



An
Bord
Pleanála

inspector's Report ABP-302797-18

Development	Demolition of an existing building and construction an 8-storey 158 No. bedroom hotel
Location	Hospitality House, 16-20 South Cumberland Street, Dublin 2
Planning Authority	Dublin City Council South
Planning Authority Reg. Ref.	3606/18
Applicant(s)	Persian Properties Ltd
Type of Application	Permission.
Planning Authority Decision	Grant Permission subject to conditions
Type of Appeal	Third Party
Appellant(s)	Boyne Street Residential Group
Observer(s)	Transport Infrastructure Ireland
Date of Site Inspection	14 th January 2019.
Inspector	Brid Maxwell

1.0 Site Location and Description

1.1. The appeal site has a stated area of 1,778m² is centrally located within Dublin's south inner city. The site incorporates a vehicular access from Boyne Street to the north, fronts onto Cumberland Street to the west, adjoins the *Alex Hotel* to the south and is bounded by the 7 storey *Cumberland House* (Twitter HQ) office development to the east. Three storey housing and associated communal amenity area adjoins to the north of the site. The site is occupied by a 4/5 storey over basement L shaped office building *Hospitality House* and hardstand areas. The building which apparently dates from the 1980s currently occupies approximately 33% of the site. Within the wider area the character is mixed with a number of hotels including the Mont Clare, Davenport and Alex Hotels in close proximity to the south. Pearse Street Station is approximately 130m to the north. Trinity College is within 100m to the east and Merrion Square c200m to the south.

2.0 Proposed Development

2.1. The application involves the demolition of the existing office building (3,059 sq,m) and the construction of a building (max height 26,8m (incorporating an 8 storey, 158 bedroom hotel with a gross floor area of c 7,458sq,m including a c 565sq,m office space incorporating a board room and meeting room, a food and beverage facility with an associated restaurant to cater for 120 customers (c231 sq.m) kitchen and food preparation area (c117 sq,m), reception area (c139 sq,m) luggage storage facilities (c20 sq,m) 1 no ESB sub-station and switch room at ground floor level fronting onto Cumberland Street South, 23 no photovoltaic panels (c46 sq,m) 28 no bicycle storage spaces and changing facilities, drainage and all ancillary works.

2.2. The proposed development is outlined in detail within the planning application and accompanying documentation including:

- Planning Statement, McCutcheon Halley.
- Visual Assessment, Plus Architecture.
- Design Report, Plus Architecture.

- Appropriate Assessment Screening Report, McCutcheon Halley.
- Mobility Management Plan Framework, CS Consulting Group.
- Engineering Services Report, CS Consulting Group.
- Waste Management Plan, CS Consulting Group.
- Flood Risk Assessment, CS Consulting Group.
- Outline Construction Management Plan, CS Consulting Group.
- Daylight and Sunlight Report, Metec Consulting Engineers.

3.0 Planning Authority Decision

3.1. Decision

3.1.1 By order dated 24th September 2018, Dublin City Council issued notification of its decision to grant permission and 17 conditions were attached which included the following of particular note.

Condition 2 Development Contribution S48 €308,193.94,

Condition 3 Special Contribution S49 Luas €167,162.

Condition 17. Archaeological assessment.

3.2. Planning Authority Reports

3.2.1. Planning Reports

3.2.1.1 Planners report considers that in the context of the central location of the site, proximity to low density 3 storey housing and height of surrounding buildings the proposal is appropriate. Proposed design considered mannerly and sympathetic in terms of the constraints of the site. Permission recommended subject to conditions.

3.2.2. Other Technical Reports

3.2.2.1 Engineering Department, Drainage Division indicates no objection subject to compliance with the Greater Dublin Regional Code of Practice for Drainage Works.

Minimum finished floor level 4mOD.

3.2.2.2 City Archaeologist report notes that the application does not include archaeological assessment recommend a condition for archaeological impact assessment including test trenching,

3.2.2.3 Transportation and Planning Division report notes that the proposal will result in the loss of c9.5m pay and display parking which is considered acceptable in this instance. Canopy overhang of footpath on Cumberland Street South should be omitted. No objection subject to conditions.

3.3. Prescribed Bodies

3.3.1 Fáilte Ireland notes that the proposed new hotel would be a valuable addition to the accommodation stock in Dublin and would go some way to address the accommodation challenge in the city.

3.3.2 Transport Infrastructure Ireland TII submission notes that the development falls within area set out for Section 49 Levy for Light Rail Scheme.

3.4. Third Party Observations

3.4.1 Submission from the Boyne Street and South Cumberland Street Residents Group object to the proposal raising concerns with regard to impact on residential amenity as raised within the grounds of appeal.

4.0 Planning History

- **PL29S107494 (1076/98)** Permission upheld on appeal for an additional fourth floor and extension to the rear of third floor.

5.0 Policy Context

5.1. Development Plan

5.1.1 The Dublin City Development Plan 2016-2022 refers.

5.1.2 The site is zoned Z5 City Centre “*To consolidate and facilitate the development of the central area and to identify reinforce strengthen and protect its civic design character and dignity.*”

5.1.3 A number of development plan policies support the tourism industry include CEE 12 “*to support the provision of the necessary significant increase in facilities such as hotels.*”

5.2. Natural Heritage Designations

5.2.1 None

6.0 The Appeal

6.1. Grounds of Appeal

6.1.1 The appeal is submitted by the Boyne Street Residents Group. Grounds of appeal are summarised as follows:

- Boyne Street is a small residential street accessed by two entry points one at Sandwith Street Upper and one Cumberland Street South. A small laneway (Bass Place) provides limited access from Boyne Street to Fenian Street.
- Proposal will add an additional hotel complex to a confined space which is saturated with three existing hotels and an area with significant air B&B usage.
- Local Residents include elderly persons and families with small children. Proposal will have significant adverse impact on residents during construction and operationally through late night disturbance.
- Impact on water supply and water pressure. Sewage system is not fit for purpose.
- Service entrance proposed on Boyne street will have negative impact on adjacent residence.
- Significant traffic impact.

- Proposal will overshadow the residential complex given height far in excess of dwellings.
- Increased noise levels from a 24-hour industry will erode residential amenity.
- Without prejudice to foregoing in the event of a permission conditions required to include reduction in height to mirror the height of the existing building, no construction traffic on Boyne Street. Traffic management plan, limited hours of construction. No service entrance on Boyne Street., safety statements and method statements and risk assessment to be made available to the residents group Revised light survey to include all residential complex. Plan to mitigate rodent infestation, dust mitigation.

6.2. Applicant Response

6.2.1 The response received from McCutcheon Halley Chartered Planning Consultants on behalf of the first party is summarised as follows:

- Proposal promotes urban consolidation and is consistent with the core objective so of the National Planning Framework.
- Proposal complies fully with the policies and objectives of the Dublin City Development Plan 2016-2022
- Site is centrally located and ideally suited for hotel.
- Design of building sought to minimise impact on adjoining land uses including existing residential development.
- No function room and the bar area is of minimum size to secure Fáilte Ireland classification standards.
- Note meeting held with residents to discuss issues. Appendix 4 outlines areas of agreement.
- Applicant and design team took full cognisance of the sensitivities of the adjoining residential use and have designed a hotel which is respectful to its neighbours and of the highest architectural standard in keeping with the wider urban context.

- Applicant has a long-established history in hotel /tourism sector in Dublin City Centre. The primary function of the proposed hotel is to serve the business sector.
- Cumberland Street South is not solely a residential street.
- All construction activity will be carried out in accordance with current legislative standards and best practice.
- Daylight and sunlight assessment carried out by Metec Consulting comprehensively addressed issue of daylight impact including sunlight impact and impact on amenity space.
- Submission from Irish Water notes that connection to Irish Water Network can be facilitated.
- Servicing and delivery area provided at basement level. Access via ramp on Boyne Street with occasional servicing by larger vehicle on Boyne Street. Refuse collected on Boyne Street. Servicing for Alex Hotel is via Boyne lane.
- Boyne Street is not purely residential. Residential frontage accounts for approximately 50% on the south side of the street.
- Proposed gated access will be standalone and is not connected to gable wall of neighbouring residential property.
- No on-site car parking in the interest of sustainable transport. Taxi set down and collection shall predominantly occur along Fenian Street where there is an existing taxi rank.
- Site does not form part of the residential complex. Impact in terms of daylight, sunlight and overshadowing analysed in detail using Daylight simulation modelling.
- Metec report concluded that daylight and sunlight enjoyed by local residents will not fall outside what is deemed reasonable and acceptable according to BRE Guide Site Layout Planning for Daylight: A Guide to Good Practice 2011.

6.3. Planning Authority Response

The Planning Authority did not respond to the appeal.

6.4. Observations

Observation from Transport Infrastructure Ireland TII notes that the development falls within area set out for S49 Luas Cross City Contribution Scheme.

7.0 Assessment

7.1 I propose to assess the appeal under the following broad headings.

- Principle of Development
- Design and Visual Impact
- Impact on residential amenity
- Traffic and Servicing
- Other Matters Appropriate Assessment and Environmental Impact Assessment Screening

7.2 Principle of development

7.2.1 The appeal site is located on lands zoned Objective Z5; City Centre “*to consolidate and facilitate the development of the central area and to identify, reinforce, strengthen and protect its civic design, character and dignity.*” under the provisions of the Dublin City Development Plan 2016-2022. As regards the proposed demolition of the existing office structure on the site, the existing building is of no particular architectural merit and it is my considered view that the proposed demolition and densification of use on the site is justified. As regards the proposed hotel use, this is consistent with this zoning objectives pertaining. The proposal is also intended to accommodate the back office and administrative needs for the groups hotel operation which is currently located within the office building. The Development Plan includes a number of provisions and policies which set out strong support for the tourism industry including Policy CEE12 in particular which seeks to promote and facilitate tourism as one of the key economic pillars of the city’s economy and a major generator of employment and to support the provision of necessary significant

increase in facilities such as hotels, apart hotels, tourist hostels, cafes, and restaurants, visitor attractions, including those for children. The ongoing demand for hotel accommodation is well documented, the central and accessible location of the site is highlighted and in my view, a locational justification for the development is provided within the application and accompanying documentation. On this basis it is appropriate to proceed to consideration of the merits of the proposed development in its detail with a particular focus on the scale and design of the development, its visual impact and impact on established residential amenity.

7.3 Design and Visual Impact

- 7.3.1 The Development Plan sets out an indicative plot ratio of 2.5-3.0 on Z5 zoned lands. Notably the existing plot ratio is 1.72 and the proposed development provides a plot ratio of 4.12. As regards site coverage indicative standard for Z5 lands is 90% while the existing coverage is 39% and the proposal will result in 63% site coverage. Whilst the plot ratio is in excess of indicative standards, I note that the Development Plan allows for a degree of flexibility whereby it is recognised that a higher plot ratio may be appropriate in certain circumstances including adjoining public transport corridors or to facilitate complete redevelopment in areas in need of urban renewal. Circumstances are particularly pertinent in the appeal site. The specific nature and qualitative elements of the proposal need to be considered in terms of the assessment of the appropriateness of the development as proposed to its context. In assessing the wider considerations, it is appropriate to rely on the qualitative factors defining built form including height, design, open amenity space provision, and standards of public realm.
- 7.3.2 As regards building height, the proposal will have a maximum height of 26.9m which is in keeping with height policy of the development plan 28m. The design approach is based on a mixed material palette including aluminium cladding system with lower portion being clad in brick and tone seeks to compliment the established brick context. The proposed design includes aluminium louvres and vertical fins which seek to unify the façade whilst also addressing privacy issues.

7.3.3 I note the visual assessment compiled by Plus Architecture which provides for analysis of the visual impact arising. The report notes that the significant scale and massing of the adjacent Cumberland House (which is taller than the proposed hotel) and the nearby elevated railway structures of Pearse Station to the north effectively preclude views of the proposed hotel from large areas of the wider urban context. Regarding the immediate context it is acknowledged that the most significant impact would from the north east as shown in View 3 from Boyne Street which shows the full northern flank of the building being visible. I consider however that the design is of a high standard and the visual impact arising is a positive one. As regards the detail of interface with established residential development to the north, I note the stepping of the building from 4 storeys to a setback 8 which seeks to mitigate the impact arising in terms of the scale and height of the building in the context of established residential dwellings and associated amenity area to the north.

7.3.3 The resulting design which is innovative and contemporary provides for a fresh sense of identity to the site which is in tune with the objectives of the development plan and policy goals for this area. In my opinion the design and scale of the development is appropriate to the site and is successful from an urban design perspective.

7.4 Impact on Residential Amenity

7.4.1 As regards Daylight and Sunlight this is addressed within the report by Metec Consulting Engineers which is carried out in the context of the guidelines contained within "Site layout planning for daylight and sunlight: a guide to good practice" BR 209. The daylight simulation analysis confirms that the criteria outlined in BR 209 is achieved even when the massing of the proposed hotel development is in place. The results demonstrate that the vertical sky component measured at the centre of the existing main windows to rear of the dwellings achieves either (a) $\geq 27\%$ or (b) ≥ 0.8 times the existing or current value. Therefore, it is noted that the impact of daylight availability to the rear of the dwellings is not significantly affected and achieves the recommended guidelines contained within BR209. As regards sunlight it is outlined in BR209 that annual probable sunlight hours measured at the centre of the windows

analysed to the rear of the dwellings is either (a) $\geq 25\%$ annually or b) receives ≥ 0.8 times the existing value or (c) the reduction in sunlight received over the whole year is $\leq 4\%$ also confirming achievement of BR 209 criteria. In relation to sunlight access to the existing amenity space, the sunlight simulation analysis also confirms achievement of relevant standard which states that at least half the garden or amenity space should receive at least 2 hours of sunlight on 21 March. Having considered the design in its detail, I conclude that the proposal is of a high standard, appropriately addresses the site context, whilst also responding to the specific constraints of the site including the protection of the residential amenity of the adjacent residential dwellings.

7.4.2 As regards noise or other disturbance arising from operation of the hotel on the site, I note the limited nature of nuisance noise generating facilities provided for within the hotel in terms of function room and restaurant bar and as outlined by the first party within the response to the appeal it is proposed that the hotel will cater predominantly for the business sector. A restriction on hours of use of the open area adjacent to the bar at ground floor level is appropriate.

7.4.3 On the issue of construction impacts clearly the proposal will give rise to a degree of disturbance and other impacts on established residential amenity, however as this is of limited duration and I consider that this can be appropriately mitigated in accordance with standard best practice. I conclude that the proposed development will not seriously injure the visual or other amenities of established residential property.

7.5 Traffic and Servicing

7.5.1 As regards site servicing, the submissions of the third party appellants express concern with regard to water supply and waste water capacity issues, however I note correspondence from Irish Water indicating that the proposed connections can be facilitated. Flood risk Assessment, CS Consulting Group including a justification demonstrates that the development will not increase flood risk elsewhere and if

practicable will reduce overall flood risk. Measures are included to minimise flood risk to people, property, the economy and the environment as far as reasonably possible and residual risks to the area are appropriately managed to an acceptable level.

7.5.2 As regards traffic impact, I note that the proposal provides no on-site car parking which is considered appropriate in the context of the central location of the site and ready availability of alternative modes of transport. Bicycle parking and associated facilities are provided for at basement level. As regards access and site servicing consider that the servicing of the site can be suitably achieved safely and without undue impact on residential amenity.

7.6 Other Matters Appropriate Assessment & Environmental Impact Assessment Screening

7.6.1 The site is not located within or directly adjacent to any Natura 2000 sites. In relation to the identification of the sites which would be potentially affected using the source pathway receptor model there are 18 Natura 2000 sites within 15km of the proposed development. The nearest Natura 2000 sites (four within 5km) are the South Dublin Bay cSAC (Site Code 000210) 2.5km south east and South Dublin Bay and River Tolka Estuary SPA (Site Code 004024) 2.3km southwest., the North Dublin Bay SAC (000206) 4.9km north east and North Bull Island SPA (Site Code 004006) 4.9km northeast. The site is not of importance to the qualifying interests of the Natura 2000 sites.

7.6.2 Having regard to the nature and scale of the development and 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 and projects on a European Site.

7.6.3 It is reasonable to conclude that on the basis of the information on the file, which I considered adequate in order to issue a screening determination, that the proposed development individually or in combination with other plans or projects would not be

likely to have a significant effect on any European site, in view of the sites' conservation objectives, and a Stage 2 Appropriate Assessment (and submission of an NIS) is not therefore required.

7.6.4 On the issue of Environmental Impact Assessment screening I note that the relevant class for consideration is class 10(iv) "*Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere*". Having regard to the size of the development site (.18a) and scale of the development, it is sub threshold and does not the proposal does not require mandatory Environmental Impact Assessment. Having regard to the nature and scale of the proposed development, the brownfield nature of the receiving environment, and to the nature, extent, characteristics and likely duration of potential impacts, I conclude that the proposed development is not likely to have significant effects on the environment and that the submission of an EIAR is not required.

8.0 Recommendation

Having considered the contents of the planning application, the decision of the planning authority, the provisions of the development plan, the grounds of appeal and the responses thereto, my inspection of the site and my assessment of the planning issues, I recommend that permission be granted for the development for the reasons and considerations set out below.

Reasons and Considerations

Having regard to the city centre location of the development, the pattern of development in the area, to the provisions of the Dublin City Development Plan 2016-2022 and to the nature, scale, layout and design of the proposed development, it is considered that the proposed development would provide for a vibrant form of development which is likely to assist in the achievement of the wider objectives of the Development Plan. Subject to compliance with the conditions set out below, the proposed development would not seriously injure the visual or other amenities of the area or of adjoining residential property, would be acceptable in terms of impact on architectural and cultural heritage of the area and would be acceptable in terms of

traffic safety and convenience. The proposed development would, therefore, be in accordance with the proper planning and sustainable development of the area.

Conditions.

1. The development shall be carried out and completed in accordance with the plans and 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 ground floor terrace shall not be used between the hours of 10.00pm and 08:00am daily.

Reason: To protect the residential amenities of the area.

3. Details, including samples, of the materials, colours and textures of all the external finishes to the building shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.

Reason: In the interest of visual amenity.

4. Notwithstanding the exempted development provisions of the Planning and Development Regulations, 2001, as amended, no additional plant, machinery or telecommunications structures shall be erected on the roofs of any of the building; height shall any external fans, louvres or ducts be installed without a prior grant of planning permission.

Reason: In the interest of visual amenity.

5. No signage, advertising structures / advertisements, security shutters or other projecting elements, including flagpoles, shall be erected within the site unless authorised by a further grant of planning permission.

Reason: To protect the visual amenities of the area.

6. The developer shall facilitate the archaeological appraisal of the site and shall provide for the preservation, recording and protection of archaeological materials or features which may exist within the site. In this regard, the developer shall:

(a) Notify the planning authority in writing at least four weeks prior to the commencement of any site operation (including hydrological and geotechnical investigations relating to the proposed development, and

(b) Employ a suitably qualified archaeologist prior to the commencement of development. The archaeologist shall assess the site and monitor all site development works.

The assessment shall address the following issues :

- (i) The nature and location of archaeological material on the site, and
(ii) The impact of the proposed development on such archaeological material.

A report, containing the results of the assessment, shall be submitted to the planning authority and, arising from this assessment, the developer shall agree in writing with the planning authority details regarding any further archaeological requirements (including, if necessary, archaeological excavation) prior to commencement of construction works.

In default of agreement of any of these requirements, the matter shall be referred to An Bord Pleanála for determination,

Reason: In order to conserve the archaeological heritage of the site and to ensure the preservation and protection of any remains that may exist within the site.

7. No part of the development shall encroach or overhang the public footpath. The removal of pay and display parking on Cumberland Street and setting out of double yellow lines shall be in accordance with the detailed standards of the planning authority for such works.

Reason: In the interest of amenity and of traffic and pedestrian safety.

8. Water supply and drainage arrangements, including the 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.

9. Public lighting shall be provided in accordance with a scheme, details of which shall be submitted to the planning authority for agreement prior to the commencement of development.

Reason: In the interest of amenity and public safety.

10. Site development and building works shall be carried out only between the hours of 0700 to 1800 Mondays to Fridays inclusive, between 0800 to 1400 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 order to safeguard the residential amenities of property in the vicinity.

11. 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.

12. The construction of the development shall be managed in accordance with a construction 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 provide details of intended construction practice for the development, including:
- (a) Location of the site and materials compound including area identified for the storage of construction refuse
 - (b) location of areas for construction site offices and staff facilities
 - (c) Details of site security fencing and hoardings;
 - (d) Details of parking / transport facilities for site workers during the course of construction
 - (e) Details of timing and routing of construction traffic to and from the construction site and associated directional signage, to include proposals to facilitate the delivery of abnormal loads to the site.
 - (f) measures to obviate queuing of construction traffic on the adjoining road network
 - (g) Measures to prevent the spillage or deposit of clay rubble or other debris on the public road network;
 - (h) alternative arrangements to be put in place for pedestrians and vehicles in the case of closure of any public road or footpath during the course of site development works;

(i) details of appropriate mitigation measures for noise, dust and vibration and monitoring of such levels.

(j) Containment of all construction related fuel and oil within specifically constructed bunds to ensure that fuel spillages are fully contained. Such bunds shall be roofed to exclude rainwater;

(k) Off-site disposal of construction / demolition waste and details of how it is proposed to manage excavated soil;

(l) Means to ensure that surface water run-off is controlled such that no silt or other pollutants enter local surface water sewers or drains.

Reason: In the interest of amenities, public health and safety.

13. A plan containing details for the management of waste (and, in particular, recyclable materials) within the development, including the provision of facilities for the storage, separation and collection of the waste and recyclable materials and for the ongoing operation of these facilities shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. Thereafter, the waste shall be managed in accordance with the agreed plan.

Reason: To provide for the appropriate management of waste and, in particular recyclable materials, in the interest of protecting the environment.

14. 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 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.

- 15 The developer shall pay to the planning authority a financial contribution in respect of the Luas Cross City Scheme in accordance with the terms of the Supplementary Development Contribution Scheme made by the Planning Authority under Section 49 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 Supplementary Development Contribution Scheme made under section 49 of the Act be applied to the permission.

Bríd Maxwell
Planning Inspector
28th January 2019