



An
Bord
Pleanála

Inspector's Supplementary Report ABP-305015-19

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| Development | Expansion to the recreational, sports and amenity facilities at Renville Park & Renville West. A Natura Impact Statement has been lodged with the planning application. |
| Location | Renville West, Co. Galway. |
| Planning Authority | Galway County Council |
| Planning Authority Reg. Ref. | 181422 |
| Applicant(s) | Renville Sports Project Committee, on behalf of Oranmore Maree GAA Club. |
| Type of Application | Permission |
| Planning Authority Decision | Grant |
| Type of Appeal | Third Party |
| Appellant(s) | 1. James Mansfield and others 2. Pat and Bernie Canning and others 3. Michael Fleming |
| Observer(s) | None |

Date of Site Inspection

10th September 2019

Inspector

Irené McCormack

Report to be read in conjunction with Inspector's report of 10th November 2019

Introduction

- 1.2. I refer to my previous report and recommendation to the Board dated 6th November 2019 in respect of the proposed development which relates to the expansion of recreational, sports and amenity facilities at Rinville Park and Rinville West, Co. Galway.
- 1.3. I note that the Board decided to defer consideration of the case and issue a section 123 notice to the planning authority with regard to further information to enable the Board to determine the appeal requesting the Council to submit details of the ability (or otherwise) of the junction at the L-81043 and the L-8104 (Maree Road) in its current form, to absorb safely the traffic movements generated by the proposed development, with specific regard to sightlines from the junction along Maree Road.
- 1.4. The request issued by Statutory Notice on 26th November 2019 and a response was received on 30th December 2019 outside of the statutory response period. A further Statutory Notice was issued on 20th January 2020 and a response received on 23rd January 2020 in the form of an response from the A/Senior Engineer Infrastructure and Operations Section (Roads Section) of Galway County Council.
- 1.5. The response was circulated to the other Parties.

2.0 Submission from Galway County Council

- 2.1. The submission received from the Council sets out the following:
 - To date no assessment has been carried out by Galway County Council of the junction at the L-81043 and the L-8104 (Maree Road). The junction did not form part of the application.
 - Condition no. 11 of the planning permission refers to submission of a further stage of a Road Safety Audit, the scope of which could include an assessment of the junction.

- It is noted that the junction provides access to several facilities including the Galway Bay Golf Club, The Marine Institute and the Galway Bay Sailing Club and the junction was not considered to be an issue when assessing the application.
- It is set out that the relocation of the boundary wall on the north eastern corner of the L81043/L8014 can be considered at part of any overall proposals to comply with the RSA and TTA in accordance with condition no. 1 and 11 of the planning permission. Subject to landowner agreements and assessment of the impact on the adjoining protected structure.
- It is argued that the speed limit is less than the 80km/hr designation and the application of DMURS in this instance would be appropriate which may indicate the relocation of wall may not be necessary.
- It is set out that a priority junction can be considered along with other technical proposals in accordance with stage 2 Safety Audit. However, the Roads Department consider this may result in increased speeds.
- It is stated that a reduction in speed limit can be a considered in the next review of speed limits subject to approval of the council, as it is a reserved function.
- Conclusion - The junction in its current form was not assessed. This can be included in the next stage of the RSA subject to approval by the Council and landowners. Any works that might be required could be delivered within the lifetime of the planning application with the costs to be borne by the developer.

3.0 First Party Submission further to circulation of further information

3.1. A submission was received from the applicant on 9th March 2020. The submission from the applicant includes a response from Alan Lipscombe Traffic Consultant setting out the following:

- It is set out that as the L-81043/L-8104 junction is located in close proximity to the development some suggestions for improvements were provided in Section 6.2 of the TTA.

- It is reiterated that there is no requirement set out in the Stage 1 RSA that alterations are required to this junction. It is further stated that the proposed development is not reliant on sightline improvements at the existing junction with the Maree Road.
- Section 5.4 of the TTA presents a capacity test of the junction. The test demonstrates that the maximum ratio of flow to capacity at the junction is forecast to increase from 30.5% to 34.3%, while 85% is generally considered to be within acceptable limits. This shows that the proposed development will result in a negligible increase in the level of capacity at this junction, and that it will continue to operate without congestion.
- The report repeats the further comments of Galway County Council.
- It is set out that a Stage 2 Road Safety Audit will be undertaken at a detailed design stage for the proposed development and the proposed access junction on the L-81043. It is noted that there are no proposals to alter L-81043/L-8104 as part of the current application.

4.0 Third Party Submissions further to circulation of further information.

- 4.1. Submissions were received from Pat and Bernie Canning and Others on 6th March 2020 and Jim Mansfield on 10th March 2020.

The issues raised within the submissions are summarised as follows:

- It is set out that Galway County Council states that no assessment has been carried out by Galway County Council of the junction at the L-81043 and the L-8104 (Maree Road). However, the TTA submitted with the initial planning application indicates deficiencies in the existing junction. It is stated that the TTA confirms that the deficiencies were highlighted at pre-planning stage with the Roads Section.
- Section 6.2 of the TTA also includes measures to improve the geometry of the existing junction.
- It is set out that a stage 1 RSA was not carried out at the junction of the L-81043 and the L-8104 (Maree Road).

- The difficulties at this junction have not been resolved. The Stage 1 RSA and TTA made a recommendation to have the speed limit of the L81043 lowered from 80kmph to 50kmph. There was no recommendation to lower the speed limit of the L8104 (Maree Road).
- The suggestion that the design speed on the L8104 (Maree Road) is less than 80kmph has not been substantiated.
- It is stated that DMURS is not applicable as the site is not located in an urban area, is not on zoned lands and does not fall within the boundaries of the Oranmore LAP.
- There is a conflict in the applicants RSA recommendation to reprioritise the junction and the Local Authority who are non-committal and point to safety risks.
- The alignment of the L-81043 which includes a bend naturally facilitates a lower 85th percentile speed. No assessment has been made of the design speed on the L8104 (Maree Road) where there are serious deficiencies in the geometric layout of the junction including sightlines, pedestrian conflicts and vehicular conflicts, especially for large vehicles such as buses as acknowledged in the TTA swept path analysis.
- It is set out that the RSA and TTA are out of date as CCG Reg. Ref. 19/1878 provides for a 145-bedroom hotel upgrading of the Galway Bay Golf Resort.
- Any alteration to the junction has the potential to have a negative impact on protected structure RPS 242, such works will require planning permission.
- The conditions referred to by the Roads Section regarding compliance with the RSA do not apply to the junction at the L-81043 and the L-8104 (Maree Road) as this did not form part of the RSA submitted.
- It is set out that the planning application is premature pending the upgrade of the existing junction by the Local Authority .

5.0 Assessment

5.1. The Bord posed four questions to the Planning Authority to include an assessment of the remedial measures for consideration including:

- a) Relocating the existing boundary wall on the north-eastern corner of the L-81043 /L-8140 junction to improve visibility,
- b) change existing priority and junction at the L-81043/L-8104, to make the L-8104 western arm the minor arm, as documented in the report 'Traffic and Transport Assessment', prepared by Alan Lipscombe, Traffic and Transport Consultants, and submitted to the planning authority on 11th October 2018, and
- c) the recommendation to reduce the speed limit in this locality to 50k/p/h, as documented in the 'Road Safety Audit Stage 1', prepared by Road Safety Matters, and submitted to the planning authority on 5th November 2018.
- d) Please comment on whether the junction in its current form, can safely manage the traffic generated by the proposed development, or if any of the recommendation /remedial measures for consideration, as set out in the application documentation are necessary and if so, whether or not these are deliverable within the context of the current planning application.

5.2. The response received from Galway County Council sets out that to date no assessment has been carried out by Galway County Council of the junction at the L-81043 and the L-8104 (Maree Road) and the junction did not form part of the application. It is further stated that any works required can be addressed by way of a Stage 2 RSA subject to agreement of landowners, having regard to the impact on the adjacent protected structure and at the expense of the applicant. It is further stated that any such works are covered by condition no. 1 and 11 of the recommendation to grant planning permission issued by the planning authority and can be implemented within the lifetime of the planning permission.

5.3. It is argued that the speed limit is less than the 80km/hr designation and the application of DMURS in this instance would be appropriate which may indicate the relocation of wall may not be necessary. My onsite observations were that vehicles were travelling at a relatively fast speed on the L8104 (Maree Road) and I would

concur with the third party observers in this instance that the site is not located on zoned lands in an urban area and does not fall within the boundaries of Oranmore LAP. The general speed limit applies in this area and DMURS cannot be applied. All parties note that any proposal to reduce speed limits in the area is a reserved function.

- 5.4. I further note that the applicant's response appears to conflict with that of the local authority. The applicant's response states that a Stage 2 Road Safety Audit will be undertaken at a detailed design stage for the proposed development and the proposed access junction on the L-81043. It is noted that there are no proposals to alter L-81043/L-8104 as part of the current application. It is set out that as the L-81043/L-8104 junction is located in close proximity to the development some suggestions for improvements were provided in Section 6.2 of the TTA. It is further stated that the proposed development is not reliant on sightline improvements at the existing junction with the Maree Road. I do not agree as this junction is necessary to facilitate access to the site.
- 5.5. Therefore, I am not satisfied that Galway County Council or the applicant have adequately addressed the impact of increased traffic movements as a result of the proposed development and the associated traffic safety concerns at the junction of the L-81043/L-8104 in terms of inadequate sightline availability and the requirement to or not to change in the existing priority and junction at the L-81043/L-8104, to make the L-8104 western arm the minor arm. Galway County Council have clearly stated that the junction was not assessed as part of the planning application and there are currently no proposals to reduce speed limits in the area. Similarly, the applicant has stated that the junction did not form part of their Stage 1 RSA and that the development is not reliant on sightlines at this junction.
- 5.6. In the absence of an appropriate assessment of the capacity of the junction to accommodate the development and the potential impact of any works on adjoining third parties who would not have an opportunity to make a submission on revisions, and the impact on the adjacent protected structure, I do not consider the development to be in accordance with the proper planning and sustainable development of the area and I am not satisfied that the junction of the L-81043/L-8104 can safely accommodate the traffic generated by the development.

5.7. Conclusions

I have read and considered all written submissions received by the Board in respect of this appeal and I hereby advise that I do not consider it necessary to amend my recommendation to refuse permission as outlined in my original report dated 10th November 2019.

Irené McCormack
Planning Inspector

24th May 2020