



An  
Bord  
Pleanála

## Inspector's Report ABP-301149-18

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<b>Development</b>	Permission to carry out alterations to shop front, modifications to window and door locations as well as the installation of new corporate signage
<b>Location</b>	Ross's Centra, Bishops-Island, Watergrasshill, County Cork.
<b>Planning Authority</b>	Cork County Council.
<b>Planning Authority Reg. Ref.</b>	17/6592
<b>Applicant(s)</b>	Ross's Centra, Watergrasshill
<b>Type of Application</b>	Permission.
<b>Planning Authority Decision</b>	Grant.
<b>Type of Appeal</b>	Third Party
<b>Appellant(s)</b>	Sinead Curtin and Others
<b>Observer(s)</b>	None
<b>Date of Site Inspection</b>	06.09.2018
<b>Inspector</b>	Fiona Fair.

## 1.0 Site Location and Description

- 1.1. The appeal site, which comprises an existing 'Centra' Supermarket, with a stated area of 0.2ha, is located on the Main Street in the village of Watergrasshill, 14 Km North-West of Cork City. The village has direct access to the M8 Cork – Dublin Motorway.
- 1.2. There are two retail units to the immediate south west of the existing building at the junction of the Main Street and Bishop's Island Road. Bishopsgate residential development (where the appellant resides) is located to the immediate north west of the appeal site. The site is bounded to the north west by an approx. 2.0 m high timber fence. A mix of grassed area and hard surfaced car parking area adjoins the 'Centra' building to the north and east and terraced residential housing adjoins the car park further to the north and east.
- 1.3. The customer car parking area to the east is accessed via a narrow vehicular entrance to the south east of the site off Main Street. The staff car parking area to the north west of the site is accessed from Bishop's Island Road via an entrance to the rear of the two retail units to the south west. A solid block boundary wall separates the customer car park from the staff car park.
- 1.4. The village has a compact core centred on the Main Street which contains an attractive traditional building stock. The Fermoy Municipal District Local Area Plan (LAP) 2017 indicates that while the Motorway bypass was completed in 2003 the Village still experiences local through traffic as motorists chose to avoid the toll.

## 2.0 Proposed Development

- 2.1. Permission to:
  - Carry out alterations to shop front which will include removal of shop front sign board and installation of new one,
  - Modifications to window and door locations (replacing existing entrance doors with windows and adding one window),
  - The installation of new corporate signage on the northeast gable wall.

- New single storey extensions to the side (entrance lobby), and rear (storage and staff facilities with an external canopy)
- Construction of new car park and boundary wall to the northeast of the building
- Associated site works.
- The application also includes internal alterations incorporating new seated café area, relocation of existing deli and semi scratch bakery.

The Planning application form states:

- GFA of existing buildings 422 sq. m
- GFA of proposed works 216.6 sq. m (new extension) 402 sq. m (existing internal fit – out)
- GFA of proposed demolition 20 sq. m

### **3.0 Planning Authority Decision**

#### **3.1. Decision**

Planning permission Granted following a request for Additional Information in respect of (i) revised site layout plan detailing the full extent of the road in front of the entrance (ii) traffic management plan for deliveries, adequate turning for delivery vehicles to be demonstrated (iii) proposals to deal with Japanese Knotweed and (iv) hard and soft landscaping proposal for the car park and site boundaries, subject to 15 number conditions. Conditions of note include:

Condition 1. Standard.

Condition 2. Signage

Condition 3. Landscaping

Conditions 4. 5. 6. 7. Construction, demolition waste and excavated soils, drainage, noise, road monitoring and cleaning during construction phase.

Condition 8. 9. 10. 12. 13. 14. Waste disposal

Conditions 15. and 19. Relates to noise during operation phase of the development.

Condition 11. Odour and dust nuisance during construction

Conditions 18. 20. and 21 Relate to drainage, surface water

Condition 22. Footpath shall be re-instated at the developer's expense to the satisfaction of the Council's Area Engineer.

Condition 24. No deliveries shall be loaded / unloaded on the adjacent public roads.

Condition 25. Vehicles shall not be permitted to reverse onto or off the public road, sufficient space shall be provided within the site to allow for all vehicles, including deliveries, to drive in and out of the site.

Condition 26. Customer car parking to be accommodated solely on the site.

Conditions 27 & 28. Relates to road side drainage.

Condition 29. Lighting

Condition 30. Provision of adequate off carriageway parking facilities for construction duration.

Condition 31. Construction Management Plan.

Condition 32. The car park entrance and associated works including raised table on the R639 shall be constructed as per details supplied within this application. All works at the entrance shall be carried out prior to the completion of any further works on the site, to the satisfaction of the p.a.

Condition 33. Development Contribution

## **3.2. Planning Authority Reports**

### **3.2.1. Planning Reports**

- Planning Report: The planning report supports the draft decision to grant planning permission. It is considered that the proposed development would not have a negative impact upon the services provided for in the village and that the single storey rear extension is acceptable.

### **3.2.2. Other Technical Reports:**

- Area Engineers Report; initial report requested A.I. subsequent report indicates the response following discussion and A.I is acceptable subject to condition.

- Environment Report: No objection subject to condition
- Irish Water (IW): No Objection

### 3.3. **Third Party Observations**

A number of objections were submitted to the planning authority concerns raised are similar in nature to those raised in the third-party appeal on file, summarised below.

## 4.0 **Planning History**

- **Reg. Ref. 99/6670-** Permission granted to Sean McCarthy for residential development – 5 no. dwelling houses.
- **Reg. Ref. 99/6671-** Permission granted for construction of two storey building containing 2 no. shops on ground floor and 2 no. first floor offices.
- **Reg. Ref. 00/2288** - Permission granted to Town and Country Properties to demolish shop and dwelling and construction of 3 no. dwelling houses and two storey building to include retail unit and 3 no. duplex apartments.
- **Reg. Ref. 02/3570** - Permission granted to Town and Country Properties for demolition of dwelling and construction of building with retail on ground floor and 4 no. apartments on 1<sup>st</sup> and 2<sup>nd</sup> floor and associated parking.

## 5.0 **Policy Context**

### 5.1. **Development Plan**

The operative plan for the area is the Fermoy Electoral Local Area Plan 2017. The appeal site is located within the development boundary for Watergrasshill Village. However, there is no specific zoning objective associated with the site.

The Cork County Development Plan 2014 is also of relevance. In particular the following Objectives and Policy:

## **Policy Context - Retail Planning Guidelines for Planning Authorities (DoECLG 2012)**

7.3.2 In 2012 the Minister for the Environment, Community and Local Government introduced the new Retail Planning Guidelines. These Guidelines have been taken into account in the preparation of the plan and have five key policy objectives:

- Ensuring that retail development is plan-led;
- Promoting a sequential approach to Development;
- Securing competitiveness in the retail sector by actively enabling good quality development proposals in suitable locations;
- Facilitating a shift towards increased access to retailing by public transport, cycling and walking in accordance with Smarter Travel; and
- Delivering quality urban design outcomes.

### **TCR 4-1: Retail Hierarchy**

Facilitate a competitive and healthy environment for the retailing industry into the future which provides for adequate choice in appropriate locations whilst ensuring that future growth in retail floorspace is broadly in line with the identified Retail Hierarchy set out in Table 7.1.

### **TCR 410:**

To support, promote and protect villages, local centres, and corner shops which provide an important retail service at the local level.

### **TCR 8-1: Convenience Approach – Non-metropolitan**

To ensure retail development proposals take the following into account:

- Primarily Town Centre location.
- Seek to retain and enhance the vitality and vibrancy of town centre.
- Market led provision is acceptable provided it contains an assessment of the demonstrable and planned population growth, takes account of the existing quantum

of development provided within each centre, an appropriate catchment area and takes account of extant permissions.

- Aim to provide market choice based on catchment of the main towns.
- Scale should be appropriate to town population and its catchment and avoid significant impacts on similarly sized centres.
- Retail developments which aim to reduce leakage to other centres will be encouraged.

### **Car Parking Standards**

Offices – 1 space per 17 sq. m plus 10% of staff parking for visitors

Retail (incl. retail services) – 1 space per 20 sq. m plus 1 lorry space per 750 sq. m

Convenience retail – 1 space per 20 sq. m

Restaurant, café and take-aways: 1 space per 5 (net sq. m)

### **S. 7.13 Shopfronts**

## **5.2. Natural Heritage Designations**

Blackwater River (SAC) (site code 2170) is located over 4 Km distant.

The planning officer carried out AA Screening and his report concludes that potential for significant impacts on the SAC can be ruled out.

## 6.0 The Appeal

### 6.1. Grounds of Appeal

#### **Serious Negative Impact to Adjoining Residential Amenity**

- No consultation with neighbours.
- Intrusion upon privacy
- Security issue.
- Increase in deliveries will impact privacy and exacerbate noise problem.
- Concern with respect to the location of the waste management area. Noise from crushers, vermin attraction, fire hazard and odour issues.
- Light pollution
- Dust, Noise, traffic associated with construction phase
- There are alternative sites available less than 500m from the appeal site.

#### **Traffic Hazard**

- Proposal would constitute a traffic hazard to pedestrians at the entrance to the proposed car park.
- Increased traffic would give rise to traffic hazard.
- Unenforceable traffic management plan proposed that will create additional congestion in an already congested village.
- There is no natural turning area in the car park for HGV's
- Concern with respect to emergency exit provision with only one exit / entrance

#### **Noise**

- Proposal would exacerbate noise, reversing alarms, revving of engines from articulated lorries servicing the Centra, in close proximity of neighbours fence (no. 4 Bishopsgate, Watergrasshill)
- A deliveries Plan must be drawn up
- No noise restrictions imposed day or night.



- Timber fence is no suitable barrier for noise and for health and safety reasons. Children playing in close proximity.
- Proposed landscaping will not address risks
- Proposed hours of construction 8.00 am – 22.00 pm 6 days a week unacceptable.

### **Overlooking**

- Overlooking from HGV's into appellants property and rear windows of their dwelling, at No. 4 Bishopsgate, Watergrasshill.

### **Emissions**

- Concern with respect to emissions from HGV's

### **Japanese Knotweed**

- Concerned with respect to the management plan for dealing with Japanese Knotweed
- Treatment plan should form part of the conditions of planning permission.

### **Appeal Accompanied with:**

- Cover Letter from residents No. 1 – 6 Bishopsgate inclusive – outlining reasons for appeal
- Cover Letter from Philip Scott and Elizabeth Long No. 5 Bishopsgate – outlining reasons for appeal
- Copy of letter and Photos – sent by residents to An Garda Siochána Chief Super-intendant, Fermoy Garda Station, outlining pedestrian walkway risks at Centra Watergrasshill
- Photos of trucks overlooking back garden of No. 5 Bishopsgate
- Copies of letters sent by residents of Bishopsgate to Cork County Council
- Copy of email from Damien Coakley, no. 6 Bishopsgate, outlining pedestrian walkway risks / concerns and Google Map photo of pedestrian routes in / around Watergrasshill Village to school, church, shops, post office, current established housing estates etc.

## 6.2. Planning Authority Response

No response received.

## 6.3. First Party Response

6.3.1. A response was received from Coakley O'Neill on behalf of the applicant, Ross's Centra Watergrasshill, it is summarised as follows:

- Ross's Centra has been serving the community since 2003
- The appeal site is located within the 'existing built up area' of Watergrasshill village.
- The 2015 Plan supports the expansion of existing uses on lands zoned 'existing built up area'.
- The proposal complies with planning policy set out the Fermoy Municipal District LAP (2017)
- There is a need for the development which proposes an extended store, new café area, external visual improvements, new landscaping, new improved access arrangements for deliveries and new parking area.
- Traffic calming measures are proposed – raised table, dropped kerb, new paving and improved footpath
- The applicant is willing to carry out works outside of the site boundary for the benefit of custom of his shop and all residents and visitors to Watergrasshill
- First party will comply with Condition 32 of the notification of draft decision to grant permission
- Request that the Board note the pedestrian crossing shown on Drg. 17058-CS-GA-1005 Rev B does not form part of the planning application nor is it required by any condition.
- The applicant is prepared to comply with all conditions of the draft decision to grant planning permission.
- The proposal relates to an established business premises
- No additional employees, traffic increase, omissions, noise impact will arise

- Japanese Knotweed treatment is on-going and a plan is in place. Willing to accept a condition to control the spread of Japanese Knotweed.
- A delivery truck will be on site between 6:30 – 7.00 (outside of peak hours) Drawing no. 17058-CS-GA-1012 (A) illustrates that a delivery truck can safely access the site. This is supported by Autotrack Analysis.
- Delivery times and manoeuvres will be managed to ensure no impact on staff parking at that time of morning.
- There will be limited if any customer parking at delivery time. The car park gate will be locked at night-time and 'No Parking' sign will be erected.
- All lighting will be cowled and directed away from the road and properties to the north-west. Conditions in this regard will be adhered to.
- There are 4 no. apartments at first floor over the 'Centra', it is notable that there is no history of complaints from occupants.

## 7.0 Assessment

I consider the key issues in determining this appeal are as follows:

- **Principle of the Proposed Development**
- **Traffic Impact**
- **Japanese Knotweed**
- **Impact Upon Residential Amenity**
  - **Noise & Emissions**
  - **Delivery Hours & Opening hours**
  - **Overlooking, Privacy, Security**
  - **Lighting**
- **Environmental Impact Assessment (EIA)**
- **Appropriate Assessment (AA)**

### 7.1. Principle of the Proposed Development

- 7.1.1. The appeal site is located on the main street within the 'existing built up area' and village core of Watergrasshill village. Watergrasshill is described as a key village located just 14 km north of the city of Cork City with direct access to the M8 Cork – Dublin Motorway. There is a well-established 'Centra' supermarket on the site, in operation since 2003. The Cork County Development Plan 2014 and the Fermoy Electoral District LAP 2017 supports the expansion of existing uses on lands zoned 'existing built up area', see section 5.1 of this report above for relevant development plan objectives.
- 7.1.2. In particular, I note TCR 410 of the CDP 2014, which states, it is an objective: 'To support, promote and protect villages, local centres, and corner shops which provide an important retail service at the local level. And TCR 8-1: Convenience Approach –

Non-metropolitan, see section 5.1 of this report for detail. I note in addition policy objective CS 3-2 of the 2014 Plan which states: It is a Strategic Aim to: 'Establish key villages as the primary focus for development in rural areas in the lower order settlement network and allow for the provision of local services, by encouraging and facilitating population growth at a scale, layout and design that reflects the character of each village, where water services and waste water infrastructure is available. Supporting the retention and improvement of key social and community facilities, and inter urban public transport'.

7.1.3. Section 4.13.19 of the Fermoy LAP is also of relevance it sets out that the village has a number of important services, to include local convenience shops such as Ross's Centra.

7.1.4. Watergrasshill is acknowledged as a Key Village, it has witnessed a significant increase in new housing development in recent years in light of its location relative to the city and the M8. The growth in the population of the village in the period since 1996 has been significant. The growth over the four year period to 2006 was particularly significant at over 12%. Between 2006 – 2011 the population increased by a further 35% from 860 to 1161 persons. The population is expected to increase further during the lifetime of the Plan.

7.1.5. I agree with the first party submission that as a service provider for its rural hinterland, it is important that Watergrasshill can expand its services and facilities. I consider the proposed extension (new single storey extension to the rear, internal alterations and revised entrance / single storey extension to the side) is of moderate scale appropriate to its location and acceptable in principle.

## **7.2. Traffic Impact**

7.2.1. Third party concern has been raised with respect to public safety and traffic safety, in particular at the entrance to the car park. The application includes a new car park and entrance arrangement. The applicant is proposing traffic calming measures, including a raised table to reduce traffic speed on Main Street, dropped kerb, new paving and improved footpath adjacent to the entrance. It is submitted that no cars

will be parked outside the entrance on the raised table. Autotrack survey clearly shows that delivery trucks can safely enter and leave the site.

- 7.2.2. The applicant submits they are willing to carry out works outside of the site boundary for the benefit of custom of his shop and all residents and visitors to Watergrasshill
- 7.2.3. It is submitted that the first party will comply with Condition 32 of the notification of draft decision to grant permission. Which states: 'The car park entrance and associated works including raised table on the R639 shall be constructed as per details supplied within this application. All works at the entrance shall be carried out prior to the completion of any further works on the site, to the satisfaction of the p.a.'.
- 7.2.4. The first party request that the Board note the pedestrian crossing shown on Drg. 17058-CS-GA-1005 Rev B does not form part of the planning application nor is it required by any condition.
- 7.2.5. I note it is proposed to provide 32 car parking spaces in total. 5 spaces to the north west are identified as 'existing staff car parking'. 1 disabled space is proposed adjacent to the entrance, 2 car parking spaces are to be reserved for an adjacent property to the north east and 29 new customer car parking spaces are proposed to the north-east of the Centra building. It is notable that in accordance with Development Plan requirements 31 car parking spaces are required to serve the existing and proposed development (1 car space per 20 sq. m of convenience retail)
- 7.2.6. I consider that the car parking and traffic management proposals to be put in place would significantly improve the situation as it currently stands. The proposal to widen the entrance / exit, provide traffic calming and provide demarcated additional car parking with access to the shop from the north east is to be welcomed, as it will be a significant improvement in traffic management terms, and it will lessen the opportunity for traffic hazard.
- 7.2.7. I recommend that Condition 32 be reiterated in any grant of planning permission forthcoming from the Board and that a condition be attached requiring bicycle

parking spaces to be provided within the site, in the interest of sustainable transportation.

### **7.3. Japanese Knotweed**

- 7.3.1. Japanese Knotweed treatment is on-going and a plan is in place. Pre-treatment for electric treatment of knotweed control plan was carried out in late March 2018, with the actual electric treatment scheduled for later in the season when sufficient knotweed regrowth occurs. The first party submits that it is in their interest to control the spread of Japanese Knotweed, and he is willing to accept a condition to control the spread of Japanese Knotweed. I consider this matter can be dealt with by way of condition.

### **7.4. Impact Upon Residential Amenity**

- 7.4.1. Concern has been raised with respect to noise from loading area and trucks reversing, opening hours, early delivery hours, overlooking to rear gardens, privacy, security, boundary treatment and emissions.
- 7.4.2. The third party and objectors to the proposal reside in Bishopsgate the residential development to the north of the site. It is proposed to locate the bin storage area and a chiller area (behind screens) to the rear of the extension. New staff car parking and customer car parking will be located closer to the northern boundary. A loading area and a turning space for delivery Artic trucks is proposed within the car parking area to the north east of the site. While a new block wall is proposed to be constructed along the eastern site boundary it is proposed to retain the timber fence and existing bank / ditch line to the northern party boundary with Bishopsgate.
- 7.4.3. With respect to deliveries I note the first party submits that a delivery truck will be on site between 6:30 – 7.00 (outside of peak hours) Drawing no. 17058-CS-GA-1012 (A) illustrates that a delivery truck can safely access the site. Delivery times and manoeuvres will be managed to ensure no impact on staff parking at that time of morning. There will be limited if any customer parking at delivery time. The car park gate will be locked at night-time and 'No Parking' sign will be erected.

- 7.4.4. All lighting will be cowled and directed away from the road and properties to the north-west. Conditions in this regard will be adhered to.
- 7.4.5. The first party submits that all site operations shall be carried out in such a manner as to ensure that no odour or dust nuisance occurs. I note the first party's submission that he is willing to fully comply with all conditions and, in particular, a construction and environmental management plan, in order to protect the amenities of the area.
- 7.4.6. The proposal constitutes a fairly moderate single storey extensions to a well-established convenience use within the village core. It is submitted that no additional employees, traffic increase, emissions or noise impact will arise. I consider that the traffic management proposal put forward would enhance the existing situation. Also, I consider that subject to a robust construction environmental management plan being put in place concerns can be ameliorated. Concern over construction working hours, deliveries, noise and emissions can be dealt with by way of condition. The issue of noise arising from deliveries and operation noise can also be dealt with by way of condition and controlled to an acceptable level, however, it is acknowledged that some disruption from noise arising will be unavoidable given the village centre / built up nature of the location. The convenience unit, however, provides an important service.
- 7.4.7. The issue of boundary treatment along the northern party boundary with Bishopsgate has not been satisfactorily resolved. I agree with third party concern that a timber fence and ditch / bank is unacceptable. Therefore, I recommend that should the board agree that permission be forthcoming that a condition be attached which requires that: prior to the commencement of any development the applicant shall submit details for the written agreement of the planning authority, for a 2m high, solid block wall, capped and dashed on both sides to be constructed along the northern party boundary with Bishopsgate.



## **7.5. Environmental Impact Assessment (EIA)**

- 7.5.1. Having regard to the nature and scale of the proposed development, the nature of the receiving environment and proximity to the nearest sensitive location, there is no real likelihood of significant effects on the environment arising from the proposed development. The need for environmental impact assessment can, therefore, be excluded at preliminary examination and a screening determination is not required.

## **7.6. Appropriate Assessment (AA)**

- 7.6.1. The closest European Site is the Blackwater River (SAC) (site code 2170) located over 4 Km distant.
- 7.6.2. The planning report on file concludes that appropriate assessment is not required.
- 7.6.3. Having regard to the nature and scale of the proposed development, the nature of the receiving environment and proximity to the nearest Natura 2000 sites. No Appropriate Assessment issues arise and it is not considered that the proposed 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**

- 8.1.1. I recommend that the decision of the planning authority be upheld and planning permission be Granted to the proposed development.

## **9.0 Reasons and Considerations**

- 9.1.1. Having regard to the location of the site within the 'Existing built Up Area' of Watergrasshill, the established pattern of development on the site and in the vicinity it is considered that subject to compliance with the conditions set out below, the development, would be acceptable in terms of traffic safety, residential amenity and visual amenity. The proposed development would, therefore, be in accordance with the proper planning and sustainable development of the area.

## 10.0 Conditions

1. The development shall be carried out and completed in accordance with the plans and particulars lodged with the application, as amended by the further plans and particulars submitted on the 17/01/18, 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. Water supply and drainage arrangements, including the attenuation and disposal of surface water, shall comply with the requirements of the planning authority for such works and services.

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

3. That all necessary measures be taken by the contractor, including the provision of wheel wash facilities, to prevent the spillage or deposit of clay, rubble or other debris on adjoining roads during the course of the works.

**Reason:** To protect the amenities of the area.

4. The noise level shall not exceed 55 dB(A) rated sound level (that is, corrected sound level for a tonal or impulsive component) at any point along the northern / north-western boundary of the site between 0800 and 2000 hours, Monday to Friday inclusive, and shall not exceed 45 dB(A) at any other time. Procedures for the purpose of determining compliance with this limit shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.

**Reason:** To protect the residential amenities of property in the vicinity of the site.

5. (a) The construction of the development shall be managed in accordance with a Construction Environmental Management Plan, which 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 noise management measures and off-site disposal of construction/demolition waste.

(b) Site development and building works shall be carried out only between the hours of 08.00 to 19.00 Mondays to Fridays inclusive, between 09.00 to 14.00 hours on Saturdays and not at all on Sundays and public holidays. Deviation from these times will only be allowed in exceptional circumstances where prior written approval has been received from the planning authority.

**Reason:** In the interests of public safety and residential amenity

6. Noise monitoring locations for the purposes of the construction phase of the proposed development shall be agreed in writing with the planning authority prior to commencement of any development on site.

**Reason:** To protect the [residential] amenities of property in the vicinity.

7. No additional development shall take place above roof parapet level, including lift motor enclosures, air handling equipment, storage tanks, ducts or other external plant, telecommunication aerials, antennas or equipment, unless authorised by a further grant of planning permission.

**Reason:** To protect the residential amenities of property in the vicinity and the visual amenities of the area.

8. (a) No advertisement or advertisement structure other than those shown on the drawings submitted with the application shall be erected or displayed on the building or within the curtilage of the site in such a manner as to be visible from outside the building, unless authorised by a further grant of planning permission.

(b) No awnings, canopies, illuminated signs or projecting signs or other signs shall be erected on the premises without a prior grant of planning permission,

(c) External roller shutter shall not be erected, any internal shutter shall be only of the perforated type, coloured to match the shop front colour.

**Reason:** In the interest of visual amenity and to maintain the retail character at street level

9. No music or other amplified sound shall be broadcast externally from the premises.

**Reason:** To protect the amenities of the area.

10. Ten number bicycle parking spaces shall be provided within the site. The layout and demarcation of these spaces shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.

**Reason:** To ensure that adequate bicycle parking provision is available to serve the proposed development, in the interest of sustainable transportation.

11. Prior to the commencement of any development the applicant shall submit details for the written agreement of the planning authority, for a 2m high, solid block wall, capped and dashed on both sides to be constructed along the northern party boundary with Bishopsgate.

**Reason:** To protect residential amenity.

12. A comprehensive boundary treatment and landscaping scheme shall be submitted to and agreed in writing with the planning authority, prior to commencement of development. This scheme shall include the following:-

(a) details of all proposed hard surface finishes, including samples of proposed paving slabs/materials for footpaths, kerbing and road surfaces within the development;

(b) proposed locations of trees and other landscape planting in the development, including details of proposed species and settings;

(c) details of proposed street furniture, including bollards and lighting fixtures;

(d) details of proposed boundary treatments at the perimeter of the site, including heights, materials and finishes.

The boundary treatment and landscaping shall be carried out in accordance with the agreed scheme.

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

13. The developer shall control odour emissions from the premises in accordance with measures including extract duct details which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development

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

14. All external lighting of the proposed development shall be cowled and directed away from the public roadway and from surrounding residential dwellings. Specific details of all lighting locations and type shall be submitted for written agreement of the planning authority prior to commencement of development.

**Reason:** In the interest of public safety and visual amenity.

15. Litter in the vicinity of the premises shall be controlled in accordance with a scheme of litter control which shall be submitted to, and agreed in writing with, the planning authority prior to the commencement of development. This scheme shall include the provision of litter bins and refuse storage facilities.

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

16. Construction and demolition waste shall be managed in accordance with a construction waste and demolition management plan, which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. This plan shall be prepared in accordance with the "Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects", published by the Department of the Environment, Heritage and Local Government in July 2006. The plan shall include details of waste to be generated during site clearance and construction phases, and details of the methods and locations to be employed for the prevention, minimisation, recovery and disposal of this material in accordance with the provision of the Waste Management Plan for the Region in which the site is situated.

**Reason:** In the interest of sustainable waste management.

17. (a) No deliveries shall be loaded / unloaded on the adjacent public roads.

(b) Vehicles shall not be permitted to reverse onto or off the public road, sufficient space shall be provided within the site to allow for all vehicles, including deliveries, to drive in and out of the site.

(c) Customer car parking shall be accommodated solely on the site.

**Reason:** In the interest of public safety.

18. The car park entrance and associated works including raised table on the R639 shall be constructed as per details supplied within this application. All works at the entrance shall be carried out prior to the commencement of any extension works on the site, to the satisfaction of the planning authority.

**Reason:** In the interest of public and road safety.

19. 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. 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 the Board to determine the proper application of the terms of the Scheme.

**Reason:** It is a requirement of the Planning and Development Act 2000 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.

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Fiona Fair

Planning Inspector

30.09.2018