to be retained and it is proposed to cover this berm with ground hugging shrubs. I would be of the opinion that when the planting around the site matures, it will have a positive visual impact over and above the current situation. The existing facility is visible on approaches along the local road serving the site and from the local road to the north-east. Glimpse views from the N15 are also possible, particularly in winter months. This road is designated as a scenic route more for its views in an eastern direction towards Benbulbin. Planting will help to conceal the facility from surrounding roads.
- 7.3.8. With respect to the visual impact of the additional structures themselves, I do not consider that development of the eastern extension by an extra 30 sq.m. above the 232 sq.m. permitted under Reg. Ref: PL16/200 will have a significant visual impact. I would have a similar opinion regarding the construction of the western extension by an additional 40 sq.m. above the 75 sq.m. permitted under Reg. Ref. PL15/157. I would have no objection to the proposed materials for both extensions to be retained and consider that the clear corrugated sheeting on the western extension will improve natural lighting to the internal work area. The 217 sq.m. extension to the rear will not be visible from the public road to the front, and as noted in the first party appeal, the existing building occupies this part of the view from the north-east in any case.
- 7.3.9. Clearly, there is an ongoing history of unauthorised development at this site and in my opinion, there is now an opportunity to regularise the situation and limit the incremental expansion of the facility. Furthermore, Policy P-RDD-5 allows for the growth and expansion of well-established small-scale rural based enterprises where there no damage to the surrounding environment. The building extensions and the extended yard area to the south-east will allow for a modest expansion to the facility for the purposes of improving the internal work environment. The intake of end-of-vehicles and other wastes is limited for the duration of the Waste Permit and in my opinion this can be applied permanently through condition (see below).

7.3.10. I would therefore be of the opinion that it would be acceptable to grant permission for the development and partially completed structures on site, together with associated concrete areas, but to refuse permission for the large gravel yard to the north-west of the site. Overall, I consider that a split decision will allow for an improved internal work environment and a more visually acceptable external appearance, whilst preventing any excessive and unacceptable expansion of the facility.

#### **7.4. Traffic impact**

7.4.1. The Area Engineer recommends that the development/ proposed development should be refused permission having regard to the significant increase in proposed activities at the premises and associated intensification of traffic at the site, particularly HGVs.

7.4.2. As noted above, it is submitted in the first party appeal that there will be no change in traffic volumes associated with the site as the waste volumes in the recently issued waste permit remain unchanged. I would also be in agreement that the public road is in good condition and currently appears to accommodate low traffic volumes. Furthermore, access onto the N15 does not appear problematic for the types of vehicles accessing the site and the traffic impact assessment (TIA) submitted with the appeal demonstrates that the junction with the N15 will operate well within capacity. Notwithstanding this, I consider that traffic levels can also be limited to existing levels by attaching the condition to any grant of permission stating that waste volumes at the facility shall not exceed 400 tonnes of end-of-life and 35 tonnes of other waste types, as allowed in the Waste Permit.

7.4.3. A number of amendments to the development arising from the TIA are now proposed. Six car parking spaces are to be located on site where the existing car storage rack to the west of the site access road is currently situated. Truck turning space is also proposed within the site, together with the provision of an internal road link to the north of the proposed rear extension between yards. It is submitted that these improvements will eliminate the need for vehicles to reverse from the site onto the public road and will allow vehicular access between the two ends of the site without the need to use the public road.

7.4.4. Improvements to internal circulation and reduction of vehicular movements onto the public road can be seen as positive interventions in terms of the operation of the facility and its impact on the adjacent public road. I would have no objection to these elements of the proposed development and consider that they will contribute to improved traffic safety and convenience at this location.

#### **7.5. Impact on residential amenity**

7.5.1. It would appear that there are two residential units within the dwelling on site. There are also two residential units opposite the site and two other dwellings and a permitted dwelling within 200m of the site boundary.

7.5.2. Adverse impacts on residential amenity would arise from a significant intensification of use at the site by way of increased traffic movements, noise and visual impacts. I would be satisfied that the scale of development on site can be controlled by condition and refusal of the main car storage area to the north-west of the site. I consider that in the interests of visual amenity a comprehensive landscaping scheme for this area should be submitted to the Planning Authority before recommencement of development.

#### **7.6. Appropriate Assessment**

7.6.1. The Streedagh Point Dunes SAC (001680) is approximately 2.3km north of the site. The Ben Bulbin, Gleniff and Glenade Complex SAC (000623) and Sligo/Leitrim Uplands SPA (004187) are approximately 2.9km to the east. The Cummeen Strand/Drumcliff Bay (Sligo Bay) SAC (000627) and the Ballintemple and Ballygilgan SPA are approximately 3km south of the site.

7.6.2. Having regard to the nature and scale of the proposed development, impact pathways would be restricted to hydrological pathways. The physical distance from the appeal site to the nearest European sites is such that any impact from the hazard source will be well diminished along the pathways in question by the time it reaches the receptor. Furthermore, waste activities on site are controlled under the Waste Permit issued in September 2017.

7.6.3. Having regard to the nature of the proposed development and/or nature of the receiving environment and/or proximity to the nearest European sites, no

Appropriate Assessment issues arise and it is not considered that the development would be likely to have a significant effect individually or in combination with other plans or projects on a European site.

## 8.0 Recommendation

8.1. I recommend a split decision in this case.

(a) Permission should be granted for following:

- Retention of additions and elevational changes to previously permitted extension (Reg. Refs: PL15/157 and PL16/200);
- Retention of concrete yard area to south-east of site;
- Retention and completion of rear extension and associated concrete slab, drainage and landscaping;
- Proposed car parking, turning space and access to east yard as illustrated on Proposed Site Layout Plan received by An Bord Pleanála on 25<sup>th</sup> October 2017.

(b) Permission shall be refused for the following:

- Retention of the gravel yard (0.337 hectare) to the north-west of the site save for the area required for the new access to the east yard.

8.2. This split decision is subject to the following reasons and considerations and the conditions set out below.

## 9.0 Reasons and Considerations (a)

Policy P-RDD-5 of the Sligo County Development Plan, 2017-2022 seeks to *“encourage the growth or expansion of existing rural based or well-established small-scale industry and enterprise in rural County Sligo. Where an existing rural-based enterprise proposes to expand in its current location, it will be necessary to demonstrate that such expansion can be accommodated without damage to the environment, natural or built heritage, human health, visual and residential amenity, and that it will not have a negative impact on the character of the area.”* Having regard to the scale of the development as limited by this split decision and conditions attached thereto, together with the established nature of the enterprise and to

proposals to improve the screening of the site and internal access arrangements, the Board considers that, subject to compliance with the conditions set out below, the proposed development/ development to be retained would be in accordance with the above policy, would not seriously injure the residential and visual amenities of the area, and would acceptable in terms of traffic safety and convenience. The proposed development/ development to be retained would, therefore, be in accordance with the proper planning and sustainable development of the area.

## 10.0 Conditions

1. The development shall be retained and completed in accordance with the plans and particulars lodged with the application, as amended by the further plans and particulars received by An Bord Pleanála on the 25<sup>th</sup> day of October, 2017, except as may otherwise be required in order to comply with the following conditions. Where such conditions require details to be agreed with the planning authority, the developer shall agree such details in writing with the planning authority prior to commencement of development and the development shall be carried out and completed in accordance with the agreed particulars.

**Reason:** In the interest of clarity.

2. Prior to recommencement of development and within 3 months of the date of this order, the applicant shall submit a detailed landscaping scheme for the site to include comprehensive re-soiling and landscaping of the north-western area for which retention permission is refused for a gravel yard (0.337 hectare). The landscaping scheme shall be agreed in writing with the planning authority and shall include a plan to scale of not less than 1:500 showing:
  - (i) The species, variety, number, size and locations of all proposed trees and shrubs which shall comprise predominantly native species such as mountain ash, birch, willow, sycamore, pine, oak, hawthorn, holly, hazel, beech or alder;
  - (ii) Details of screen planting;

(iii) Details of roadside planting.

The landscaping scheme shall also include specifications for removal of hardcore, mounding, levelling, cultivation and other operations associated with plant and grass establishment and a timescale for implementation. All planting shall be adequately protected from damage until established. Any plants which die, are removed or become seriously damaged or diseased, within a period of five years from the completion of the development shall be replaced within the next planting season with others of similar size and species, unless otherwise agreed in writing with the planning authority.

**Reason:** In the interest of residential and visual amenity.

3. No more than 400 tonnes of end-of-life vehicles per annum and 35 tonnes of other waste types per annum shall be accepted and processed at the car dismantling depot.

**Reason:** In the interest of orderly development and the protection of the visual amenities of the area.

4. Vehicles shall not be stacked more than two high on site.

**Reason:** In the interest of orderly development and the protection of the visual amenities of the area.

5. Water supply and drainage arrangements for the site, including the disposal of surface water, shall comply with the requirements of the planning authority for such works and services.

**Reason:** In the interests of public health.

6. The developer shall pay to the planning authority a financial contribution in respect of public infrastructure and facilities benefiting development in the area of the planning authority that is provided or intended to be provided by or on behalf of the authority in accordance with the terms of the Development Contribution Scheme made under section 48 of the Planning and Development Act 2000, as amended. The contribution shall be paid

prior to the commencement of development or in such phased payments as the planning authority may facilitate and shall be subject to any applicable indexation provisions of the Scheme at the time of payment. Details of the application of the terms of the Scheme shall be agreed between the planning authority and the developer or, in default of such agreement, the matter shall be referred to An Bord Pleanála to determine the proper application of the terms of the Scheme.

**Reason:** It is a requirement of the Planning and Development Act 2000, as amended, that a condition requiring a contribution in accordance with the Development Contribution Scheme made under section 48 of the Act be applied to the permission.

### **Reasons and Considerations (b)**

Having regard to the substantial scale and storage capacity of the 0.337-hectare gravel yard to the north-west of the site, together with the potential presented for significant traffic generation and adverse visual impact, the Board considers that this element of the development for which retention permission is sought, would be endanger public safety by reason of an increased traffic hazard on the public road network, and would adversely impact on the visual and residential amenities and the rural character of the area. The development would, therefore, be contrary to the proper planning and sustainable development of the area.

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Donal Donnelly  
Planning Inspector

31<sup>st</sup> January 2018