



An
Bord
Pleanála

Inspector's Report ABP-305460-19

Development	6 houses, access road and associated works.
Location	Blackthorn Bay, Greenhill Road, Wicklow, Co. Wicklow.
Planning Authority	Wicklow County Council
Planning Authority Reg. Ref.	19/267
Applicant(s)	AJP Thermal Properties Ltd.
Type of Application	Permission
Planning Authority Decision	Grant permission with conditions.
Type of Appeal	Third Party
Appellant(s)	Stephen & Claire Ryan McGettigan and others.
Date of Site Inspection	27 th November 2019
Inspector	Paul O'Brien

1.0 Site Location and Description

- 1.1. The subject site with a stated site area of 0.2374 hectares, contains an area of undeveloped land located to the western side of a cul-de-sac, which is accessed to the north from another longer cul-de-sac and which connects to the Greenhill Road to the west. The Greenhill Road provides direct access to Wicklow town. The site is located on the southern urban fringe of Wicklow town, approximately 1.1 km from the town centre.
- 1.2. On the day of the site visit, the site was overgrown with grass/ bushes, and access secured from the public street by temporary 'Harris' type fencing. The site slopes upwards on an east to west axis and the slope is not even throughout. To the west of the site is a row of semi-detached houses which appear to be relatively modern units, to the north and south are detached houses, that to the south of the subject site is accessed from the end of the existing cul-de-sac. On the eastern side of the cul-de-sac are large detached houses and a vacant site.
- 1.3. The cul-de-sac is relatively narrow but is reasonably well surfaced with kerbing on either side. A narrow footpath is provided to the front of the houses on the eastern side of this street, though its usability appears to be limited.

2.0 Proposed Development

- 2.1. The proposed development consists of:
 - Six semi-detached, two-storey houses in the form of 2 no. four bedroom units and 4 no. three bedroom units. The three-bedroom units to be provided with 80 sq m of private amenity space and the four-bedroom units to be provided with 105 sq m of private amenity space.
 - Access road from the existing cul-de-sac.
 - Public open space, stated to be 480 sq m.
 - Boundary walls.
 - Associated site works.

3.0 Planning Authority Decision

3.1. Decision

The Planning Authority decided to grant permission subject to conditions. This decision was made following the receipt of unsolicited further information, within a permitted four-month time extension. The recommended conditions are generally standard. Specific conditions relate to road/ footpath improvement works on Greenhill Road and Blackthorn Bay and the provision of boundary details.

3.2. Planning Authority Reports

3.2.1. Planning Reports

The initial Planning report was generally positive towards the development, however, permission was recommended to be refused due to deficiencies in the existing access road/ junctions and insufficient sightlines. The applicant was granted a four-month time extension and through the submission of unsolicited further information (which was considered to be significant), it was decided to grant permission subject to conditions. Revisions to the proposed development were made to allow for the provision of footpaths, widened roads, improved sightlines at junctions and a reduction in the public open space area from 480 sq m to 400 sq m. Other revisions were proposed to the layout to accommodate these alterations. The Case Officer considered the submitted details to be acceptable and a grant of permission was recommended.

3.2.2. Other Technical Reports

Sustainable Transportation Engineer: Due to substandard roads and sightlines, the development would constitute a traffic hazard. Following the receipt of significant further information, the proposed development is considered to be acceptable subject to conditions. I note that a general condition recommended by the Engineer is that no houses be occupied until the necessary road/ junction improvement works be completed to the satisfaction of the Roads Authority.

Executive Engineer – Environment: No objection subject to condition.

Wicklow Area Engineer: Reported on further information response only and has no objection.

3.2.3. Prescribed Bodies Reports

Irish Water: No objection subject to conditions.

3.2.4. Objections/ Observations

Letters of objection were received, and objections were also received on receipt of the significant further information. Issues raised are similar to those in the grounds of appeal and in summary they include:

- Issues regarding traffic safety with reference to substandard roads and poor sightlines.
- The development would give rise to increased traffic in the area.
- Impact on residential amenity in terms of overlooking, loss of daylight and loss of views.
- The density of development is excessive. The area is characterised by detached houses.
- Concern about impact to the rear gardens of the houses in Sea Haven in terms of potential subsidence in order to achieve the necessary levels for this development.
- Concern about site boundary and potential encroachment.
- Query about who the property owners are.
- Parking is raised as an issue of concern including visitor parking.
- Query if an archaeological assessment of the subject site has been undertaken.

4.0 Planning History

4.1.1. The following are the most recent, relevant applications on the subject site:

P.A. Ref. 18/1081 refers to a November 2018 decision to refuse permission for six semi-detached houses and associated site works. In summary the reasons for

refusal included negative impact on the residential character of the area and potential traffic hazard due to the poor-quality road network.

P.A. Ref. 17/1110 refers to an October 2017 decision to refuse permission for provision of 7 no dwellings, comprising of 6 no 3-bedroom semi-detached units and 1 no 3-bedroom detached unit and all associated site development. In summary the reasons for refusal included inadequate access arrangement that may require the crossing of third-party lands and potential negative impacts on residential amenity and traffic safety.

P.A. Ref. 08/623289 refers to a February 2009 decision to grant outline permission for 4 no. two-storey dwellings, ancillary site development works and connection to the public sewer.

5.0 Policy and Context

5.1. Development Plan

- 5.1.1. Wicklow-Rathnew is designated a Level 2 (Large Growth Town I) in the County Wicklow Development Hierarchy contained within the Wicklow County Development Plan 2016 -2022.
- 5.1.2. Under the Wicklow Town-Rathnew Development Plan 2013-2019, the subject site is zoned 'RE' – Existing Residential, with the objective *'To protect, provide and preserve existing residential uses and provide for infill residential development'*. Under 'Description' the following is relevant: *'To protect, provide and improve residential amenities of existing properties and areas while allowing for infill residential development that reflects the established character of the area in which it is located and with minimal impact on the existing residential amenity'*. Within the RE zoned lands, 'New Dwellings' are listed within the Typically Permitted category of development.
- 5.1.3. Section 3.2 *Residential Zoning* estimates that there is capacity for 200 new units on RE zoned lands including the subject site. No particular density has been identified for RE zoned lands, but development should provide for good design and ensure the protection of existing residential amenity. This section of the plan provides for a significant amount of detail regarding residential development and is noted.

5.1.4. RPS no. 29 refers to 'The Cholera House' on the Greenhill Road and is located to the south west of the subject site.

5.2. National Guidance

- 'Project Ireland 2040 - National Planning Framework' includes Chapter, No. 6, entitled 'People Homes and Communities' and which includes 12 objectives, the following are considered relevant to this proposed development:
 - National Policy Objective 33 seeks to prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.
 - National Policy Objective 35 seeks to increase densities in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration and increased building heights.
- *Design Manual for Urban Roads and Streets* (DMURS, as updated in 2019)
- *Sustainable Residential Development in Urban Areas* (DoEHLG, 2009) and its companion, the *Urban Design Manual - A Best Practice Guide* (DoEHLG, 2009).
- *Quality Housing for Sustainable Communities* (DoEHLG, 2007).

5.3. Natural Heritage Designations

None.

5.4. EIA Screening

Having regard to the nature of the proposed development comprising a residential development of 6 units in the form of semi-detached houses in an established urban area and where infrastructural services are available, 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.

6.0 The Appeal

6.1. Grounds of Appeal

Evelyn Wolf representing 'Residents of Sea Haven', Stephen & Claire Ryan McGettigan and Gerald & Noirin Gilbert have engaged the services of bps planning consultants to lodge an appeal against the decision to grant permission. The issues raised include:

- Question about the legal right to access the existing road network.
- Comment made about missing documents and procedural issues. Concern about accuracy of submitted drawings and levels.
- Development is contrary to National and Local Planning Policy.
- Concerns about vehicular access, over dependence on car use, car parking issues
- The development does not demonstrate compliance with the 'Urban Design Manual – A Best Practice Guide' (2009), 'Design Manual for Urban Roads and Streets' (DMURS – updated 2019), the 'Wicklow County Development Plan 2016 – 2022' and the 'Wicklow Town-Rathnew Development Plan' 2013 - 2019.
- The site although zoned is in an isolated location.
- The proposed density is excessive for a site with poor roads and pedestrian access.
- The development is premature pending the upgrade of the Blackthorn Bay access road and the Greenhill Road.
- Notes that previous applications were refused due to reasons of poor-quality road access.
- Issue of sightlines have been raised numerous times in the appeal.
- Query the assessment of the development by Wicklow County Council.
- Poor quality footpath access to this site.
- Concerns regarding the lack of visitor parking to serve this development.

- Need for an auto-track or similar assessment to determine the accessibility of the site for large vehicles.
- The applicant should be required to provide a road safety audit.
- No details have been provided with regards to the management and maintenance of the road.
- The proposed development is of a poorer quality than that refused under 18/1081. References the breaking of building lines, provision of an additional cul-de-sac, reduced setbacks between existing and proposed units and the provision of open space has resulted in a poor-quality development.
- Negative impact on existing properties in terms of the reduced separation distances, loss of outlook and potential overlooking.
- The excavation necessary to level the site may impact negatively on adjoining properties. Need for a detailed geotechnical survey has been raised.
- Potential safety issues if there is a significant difference in ground levels between the rear of the existing and the proposed houses.
- Existing boundary to the rear of Sea Haven gardens should be retained so as to retain the views of the sea.
- Concern regarding the location of foul drainage pipes and with regard to surface water run-off concerns.
- Insufficient detail has been provided with regards to the landscaping of the site and the protection of existing trees/ vegetation.
- Concern about the construction phase of the development.
- The development would set a poor precedent for similar developments in the area.

6.2. Applicant Response

The applicant has engaged the services of John Flynn, Planning Consultant to prepare a response to the appeal and which includes:

- All issues raised by the Planning Authority were addressed in full by the applicant and resulted in the recommendation to grant permission.
- The proposed development is for a small infill scheme in an existing residential area and it is of an appropriate standard having regard to the existing character of the area.
- Transport issues should be dealt with at a town level and not be focused on this development.
- 22 m separation between existing and proposed houses is provided.
- Road junctions and other improvements can take place as the applicant has consent from the landowners to carry out the necessary works and who wish to see this site developed.
- The applicant has identified the primary concern of the Sea Haven residents is the preservation of views and that of the Blackthorn Bay residents is not wanting semi-detached houses in the area.
- There is a current demand for three and four bedroom houses in Wicklow town.

7.0 **Assessment**

7.1. The main issues that arise for consideration in relation to this appeal can be addressed under the following headings:

- Principle of Development
- Design and Impact on the Character of the Area
- Impact on Residential Amenity
- Traffic and Access
- Other Issues
- Appropriate Assessment Screening

7.2. **Principle of Development**

7.2.1. It is considered that the subject site is suitable for the development of housing having regard to the 'RE' zoning and existing character of the area. This is an infill site on

the southern edge of Wicklow, and which is within walking distance of the town centre. The density at 25 units per hectare is low for an infill site, however it is at a higher density than adjacent development and overall it is appropriate to this location. The site is not isolated as suggested in the appeal and the existing zoning combined with the nature of existing development would have made it evident that development of the nature proposed was likely.

- 7.2.2. National Policy for such a residential development would normally require a density at 35 units per hectare. This could be achieved in the form of apartment units or terraced houses; however, apartments would be out of character with the area and terraced houses may result in a shortfall in private/ public open space and/ or car parking provision. I therefore consider the scale and nature of development to be acceptable in this location. The provision of three and four bedroom family orientated houses will meet a housing need in the Wicklow area.

7.3. Design and Impact on the Character of the Area

- 7.3.1. The site layout is acceptable and will integrate with the existing layout of this cul-de-sac. The provision of a cul-de-sac layout allows for open space to be provided to serve the future residents and which receives passive surveillance from the proposed units as well as existing houses. The public open space also serves to provide for surface water drainage to serve the development, as indicated on the submitted plans.

- 7.3.2. The proposed houses are visually acceptable and will integrate with the existing units in the area. The existing houses to the west are also semi-detached and whilst the other houses in the immediate area are detached, the overall mix of housing types is appropriate. External finishes consist primarily of painted render, which is frequently visible on similar houses in the area. The design of the four-bedroom units provides for a slightly different front elevation that reduces the potential for a monotonous scheme.

The front boundary of these houses will be a brick finished wall. The rear boundary treatment to consist of a 1.8 m high concrete post with timber panels. The proposed boundary treatment is considered to be acceptable and appropriate to the site location.

7.4. Impact on Residential Amenity

- 7.4.1. I do not foresee any negative impact on the existing residential amenity of the area. Adequate separation distances of 22 m between existing and proposed houses are provided, that will ensure that overlooking leading to a loss of privacy is not foreseen and overshadowing leading to a loss of daylight/ sunlight is similarly not foreseen. The difference in ground level between the subject site and the existing houses to the west will also ensure that the existing residential amenity of the houses to the west are protected.
- 7.4.2. Comment was made in the appeal regarding the loss of views from the houses to the west looking east towards the coast. I note that there are no protected views in the immediate area and therefore any existing views from these houses do not have any protection.
- 7.4.3. I note in the appeal, comments regarding the site levels and potential impact to existing properties through subsidence etc. From the site visit it was evident that there would have to be grading of the site carried out as the existing slope is not even throughout. Contours are indicated on the submitted plans and it is likely that the rear private amenity spaces serving these units will not be flat. The construction of the houses and related grading works should ensure that the site is stable and no impacts to adjoining property are foreseen. There is no indication from the submitted details that there is a requirement for a retaining wall to the rear of the site.
- 7.4.4. The proposed houses provide for rooms of adequate size and suitable storage provision is indicated on the submitted plans. The units are provided with suitable off-street, car parking for two vehicles per house and this is indicated on the submitted plans. The submitted plans reference that '1 guest bay per dwelling – off street' is also provided. I do not foresee any issue with guest parking outside of the individual houses. The appeal raised concern about guest parking, I do not have an issue with such parking considering the relatively small scale of development and the fact that each house is provide with two parking spaces. This concern is overstated for an issue that may occur very infrequently if at all.
- 7.4.5. As already noted, the slope to the west/ rear of the houses may result in private amenity space that is not level. The submitted details on Drawing No. C-200 indicate that each of the houses is to be provided with a patio area of 35 sq m. This

forms part of the open space area and I note that the three-bedroom units are provide with 80 sq m of private amenity space which is in excess of a standard of 60 sq m. I am satisfied that each of the houses is provided with adequate private amenity space in terms of quantity and quality.

7.5. Traffic and Access

- 7.5.1. In addition to the issues raised regarding car parking, the appeal also raises the issue of access and road layout a number of times. This is not a large development and as already noted, the density of housing in the immediate area is low. The existing cul-de-sac serves 5 or 6 houses and in addition to the subject site there is potential for an additional 2 or 3 units unless density is considerably increased. The existing cul-de-sac is circa 75 m in length and is straight; there are no footpaths in place. Similarly, the road it connects to and which joins the main public road to the west, the Greenhill Road, is not provided with footpaths. The Greenhill Road does have footpaths, primarily on the western side.
- 7.5.2. The area has developed to be primarily a residential area and actual rather than posted, road speeds are expected to be low. All houses (existing and proposed) are provided with off-street parking and whilst I note the narrow width of roads, 5.5 m is acceptable in such an area. I therefore do not foresee that the development gives rise to any concerns regarding traffic hazard.
- 7.5.3. I note that the applicant submitted revised details by way of unsolicited further information. A footpath to the front of the houses is proposed and this is acceptable. A length of footpath to the eastern side of the existing cul-de-sac is also proposed. This is outside of the red line boundary of the site, though is clearly referenced in the submitted response and revised public notices were issued. Letters of consent from the relevant landowners have been included in the unsolicited further information response. Some sightline works are also proposed. In general, these are minor works and do not negatively impact on third parties and will benefit the existing residents in the area as well as the proposed development. Wicklow County Council Engineers have reported no objection to the submitted details with regards to the proposed road layout.

7.5.4. Comment was made in the appeal that the development is overly reliant on car use. Unfortunately, that is the nature of the existing area and significant public transport improvement is reliant on a suitable density of development/ suitable trip generators to make it feasible, which is probably not the case at present. Traffic in the immediate area is sufficiently quiet to allow for safe walking and cycling, though topography in the area especially if coming from Wicklow Town Centre may reduce the attractiveness of this rather than deficiencies in public services.

7.6. Other Issues

7.6.1. The appeal raised a wide range of issues and I have attempted to assess these under relevant headings. I agree that a number of the submitted plans/ drawings do not accurately scale and additional cross-sections through the site would be welcomed. However, adequate details have been provided to enable the assessment of the appeal.

7.6.2. The appeal referred to the potential presence of utility pipes in the site; this is a possibility and is not something that is unusual in such a location as such services are not always adequately mapped/ recorded. No concerns have been raised by Irish Water or Wicklow County Council regarding water supply, foul and surface water drainage.

7.6.3. I do not foresee that the proposed development will result in the loss of any significant trees in the area. No important trees/ other vegetation was identified in the application and I did not notice any of significance on the day of the site visit. The lack of semi-mature vegetation on the site was noticeable.

7.6.4. Disruption during the construction phase is possible, however nuisance arising from the development works can be limited by suitable planning conditions and through the requirements of other non-planning legislation.

7.6.5. Safety was raised regarding the potential change in levels to the rear of the site and the speculation that persons may climb the existing boundary of the units to the west of the subject site and subsequently may fall a considerable distance. This is noted, however I have to dismiss such a concern as there is no change proposed to the existing boundary and no record has been provided of serious accidents or trespass in this location.

7.7. Appropriate Assessment Screening

- 7.7.1. Having regard to the nature and scale of the proposed development and the location of the site in a serviced urban area and the separation distance to the nearest European site, no Appropriate Assessment issues arise, and it is not considered that the development would be likely to give rise to a significant effect individually or in combination with other plans or projects on an European site.

8.0 Recommendation

- 8.1. I recommend that permission be granted subject to the following conditions and reasons.

9.0 Reasons and Considerations

- 9.1. Having regard to the nature, extent and design of the proposed development and the provisions of the Wicklow County Development Plan 2016 -2022 and the Wicklow-Rathnew Development Plan 2013 – 2019, it is considered that, subject to compliance with the conditions set out below, the proposed development would not seriously injure the residential or visual amenities of the area. 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 on the 13 th of March 2019 and as modified by significant further information received on the 10 th of June 2019 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.
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	Reason: In the interest of clarity.
2.	<p>This permission is for 6 no. residential units in the form of 4 no. three bedroom, semi-detached houses and 2 no. four bedroom, semi-detached houses. The development to be carried out in accordance with the revised 'Site Layout Plan' – Drawing No. P-101 (Revision A) and 'Proposed Junction and Road Detail' - Drawing No. 002, Sheet No.2 received by the Planning Authority on the 10th of June 2019. Finished floor levels shall be as indicated on the Site Layout Plan – Drawing No. P-101 received by the Planning Authority on the 10th of June 2019.</p> <p>Reason: In the interest of clarity.</p>
3.	<p>The proposed units shall only be available for occupation following the completion of the Greenhill Road/ Blackthorn Bay Junction upgrade; road widening and footpath provision on Blackthorn Bay, and the upgrading of the access road to Blackthorn Bay in accordance with the requirements of the Planning Authority and as indicated on 'Proposed Junction and Road Detail' - Drawing No. 002, Sheet No.2 received by the Planning Authority on the 10th of June 2019.</p> <p>Reason: In the interest of adequate infrastructure provision and in the interest of the proper planning and sustainable development of the area.</p>
4.	<p>(a) The roofs of the proposed dwellings shall be blue-black or slate-grey in colour throughout.</p> <p>(b) The render finish to be used on the external walls shall be of a uniform colour, a sample of which shall be submitted to, and agreed in writing with, the Planning Authority prior to commencement of development.</p> <p>(c) Samples of any other materials such as brick for the front boundary wall, shall also be submitted and agreed in writing with the Planning Authority prior to commencement of development.</p> <p>Reason: In the interest of visual amenity.</p>
5.	<p>The open spaces shall be developed for and devoted to public use. They shall be kept free of any development and shall not be incorporated into</p>

	<p>house plots.</p> <p>Reason: In order to ensure the development of the public open space areas, and their continued use for this purpose.</p>
6.	<p>The internal road network serving the proposed development including turning bays, junctions, parking areas, footpaths and kerbs shall comply with the detailed standards of the planning authority for such road works.</p> <p>Reason: In the interest of amenity and of traffic and pedestrian safety.</p>
7.	<p>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.</p> <p>Reason: In the interest of public health.</p>
8.	<p>The applicant or developer shall enter into water and/ or wastewater connection agreement(s) with Irish Water, prior to commencement of development.</p> <p>Reason: In the interest of public health.</p>
9.	<p>Proposals for an estate/street name, house numbering scheme and associated signage shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. Thereafter, all estate and street signs, and house numbers, shall be provided in accordance with the agreed scheme. The proposed name(s) shall be based on local historical or topographical features, or other alternatives acceptable to the planning authority. No advertisements/ marketing signage relating to the name(s) of the development shall be erected until the developer has obtained the planning authority's written agreement to the proposed name(s).</p> <p>Reason: In the interest of urban legibility and to ensure the use of locally appropriate place names for new residential areas.</p>

10.	<p>Site development and building works shall be carried out only between the hours of 0800 to 1900 Mondays to Fridays inclusive, between the hours of 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.</p> <p>Reason: In order to safeguard the amenities of property in the vicinity.</p>
11.	<p>That all necessary measures be taken by the contractor to prevent the spillage or deposit of clay, rubble or other debris on adjoining roads during the course of the works.</p> <p>Reason: To protect the amenities of the area.</p>
12.	<p>All service cables associated with the proposed development (such as electrical, communal television, telephone and public lighting cables) shall be run underground within the site.</p> <p>Reason: In the interest of orderly development and the visual amenities of the area.</p>
13.	<p>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.</p>

	<p>Reason: It is a requirement of the Planning and Development Act 2000, as amended, that a condition requiring a contribution in accordance with the Development Contribution Scheme made under section 48 of the Act be applied to the permission.</p>
14.	<p>The developer shall pay to the planning authority a financial contribution in respect of the construction of the Wicklow Port Access and Town Relief Road 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, 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.</p> <p>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.</p> <p>Reason: It is a requirement of the Planning and Development Act 2000, as amended, 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.</p>
15.	<p>Prior to commencement of development, the developer shall lodge with the planning authority a cash deposit, a bond of an insurance company, or other security to secure the provision and satisfactory completion and maintenance until taken in charge by the local authority of roads, footpaths, watermains, drains, public open space and other services required in connection with the development, coupled with an agreement empowering the local authority to apply such security or part thereof to the satisfactory completion or maintenance of any part of the development. The form and amount of the security shall be as agreed between the planning authority and the developer or, in default of agreement, shall be referred to An Bord Pleanála for determination.</p>

	Reason: To ensure the satisfactory completion and maintenance of the development until taken in charge.
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Paul O'Brien
Planning Inspector

5th December 2019