



An
Bord
Pleanála

Inspector's Report ABP-302206-18

Development	Existing parking area for cars and heavy goods vehicle parking and ancillary site services adjacent to the existing M6 service station
Location	M6 Service Station, Tullamore Road, Kilbeggan, Co. Westmeath
Planning Authority	Westmeath County Council
Planning Authority Reg. Ref.	186145
Applicant(s)	Lambe Bros.
Type of Application	Permission
Planning Authority Decision	Permission
Type of Appeal	Third Party
Appellant(s)	Michael O'Grady
Observer(s)	None
Date of Site Inspection	1 st of November 2018
Inspector	Angela Brereton

1.0 Site Location and Description

- 1.1. The site lies on the western side of the Tullamore Road, the R389, within the built-up area of Kilbeggan, c400m from the town centre to the north and 600m from a junction on the M6 motorway to the south. A line of semi-detached houses dating from the mid 20th century runs from the town centre to the site. A stream which is culverted runs along the northern boundary of the site. A petrol station with a shop/café area occupies the land immediately to its south. The land on the other side of the road is occupied by stables, with a line of detached single storey and dormer bungalows further to the south. These bungalows are directly opposite the site. The land to the rear (west) of the site appears marshy and is undeveloped. There is a relatively new housing estate to the south and west of the site.
- 1.2. There is some marked parking area laid out for the 'M6 Service Centre' on the lands to the south of the subject site. The vehicular entrance to the 'M6 Service Centre' onto the R389 is within the landholding shown blue to the south and the exit is further north adjacent to the southern boundary of the adjoining subject site. The front boundary of the site is marked by a low wall and includes a hedgerow in front of and to the north of the subject site. The Service Centre area including the application site was very busy and well parked on the day of the site visit, which was at lunch time. Parking in the application site area is not formerly laid out. Separate parking areas for HGVs or trucks are also not formerly laid out.

2.0 Proposed Development

- 2.1. This proposal seeks Retention Permission to retain the existing parking area for cars and heavy goods vehicle parking and all associated ancillary site services adjacent to the existing M6 Service Station at Tullamore Road, Kilbeggan, Co. Westmeath.
- 2.2. A letter of consent has been included from Westmeath County Council for the inclusion of c.0.45 acres in the proposed planning application.
- 2.3. As shown on the Site Layout Plan, the total site area within the red line boundary is 0.293ha. This forms the northern portion of the landholding shown in blue.

3.0 Planning Authority Decision

3.1. Decision

On the 5th of July 2018, Westmeath County Council granted Retention Permission for the proposed development subject to 7no. conditions. These included the following:

- Condition no. 2 – Permission granted for a temporary period for a further two years. The use to cease and the hard surfacing to be removed and the lands returned to grass on or before 08.08.2020.
- Condition no. 4 – Special Development Contribution.
- Condition no.7 – Attenuation system.

3.2. Planning Authority Reports

3.2.1. Planner's Report

The Planner had regard to the locational context of the site, planning history and policy and to the submission made and interdepartmental reports. Their Report included regard to the following:

- The layout as shown on the plans does not reflect that seen on the site.
- They considered that the principle of development and associated use is consistent with the commercial zoning objectives of these lands.
- They have regard to concerns raised in the submission.
- They note that previously the Board granted permission for a temporary period of 5 years to enable the effect of the development and amenities of the area to be reviewed, together with an assessment of progress on the development of the permitted service station on the M6 and the Council's objective to build a link road across these lands.
- They note that the objective to provide a link road across these lands to the Clara Road is maintained in the current development plan. There is no part 8 approval for this road and there are no physical works on any lands for this

roadway. They consider that a temporary permission would be appropriate to ensure the provision of such a roadway is not prejudiced.

- As this is a retention application they consider that the District Engineer's concerns should now be addressed.
- Data on traffic associated with the use of these lands has not been submitted.
- TII indicate that the service area could be open July 2019. The online M6 motorway service area will, when operational, satisfy the service needs for the motorway.
- They consider that a temporary permission for this site of 1 year would be sufficient to cater for the current service needs of the motorway traffic.
- They noted that the car park area is subject to surface water system including interceptor and hydrobrake limiting discharge and that concerns have not been raised.
- They provide that the development, individually or in combination with another plan or project, is not likely to have a significant effect on a European site.

They provided that further information was required to include the following:

- To provide accurate landscaping plans.
- To submit details in accordance with the District Engineers requirements.
- To provide a vehicular survey of the site and the road over a 24 hour period.
- To consider and address the objection made including relative to night time traffic, HGV parking etc. To address/propose mitigation measures.

3.2.2. A costing of the works for road improvements from the Council's Engineer regarding Roads condition is included.

3.2.3. It is of note that this further information was never requested as subsequent to this the Council's Director of Services decided to grant a temporary permission for the retention development. He considered that this proposal was similar to that granted by the Board (Reg.Ref.12/4071 and Ref. PL25K.241516 relates). The only change being that the site is now zoned for commercial development as opposed to residential in the previous plan.

3.3. Other Technical Reports

Westmeath Area Engineer – They observed that this is an extremely busy service station and traffic appears to flow well considering volumes. They recommended a number of conditions in the interests of traffic safety and to ensure the proposal integrates appropriately with its setting.

3.4. Prescribed Bodies

Irish Water – They had no objections subject to conditions.

3.5. Third Party Observations

The Submission on behalf of Michael O’Grady is noted and as the contents raise similar issues to those in his subsequent Third Party Appeal they are considered further in this context below.

4.0 Planning History

The following is the previous planning history of the subject site:

- Reg.Ref.12/4071 – PL25K.241516 – Permission was granted by the Council subject to conditions and subsequently upheld on appeal by the Board for the Retention of existing parking area for cars and heavy goods vehicles parking, permission for extension of parking area and all associated ancillary site works adjacent to the existing M6 Service Station at Tullamore Road, Kilkeegan, Co. Westmeath.

Adjoining landholding:

- Reg.Ref. 10/4108 – the planning authority granted permission on the 1st of April 2011 to provide a shop and ‘deli counter and seating’ on the site of the petrol station to the south of the site. Condition no. 2 of that permission stated that the net retail sales area of the forecourt shop shall not exceed 100sq.m.

M6 Athlone Service Station Scheme:

- Reg.Ref.25HA. 0019 – The Board granted approval under the Roads Act to Westmeath County Council to develop a Service Area on the M6 Motorway near Athlone on the 6th of November 2009.

Copies of these decisions are included in the History Appendix of this Report.

5.0 Policy Context

5.1. Spatial Planning and National Roads 2012

The minister issued Guidelines for Planning Authorities on Spatial Planning and National Roads in January 2012. Section 2.8 refers to service areas for motorways. It states that these are necessary and can be provided as on-line service areas on sites brought forward by the NRA or local authorities, or off line at junctions. This also notes: *A proliferation of private off-line service area facilities at national road junctions should be avoided. It is therefore important that a coordinated approach between planning authorities should be undertaken in consultation with the NRA as part of the drafting of development plans.*

It is of note that while the NRA is referred to in this document, Transport Infrastructure Ireland (TII) was established in 2015 through a merger of the NRA and the Railway Procurement Agency under the Roads Act 2015. They also include regard to the National Motorway Network.

5.2. Design Manual for Urban Roads and Streets

DMURS provides guidance relating to the design of urban roads and streets. This Manual focuses on streets as attractive places, whether new or existing. It seeks to encourage designs appropriate to context, character and location that can be used safely and enjoyably by the public. The principles, approaches and standards set out in this Manual apply to the design of all urban roads and streets (that is streets and roads with a speed limit of 60 km/h or less), except:

(a) Motorways.

(b) In exceptional circumstances, certain urban roads and streets with the written consent of Sanctioning Authorities.

5.3. **Westmeath County Development Plan 2014-2020**

Volume 1 provides the Written Statement and includes reference to the town of Kilbeggan.

Section 8.15 refers to National Roads Policies & Objectives and includes:

Policy P-NR6: To co-operate with the NRA to identify the need for Service Areas and/or rest areas for motorists along the N4 and M6 routes, in Planning and National Roads Guidelines for Planning Authorities (2012), subject to environmental assessment thereof.

Policy P-NR7: To assess proposals by private developers for off-line service areas along motorways (and motorway interchanges/junctions) and on line service areas along non motorway dual carriageways (and junctions) in accordance with the provisions of the “Spatial Planning & National Roads Guidelines for Planning Authorities 2012”.

Section 8.16 refers to development with access onto Regional Roads and does not refer to motorway service areas. Section 8.19 refers to the management of Car Parking. Section 8.21 provides the General Roads & Traffic Management Policies & Objectives.

Section 13.3 refers to the town of Kilbeggan. Section 13.4.2 notes the opening a section of the M4 motorway in 2005.

Section 13.3.12 provides the Transport Policy & Objectives.

Policy P-KBN7 seeks: To allow for the expansion of the existing commercial and employment uses in the town within the existing waste water loading capacity.

Volume 2 contains the Book of Maps. The site is within the development boundary of Kilbeggan and is zoned ‘Commercial’ on the Kilbeggan Zoning Map. As shown on the Objectives Map an ‘indicative proposed link road’ runs through the northern portion of the site (within the application red line boundary) – Objective 4 relates.

As shown on the Kilbeggan Flood Risk Map the site is not within the flood risk area.

5.4. Natural Heritage Designations

There are no Natura 2000 sites within close proximity to the site. The nearest is Split Hills and Long Hill Esker SAC c.4kms to the north east of the site.

6.0 The Appeal

6.1. Grounds of Appeal

Sean Lucy & Associates Ltd Town Planning Consultants have submitted a Third Party Appeal on behalf of Michael O'Grady, Tullamore Road, Kilbeggan. They have regard to the planning history of the site including that of the previous permission granted by the Board and the Planner's request for F.I in the subject application.

Their grounds of appeal are summarised below and include the following:

Ground of Appeal 1

- There is a surfeit of car parking spaces provided on the site of the adjoining service station to cater for the Petrol Filling Station and associated shop of 100sq.m, as per the car parking standards as set out in the WCDP. This is what has been permitted by Reg.Ref.10/4108.

Ground of Appeal 2

- The adjoining service station is operating as a *de facto, ad hoc* Motorway Service Area serving the M6 Motorway from Dublin to Galway, but the total parking and internal circulation area are incapable of adequately accommodating the traffic circulation within the site. They refer to photographs showing this.
- The Council did not facilitate an assessment of the issues previously raised by the Board in their determination of the current application.
- They question the imminence of the construction of the permitted on-line Motorway Service Area on the M6 Motorway near Moate under ABP. Ref. 25HA.0019. They understand that there is an issue relative to tenders.

- They are concerned about impact on residential amenity including impact on the appellant's health and welfare, inordinate noise and light pollution for the operation on the site as a service area for HGV traffic 24 hours every day.

Ground of Appeal No.3

- The residential amenity and safety of pedestrians using the area is also disrupted by the sheer extent and size of some of the vehicles entering and leaving the site continuously by day and well into each night.

Ground of Appeal No.4

- They note that the zoning of the appeal site as commercial removes the objective to provide a strategic link road through the site to the Clara Road and express concerns about the impact of this. Also, the unauthorised Motorway Service development and continuing negative impact on residential amenities in the area.

Ground of Appeal 5

- The permitting and facilitation of the use of the application site to extend the amount of car and HGV parking is far in excess of the limited level of parking needed for the permitted operation of a Petrol Filling Station with a maximum of 100sq.m of net retail area.

Ground of Appeal No.6

- They are concerned about HGV parking on site and provide that the provision of such services would tend to hinder the implementation of the online service station permitted nearby on the M6 by the Board under Ref. 25HA.0019. They note that it is understood that the signing of contracts for the construction of same is imminent and it is expected to open in mid-2019.

Ground of Appeal No.7

- They refer to and include extracts from the Inspector's Report in Ref. PL25.241516. They reiterate concerns about impact on residential amenity. They provide that the impact of the extended parking on the operation of the M6 is very much a matter that must be considered in the interests of the proper planning and sustainable development of the area.

- The conditions of P.A Reg.10/4108 have not been enforced.
- All the matters they previously raised in their objections to Reg.Ref. 12/4071 and Ref.PL.25K.241516 as having a detrimental impact on the zoned residential area in which the site is located have all proven to be accurate over the 5 year period of the Board's permission.

Conclusion

- The decision of the Council and the direction of the Chief Executive as set out in Schedule 3 of that decision has been made without any evidential assessment of the prevailing circumstances on the appeal site, contrary to the assessment of the Planner.
- They refer to the Engineer's Report and note that the necessity for the reconfiguration of the existing right turning lane into the M6 Service Station is not discussed nor are there any indicative drawings of this. The provision of a right turning lane 'at the entrance to the blue lands' is similarly unclear.
- The fee of €9,200 as a special contribution has not been addressed in the Planner's Report nor in the Engineer's report and the mathematics behind this is not explained.
- They provide a summary of their concerns and note that the expanded operation of the M6 Service Station has been approved without any consideration for the impact of that expanded site on the residential area.
- They request the Board to refuse permission on the basis that no assessment has been made of its effect on the surrounding area and the facilitation of a further, extended temporary permission is unwarranted, at this time.

6.2. Applicant Response

There is no response from the Applicant on file. It is noted that there is a letter from An Bord Pleanála saying that their response was received outside the appropriate statutory time limit.

6.3. Planning Authority Response

A letter from Westmeath County Council notes that the Planner requested further information on the 29/06/18 and it was forwarded to the Chief Executive and Director of Services for approval. The Chief Executive, directed the appropriate conditions for a grant of permission and as a result F.I was not requested.

They have not responded to the Third Party grounds of appeal.

7.0 Assessment

7.1. Regard to Planning History and Principle of Development

7.1.1. As noted in the History Section above permission was originally granted subject to conditions for a convenience store with deli counter and seating, including new front façade and all ancillary site services at M6 Services, Tullamore Road, Kilbeggan on the adjoining landholding to the south in Reg.Ref.10/4108. Condition no.2 provided: *the total net retail sales space of the forecourt shall not exceed 100sq.m.* The application site then encompassed the southern area of the landholding now shown blue in the current application.

7.1.2. Regard is had to the Board's previous decision to grant a temporary retention permission on the subject site – Ref. PL25K.241516 refers. In deciding not to accept the Inspector's recommendation to refuse permission, the Board in 2013 granted a temporary permission to enable review within 5 years and their Direction included that this was: *to facilitate an assessment of progress on (i) the development of the permitted service station on the M6 motorway near Athlone granted under reference no. 25HA.0019) and (ii) the Council's delivery of its objective to build a link road through the subject space. The Board did not consider that a temporary permission, involving limited works, would have such a negative impact on the residential zoning objective applying to this site or the substantial areas of adjacent residential zoned land to warrant a refusal in this case.*

7.1.3. The current application presents a similar scenario to that previously granted temporary retention permission in Ref. PL25.241516 relates. It is of note that since the last application the area of the landholding including the subject site has been rezoned from 'Residential' to Commercial' in the current Westmeath CDP 2014-

2020. This commercial area corresponds only to the landholding containing the M6 Service Centre and subject site used for associated parking. The proximate lands are zoned existing residential or proposed residential to the west. Therefore, the use proposed for retention would be permitted in principle in this land use zoning, subject to not having an adverse impact on the proximate residential amenities and the proper planning and sustainable development of the area.

- 7.1.4. The Third Party considers that it is necessary based on the previous decision by the Board to assess the prevailing circumstances on the application site having regard to the impact of the development on the wider residential amenities of the area. They consider that no encouragement or planning permission should be given for this inadequate site area as a formal, off-line Motorway facility which continues to impact adversely on proximate residential amenity.
- 7.1.5. The issue for consideration in a retention application is whether the development would be sustainable and permission would have been granted in the first instance in accordance with planning policies and taking into account the character and amenities of the area, if the unauthorised development had not taken place. In this case the applicant has applied to retain the existing car parking area for cars and HGVs and all associated ancillary services adjacent to the existing M6 off line Service Station. The issue is whether the development that has taken place would now be deemed to be acceptable albeit as per Condition no.2 of the Council's permission on a temporary basis, and in the interests of the character and amenity of the area and not be detrimental to neighbouring residents.

7.2. Development proposed for Retention

- 7.2.1. The Site Layout Plan provides an indicative parking layout for the surface car park area proposed for retention. This area is seen in conjunction with the M6 Service Centre, which includes shop/deli and petrol station and associated facilities to the south. The entrance and exit to the service centre are to the south of the subject site, with the latter being more proximate. The carparking area within the landholding to the south is somewhat marked out, but it is not laid out on the subject site. While the area is surfaced, parking is not ordered/marked out and this includes HGV parking. Therefore, the indicative parking layout shown does not correspond to that seen on

site. As noted on my site visit, the subject site was heavily parked and double parked in places with little room for manoeuvring and especially for HGVs and trucks.

7.2.2. There is a hedgerow along the northern site boundary and a gate that provides access to the Council pumping station. There is a low wall and a hedgerow along the site frontage, which provides some screening for residential properties, but not relative to higher vehicles such as HGVs. There is a fence along the rear (western boundary) and the marshy lands to the rear are undeveloped. The rear of the houses in The Gallops estate can be seen to the south west.

7.2.3. The Appellant lives directly opposite the exit to the combined parking area and it is provided that his residential amenity has been seriously discommoded by the on-site parking of HGVs overnight and the movements in and out of the parking areas at all times of the day and night, over the 24 hour operation of the petrol station and issues of light pollution and noise. Also, that the provision of the additional vehicular parking provided within the application site, for which retention permission is sought, is unnecessary. They provide that this decision to grant permission constitutes a tacit approval by the PA for such excessive parking leading to the ongoing operation of the area as an inadequate and unauthorised, *de facto* motorway service area.

7.2.4. Having viewed the retention proposal on site it is seen in conjunction with and as part of the combined/expanded parking area for the temporary 'M6 Service Centre' which was originally granted permission for use as a shop and petrol station in Reg.Ref.10/4108. There is concern about unauthorised development but it is noted that this is a retention application and planning enforcement and is not within the remit of the Board.

7.3. Roads issues

7.3.1. As noted in Section 8.14 of the Westmeath CDP 2014-2020 and the Roads Policy above, Section 2.8 of the Spatial Planning & National Roads Guidelines for Planning Authorities 2012 and the NRA Motorway Service Area Policy October 2013 provide policy in relation to service type facilities at off-line locations close to the National Road network. It is of note that the subject site provides a temporary off-line service and is accessed via the Regional Road R389 and is c.600m south of junction 5 of the M6.

- 7.3.2. The Westmeath District Engineer recommended a number of roads improvements in the interests of traffic safety to ensure the proposal integrates appropriately to its setting. These include to the footpaths and entrance and exit to the subject site. It is of note that these are both to the south of the red line boundary, however the subject retention of parking area is serviced by such. They also refer to the proposed reconfiguration of the right turning land off the Regional Road R389 and proposed road markings to comply with the provisions of TII Design Manual as recommended. I noted that there is a right turn marking currently on this road. The Engineer, noted that the current entrance and exit are wide as is the entry radius and recommended that the proposed junction radii comply with the provisions of Design Manual for Urban Roads and Streets. His recommendations included Road Safety Audits 1, 2 (prior to commencement of construction) and 3 (post construction). Also, that all visibility splays be kept free of any advertising signs and parking, and internal road markings to be refreshed.
- 7.3.3. It is of note that this is a retention application and a short term temporary permission has been recommended by the Council. The objective is to return this landholding to use as a petrol station and shop as per Reg.Ref.10/4108 which is more appropriate to the edge of town setting proximate to residential development once the M6 service station comes on line, which as noted on file has been outlined by the TII for Q3 of 2019. In that case the use of the subject site would no longer be needed for ancillary parking and could then subject to a separate planning permission, be developed in accordance with the commercial land use zoning objective, provided such development was in accordance with the proper planning and sustainable development of the area.

7.4. **Special Contribution**

- 7.4.1. It is noted that Condition no.4 of the Council's permission includes provision for a special contribution for the sum of €9,200 and provides: *The contribution is required in relation to the provision of a right turn lane on the public road at the entrance to the blue lands.* The reason being that: *It is considered reasonable that the developer should contribute to the provision of road infrastructure necessary for the development.*

- 7.4.2. Section 48(2)(c) of the Planning and Development Act 2000 as amended provides for special development contributions i.e: *A planning authority may, in addition to the terms of a scheme, require the payment of a special contribution in respect of a particular development where specific exceptional costs not covered by a scheme are incurred by any local authority in respect of public infrastructure and facilities which benefit the proposed development.*
- 7.4.3. Regard is also had to Section 48(12) which notes that where payment of a special condition is required in accordance with Section 48(2)(c) the following provisions apply: (a) *the condition shall specify the particular works carried out, or proposed to be carried out, by the local authority to which the contribution relates.* Section 48(12)(b) provides in summary, regard to the time periods for the carrying out the works by the local authority and refers to the possibility of a refund if the works are not carried out.
- 7.4.4. The Appellant notes that the fee of €9,200 as a special contribution has not been addressed in the Planner's Report nor in the Engineer's report and that plans have not been submitted and the mathematics behind this sum of money is not explained. It is noted that the First Party has not appealed this condition. A schedule of costs for roads improvements from the Council's Engineer is included. This figure is not mentioned or explained in these costs. It is not considered that the reasoning for this condition has been adequately explained. Especially, taking into consideration Condition no.2 of the Council's permission relative to the temporary nature of the permission and also as it refers to 'the entrance to the blue lands' which are not part of the subject site. Also, it was not included in the Board's previous retention permission for the subject site, PL25K.241516 refers. I would therefore recommend should the Board decide to grant permission that this condition be omitted.

7.5. Roads Objective

- 7.5.1. The Third Party refers to the indicative link road Objective 4 as shown on the land use zoning map for Kilbeggan running through the subject site and has regard to the need for such. Objective O-KBN4 of the current CDP seeks: *To improve the access to the existing enterprise and employment lands with a proposed link between the*

Tullamore Road and Clara Road, subject to archaeological and environmental assessment, and between the R446 and L-1223. Therefore, this Objective which has not been enacted is still current.

7.5.2. The Council's Director of Services in deciding to grant retention permission for a temporary period until 08.08.2020 noted the status of delivery of the service station as outlined by TII for Q3 of 2019 and the commencement of the review of the current CDP, which is to review the objective to build a link road through the subject site and the current zoning matrix. He provided that within this broader context a temporary permission for a period of a further two years is recommended. Also, that this provision would be in accordance with the Westmeath CDP 2014-2020 and with the proper planning and sustainable development of the area.

7.5.3. Having regard to the issues raised I would be of the opinion, that, this site when taken in conjunction with the use of the adjoining landholding as the 'M6 Service Centre' is not of sufficient scale to cater for the use and its associated parking area. However as has been noted in the documentation submitted it is seen, as a temporary use until the more appropriately located and scaled M6 Athlone Service Area comes online. As this appears to be imminent I would recommend that if the Board decides to permit this further retention that a condition for a short temporary period as per condition no.2 of the Council's permission be included. Also, that it be conditioned that the applicant complies with the conditions of the previous permission – Ref. PL25K.241516 relates.

7.6. Requirement for Environment Impact Assessment

7.6.1. Having regard to the nature and scale of the development proposed for retention and to the nature of the receiving environment and the 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.

7.7. Screening for Appropriate Assessment

Having regard to the nature and scale of the development proposed for retention and the nature of the receiving environment and proximity to the nearest European site, 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. It is recommended that a temporary retention permission be granted subject to the conditions below.

9.0 Reasons and Considerations

- 9.1. Having regard to the existing permitted use of the adjoining site as a service station, the pattern of development in the area, the location of the site on the Kilbeggan-Tullamore Road in close proximity to the motorway network, it is considered that, subject to compliance with the conditions set out below, the development proposed for retention would be acceptable on a temporary basis in terms of traffic safety and convenience, would not seriously injure the residential amenity of the area and would not be prejudicial to public health. The development proposed for retention 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, 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. The conditions of the previous permission granted under appeal reference number, An Bord Pleanála Ref. PL25K.241516 shall apply except where modified by the conditions of this permission.

Reason: In the interest of clarity.

3. This retention permission shall be for a temporary period only, to expire on the 8th of August 2020. The use of this site shall then cease and the hard surfacing and parking area shall be removed and the lands returned to grass on or before this date.

Reason: To allow for a review of the development having regard to the circumstances then pertaining including the opening of the M6 Athlone Service Area.

Angela Brereton
Planning Inspector

6th of November 2018