Inspector's Report
ABP 307443-20

Development	Salmon Weir pedestrian and cycle bridge.
Location	Between Gaol Road and Newtownsmith. Galway.
Planning Authority	Galway City Council
Type of Application	EIA Direction
Date of Site Inspection	July 21st, 2020
Inspector	Breda Gannon

1.0 Introduction

1.1. Under the provisions of section 50(1)(c) of the Roads Act, 1993, Galway City Council is seeking a direction from An Bord Pleanala as to whether or not the proposal to construct a pedestrian and cycle bridge at the Salmon Weir bridge between Goal Road and Newtownsmith in Galway city requires the preparation of an Environmental Impact Assessment Report (EIAR). Galway City Council has itself concluded that the proposed development has the potential to have significant effects on the environment and that an EIA would be required.

2.0 Site location and description

2.1. The proposed pedestrian and cycle bridge would be located downstream of the Salmon Weir bridge and would extend from Goal Road to the east to Newtownsmith to the west. The existing Salmon Weir Bridge is a protected structure and a landmark structure in the centre of the city. Galway Cathedral (protected structure) dominates the city landscape to the west side of the bridge and the Convent of Mercy, which is also a protected structure, lies to the east. Existing trees to the east and west of the river system in conjunction with the linear open space between Friar's River and the River Corrib adds significantly to the overall amenities of the area.

3.0 Proposed Development

3.1. The proposed bridge which would be approximately 80m in length is described in the documentation as a 'low-level clear span bridge'. It would lie parallel and be built independent of the existing road bridge. It would cross three separate watercourses, Persse's Distillery River (formally called Mill Race), the Lower River Corrib and Friar's River (formerly called Waterside canal). Abutments would be constructed on Goal Road, on the embankments of Persse's Distillery River and Friars River and along Newtownsmith. The span arrangement of the bridge would be approximately 10m, 55m and 15m respectively over the three watercourses. Upgrade works would be required to the footpaths on the eastern and western sides of the river. There would be no permanent in-stream structures.

4.0 **Legislative Context**

4.1. The proposed development is considered to be a ‘road development’ under the meaning of the Roads Act, 1993, as amended. A ‘road’ is defined under Section 2 of the Act and includes a ‘bridge’.

4.2. Section 50(1)(a) of the Roads Act 1993, as amended, places a mandatory requirement on a roads authority to prepare an environmental impact assessment report in respect of any proposed road development comprising the construction of a motorway, busway, service area or any prescribed type of road development consisting of the construction of a proposed public road or the improvement of an existing public road as is presently defined in Article 8 of the Roads Regulation, 1994:

(a) the construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500m or more in an urban area;

(b) the construction of a new bridge or tunnel which would be 100m or more in length.

The proposed development is not a motorway, busway or service area. It is a bridge with an overall width of 80m and is therefore not subject to mandatory EIA.

4.3. With regard to sub-threshold development, section 50(1)(c) of the Roads Act 1993, as amended, states that where the roads authority considers that any proposed road development (other than those described above), which consists of a proposed public road or the improvement of any existing public road, would be likely to have significant effects on the environment it shall inform the Board in writing and where the Board concurs with the roads authority it is required to give a direction to the authority pursuant to section 50(1)(b) of the Act to prepare an environmental impact assessment report in respect of the proposed road development and the authority is obliged to comply with any such direction.

4.4. Section 50(1)(d) states that where a proposed road development (other than development to which paragraph (a) applies) is located in a European site, the roads authority shall decide whether the proposed development would be likely to have

significant effects on the environment. If it is concluded that the development is likely to have such effects it must make its decision publicly available (Section 50 (1)(f)).

Section 50 (1)(e) states that An Bord Pleanala or the road authority shall take into account the relevant selection criteria specified in Annex III of the EIA Directive in making its EIA Screening determination.

4.5. The proposed bridge spans the Lower River Corrib and is located on the Lough Corrib SAC. Galway City Council has carried out an EIA Screening determination under the provisions of section 50(1)(d) of the Roads Act 1993, as amended and concluded that the proposed development is likely to have significant effects on the environment.

5.0 Policy Context

5.1. Development Plan

The operative development plan is the Galway City Council Development Plan 2017-2023. It includes a specific objective (section 3.10) *'to investigate the potential for the construction of a new pedestrian bridge from Goal Road to Newtownsmyth'.*

The site lies outside the City Core Architectural Conservation Area (ACA) identified as the most important area of built heritage in Galway. There are a number of buildings/structures in the vicinity of the site which are included in the Record of Protected Structures (Schedule 3 of the Plan). These include:

- Courthouse, Courthouse Square (Ref 2601).
- Cathedral, Earl's Island (Ref No 3602).
- Salmon Weir Bridge (Ref No 3603).
- Rivers and Waterways, including bridges, walling, embankments, piers and other associated infrastructure (Newtownsmith and Goal Road) (Ref No 8501)
- Convent of Mercy (Ref No 7201).

The site lies within the Zone of Archaeological Potential which encompasses most of the city centre.

There are no protected views in the vicinity of the bridge. The closest lies to the north of the existing bridge and is described as follows:

Protected Linear View V.11 'Views from Waterside of the River Corrib'

5.2. Natural Heritage Designations

The designated European sites within the vicinity are as follows:

- Galway Bay Complex SAC (site code 000268)
- Lough Corrib Complex SAC (site code 000297)
- Inner Galway Bay SPA (site code 004031)
- Lough Corrib SPA (site code 004042)

The River Corrib is identified in the Galway Biodiversity Action Plan 2014-2024 as a main wildlife corridor which provides a link between the coast and the rich mosaic of habitats in the city's hinterland.

6.0 Galway City Council EIA Screening Report

6.1. The request for a direction from the Board as to whether or not the proposed bridge would be likely to have significant effects on the environment, necessitating the preparation of an environmental impact assessment report, is accompanied by an 'EIA Screening Report' prepared by ARUP. It takes into account the 3 no. relevant criteria specified in Annex 111 of EIA Directive 2014/52/EU which are as follows:

1. Characteristics of projects.

2. Location of projects.

3. Types and characteristics of the potential impact.

The report is summarised below.

Characteristics of project

6.2. The proposed development will be a low-level clear span bridge that will cross three separate watercourses. The bridge will be in three sections and abutments will be constructed on Goal Road, on the embankments of Persse's Distillery River and Friars River and along Newtownsmith. There will be no permanent structures in any

of the watercourses. The design of the bridge will include allowance for climate change. The bridge will span the lower Corrib River which is part of Lough Corrib SAC (site code 000297). There are other Natura 2000 sites within the immediate zone of influence of the proposed development.

6.3. While construction materials will be required in carrying out the proposed development it is not considered that there will be significant use of natural resources as part of the proposed works. Surplus construction materials that are not required for use on site will be reused, recovered or disposed off-site.

6.4. The works will require the removal of some trees, vegetation and sections of cut stone and quay walls. There is potential for some pollutants and nuisances during the construction stage. As the construction works are standard in nature and will involve routine methodologies, it is predicted that the risk of accidents, having regard to substances and technologies used, will not result in significant environmental effects.

6.5. There are a number of proposals across several transport modes included in the Galway Transport Strategy. These future developments, whilst not yet approved, depending on the scale, nature, location and duration, in combination with the proposed bridge development may, or, may not result in cumulative effects.

Location of proposed development

6.6. The proposed development will be located in an urban setting on lands that are defined as ‘Waterbodies’ and ‘Artificial Surfaces’ (Urban Fabric).

6.7. The Lower River Corrib is a designated Natura 2000 site (Lough Corrib SAC) and there are other Natura 2000 sites within the immediate zone of influence of the proposed development. The river is also a designated Salmonid River and is one of the most prolific salmon fisheries in Ireland. It is also an important amenity in the city particularly for anglers and kayaking. The Friar’s River is an amenity area used by the public.

6.8. There are several important structures of architectural and/or archaeological significance near the proposed bridge including the existing Salmon Weir Bridge, Galway Cathedral, Convent of Mercy and Galway Courthouse.

6.9. The abutments to the bridge will be constructed on parcels of privately owned and occupied lands and liaison with landowners has commenced and is ongoing.

6.10. There are 19 no. protected views listed in the City Development Plan and one of these is located north of the existing Salmon Weir Bridge: *Protected Linear View V.11 'Views from Waterside of the River Corrib'.*

Characteristics of potential impacts

6.11. In order to determine the potential impacts of the proposed development on the environment, having regard to the location and characteristics of the proposed development, the following aspects were assessed.

6.12. Population and human health – Increased traffic movements during the construction stage may cause some disruption to local residents, businesses, road users and pedestrians. Temporary noise, vibration and air nuisances may also be experienced. A traffic management plan will be required to manage traffic during the construction phase. Having regard to the duration of the works these impacts are not considered to be significant.

6.13. As the construction works are standard in nature and will involve routine methodologies it is predicted that the risk of accidents, having regard to substances or technologies used, will not result in significant environmental effects.

6.14. The operational phase would have a positive effect in that it would increase opportunities for active pedestrian and cycle transport and improve connectivity with Galway city centre.

6.15. Biodiversity and water quality – The main concerns with regard to impacts from the proposed development relate to the aquatic environment and the relevant species present for which Lough Corrib is designated such as otter, sea lamprey and salmonids. There is potential for significant negative impacts on water quality and hence biodiversity during the construction stage of the proposed development. A detrimental change in water quality (in the absence of mitigation measures) could potentially result in a significant impact on Lough Corrib SAC or other European sites downstream of the development.

6.16. Archaeological, architectural and cultural heritage – The proposed development is located within an area where the river and waterways (including bridges, walling,

embankments, piers and other associated infrastructure) are protected structures. In addition, the proposed development area is surrounded by and includes national monuments and NIAH sites (Table 2). Having regard to the works to be carried out to the protected quay walls and river embankments there is potential for the construction phase of the proposed development to have a significant negative effect on the architectural, archaeological and cultural heritage of the area, especially in relation to submerged or buried remains (in the absence of mitigation).

6.17. Landscape and visual – Given the sensitivity of the area in terms of scenic views and the riparian setting, there is potential for significant impacts (in the absence of mitigation measures) on landscape and visual aspects during the construction stage).

6.18. Soils and geology -The proposed development comprises of soils predominantly of 'Made Ground', with the River Corrib acting as a boundary between limestone rocks to the east and granite rocks to the west. There are no known karst features within the study area. Potential significant effects on soils and geology are not predicted during the construction or operation of the proposed development. Construction work has the potential in the absence of mitigation to result in elevated suspended solids impacting on water quality in the river.

6.19. Air quality and climate – During the construction phase dust emissions and air pollutants arising from the operation of site plant and machinery are predicted. Taking into consideration the routine construction methodologies to be employed on site, the location of the development in an urban setting and the temporary nature of the construction works, no significant effects on air quality are predicted during the construction and operational stages of the development.

6.20. Noise and vibration – The construction phase has the potential to result in local noise and vibration issues. The construction phase will be temporary and within a city environment and any noise/vibration associated with the proposed development will be slight, negative and temporary and therefore not significant.

6.21. Land use, material assets and traffic – The proposed development would be located on lands defined as 'Waterbodies' and 'Artificial Surfaces' and is located within a built-up urban setting surrounded by public roads. No significant effects on land use are therefore predicted. The foundations for the proposed bridge will be constructed

on private lands and a CPO may be required. The land is unregistered, and investigations are underway to determine ownership.

6.22. All utilities serving the area will be identified, diverted if required and protected prior to the commencement of construction. Services such as water and power (mobile generators) will be required during the construction please but it is not expected that there will be significant use of these resources due to the nature of the works proposed. Disruption to services will be limited and the proposed development will not have a significant effect on the material assets of the area.

6.23. There will be an increase in traffic during the construction phase which will have a negative impact on traffic and pedestrian flow in the area. A traffic management plan will be implemented for the duration of the construction works. The impact is likely to be negative, short term and not significant.

6.24. Conclusion – The proposed development is located within a European site and is in close proximity to other European sites. Given the nature of the construction works, there is potential for significant effects on biodiversity and water quality during the construction stage in the absence of mitigation.

6.25. The proposed development is located in an area of significant archaeological, architectural and cultural importance, surrounded by protected structures and is of scenic value. There is potential for significant effects on these aspects of the environment during the construction stage, in the absence of mitigation. It is concluded, therefore, that the proposed development has the potential to have significant effects on the environment and that environmental impact assessment be carried out.

7.0 **Assessment**

7.1. **Introduction**

7.1.1. Annex III of the Directive as set out in Schedule 7 of the Planning and Development Regulations 2001, as amended, lists 3 no. criteria to determine whether a project should be subject to environmental impact assessment. These are as follows:

1. Characteristics of projects.
2. Location of projects.

3. Type and characteristics of the potential impact.

7.1.2. The Directive lists matters that require consideration under each of these criteria, which are addressed below in this assessment.

Characteristics of project

Size and design of whole project

7.1.3. The proposal is to construct a pedestrian and cycle bridge, which would have an overall length of c.80m. The works would require removal of trees and partial demolition of existing stone and quay walls on Goal Road and Newtownsmith. No information is provided on the actual design or finish of the proposed bridge, which is described simply as a 'low-level structure'.

7.1.4. The project would be considered a relatively small-scale urban project with the entire development area including temporary construction works covering a stated area of c 6000m2 (1.48 acres). No instream structures are proposed.

7.1.5. Having regard to the limited size of the development which is below the threshold set out in Article 8 of the Roads Regulations 1994, as amended, and the low-level structure proposed, I do not consider that in terms of overall size and design, the impact is likely to be significant to warrant EIA.

7.1.6. The proposal would provide additional facilities for cyclists and pedestrians within the city centre and at a strategic crossing point over the River Corrib. It would further the objectives of the development plan in terms of improved pedestrian and cycling infrastructure.

Cumulation with other existing and/or approved projects

7.1.7. The local authority Screening Report has not identified any existing/proposed developments in the immediate vicinity of the site which would act in combination with the proposed development to result in cumulative impacts. There is reference to future developments proposed, but not yet approved, under the Galway Transport Study (GTS) 2016. Various projects including the development of greenways, cycleways, the public transport network and the N6 Galway City Ring Road are proposed to be implemented over a 20-year time frame.

7.1.8. I accept that the potential may/may not exist for in combination effects depending on the scale, nature, location and duration of future development. I would note,

however, that the GTS has itself been subject to Strategic Environmental Assessment which concludes that the strategy balances the transportation objectives of the city and its environs with environmental protection to deliver a sustainable transport system for the area.

The nature of demolition works, use of natural resources, production of waste, pollution and nuisances, risk of major accidents/disasters including those caused by climate change and risk to human health

7.1.9. Some demolition of cut stone and quay walls will be required to create tie-ins with the footpaths on either side. It is intended that any waste produced will be re-used, recovered or disposed of off-site. I accept that the nature of the proposed development and its limited size is such that it will not result in significant use of natural resources either during construction or associated with its ongoing use as a bridge.

7.1.10. I would concur with the findings of the Screening Report as submitted that given the nature of the proposed development, which will require the removal of trees and vegetation (particularly on the west side at Goal Road), that the proposed bridge will impact on non-renewable elements of the natural environment. However, the land take associated with the development will be limited and small scale,

7.1.11. Similarly, I am in general agreement with the conclusions of the Screening Report with regard to other characteristics of the proposed development including likely instances of pollution and nuisance, and the risk of accidents having regard to the nature of the proposal and the routine construction methodologies proposed during the construction process.

7.1.12. The proposed bridge will be designed to make allowance for climate change and the nature and scale of the development is not such that it would lead to an adverse impact on human health arising from water contamination, air pollution, noise etc.

7.1.13. Having considered the characteristics of the proposed development, I accept that the potential for significant effects on the environment is low and would not generate the requirement for environmental impact assessment.

7.2. Location of proposed development

Existing and approved land use

7.2.1. The new bridge would span existing watercourses and the approaches to the bridge would impact on existing urban fabric including quay walls and footpaths. It will also be necessary to traverse a small area of ground in private ownership, necessitating the removal of trees/vegetation that contribute to the landscape quality and scenic amenities of the area.

7.2.2. In the context of the urban environment these impacts would be small scale and insignificant in terms of land use. Existing facilities for pedestrians and cyclists on the existing Salmon Weir Bridge are seriously impacted by the limited width of the carriageway and footpaths. The proposed bridge will significantly improve infrastructure for both transport modes and improve connectivity within the city centre.

Abundance, availability, quality and regenerative capacity of natural resources in the area and its underground

7.2.3. No instream structures are proposed which removes the potential for direct interference with riverbeds, underlying geology, flow rates or velocities within the river systems and their natural resources.

Absorption capacity of the natural environment

7.2.4. The River Corrib is a sensitive ecological system, which forms part of the Lough Corrib SAC designated for a range of habitats and species. There are other European designated sites downstream, the closest being Galway Bay Complex SAC, Inner Galway Bay SPA and Lough Corrib SPA which largely coincides with Lough Corrib SAC.

7.2.5. There will be no direct impacts on the SAC as no in-steam structures are proposed. There is potential for the release of contaminants into the river system during construction with indirect impacts on European sites, in the absence of mitigation. The AA Screening Report submitted by Galway City Council acknowledges the requirement for AA.

7.2.6. The proposed bridge would be located in a sensitive location in terms of landscape quality, visual amenities and the architectural, archaeological and cultural heritage of the area. The new bridge would be located downstream of the Salmon Weir Bridge, which is an iconic landmark feature in the centre of the city. The views downstream from the bridge are not listed but are attractive. The Friar's River embankment

provides a passive riverside amenity area on the east side while the trees on both sides add to the visual quality of the area.

7.2.7. More expansive views are available from the northern side of the bridge upstream towards the weir and upper more open sections of the River Corrib. The protected views (V11) are from Waterside, which lies on the opposite side of the river, to the north and west of Courthouse Square. The views from here are primarily towards the weir and the more open upstream section of the river. Views from Waterside downstream towards the site are curtailed by the existing bridge.

7.2.8. The removal of trees and the construction of the bridge and associated abutments on the embankments will impact on the landscape and visual amenities and on views downstream from the existing Salmon Weir bridge.

The site is located outside the ACA which covers most of the city centre, but in an area which contains protected building/structures including the Cathedral to the west, the Convent of Mercy and Courthouse to the east and the existing Salmon Weir Bridge to the north. The proposed development will introduce a new structure into the area and the primary impact will be on the character and setting of the existing bridge. I would note that there is an existing steel bridge structure attached to the Salmon Weir bridge which in the past supported nets for eel fishing. This structure obstructs view of the main elements of the bridge from the south and it is unclear if it will be retained or removed. As noted, no details are provided on the design of the bridge, its height or width or how it would relate to the existing structure. The existing bridge structure has a high parapet and the proposal is to provide what is described as a ‘low level structure’.

7.2.9. The removal of sections of the quay wall on both sides of the bridge means that the bridge approaches and the bridge itself will be visible from outside the cathedral and the convent. The new bridge would be built as an independent structure, which removes the potential for direct impacts on the fabric of the Salmon Weir Bridge. While sections of the wall will be disturbed on either side of the bridge to facilitate the tie-ins these do not appear to be entirely original, with evidence of repairs and more recent capping, particularly on the western side. The new bridge may be visible in its entirety from the existing bridge and there will be impacts on views of the protected structure from the riverside amenity area to the south.

7.2.10. I accept that the proposed development has the potential to impact on the character and setting of adjacent protected buildings/structures and the visual amenities of the area. I accept that views of the arches and other elements of the bridge are curtailed by the existing fishing platform on the south side. The significance of the impact would be influenced by the overall design of the new bridge, height, width and materials used. I consider that these impacts can be addressed at detailed design stage and do not warrant full environmental impact assessment of the entire project.

7.2.11. It is accepted that AA will be required in respect of the proposed development. Under the provisions of section 177AE of the Planning and Development Act 2000, as amended, Galway City Council will be required to submit an application for approval for the development. In addition to the likely significant effects on European sites, the likely consequences for the proper planning and sustainable development of the area would be considered and assessed, including those relating to impacts on landscape, visual amenities and architectural, archaeological and cultural heritage.

7.3. Types and characteristics of the potential impact

Nature, magnitude and extent of the impact

7.3.1. The extent of the impact in terms of *geographical area* impacted and the *size of the population likely to be affected* is limited. There will be construction related impacts but these will be localised of short duration and capable of effective mitigation by good construction practices and effective traffic management.

7.3.2. There will be *visual impacts* associated with the introduction of a new bridge structure in this location. The impacts will be localised and confined generally to the general vicinity of the bridge, the riverside amenity area and approaches to the bridge from the east and west. There will be no significant impact on any designated view. These impacts are capable of being reduced through appropriate bridge design and the use of sympathetic materials.

7.3.3. In terms of *biodiversity,* the proposal will result in the removal of trees and vegetation and may result in the displacement of species that forage within the site. Having regard to the limited scale of the development and the availability of similar habitat nearby, it is not considered that effects are likely to be significant.

7.3.4. The bridge will span the Lower River Corrib which is part of the Lough Corrib SAC. There will be no direct impacts on the SAC arising from the construction/operational

phases of the development. The potential does exist for indirect impact arising from a deterioration of water quality during construction. It is considered that these matters can be adequately dealt with under the Habitat's Directive (Appropriate Assessment).

7.3.5. Impacts on *land and soils* will be negligible having regard to the limited land take associated with the proposed development. There is potential for impacts on *air/climate and noise/ vibration* during construction with the potential to impact on the riverside amenity area, pedestrians using the existing Salmon Weir Bridge and, visitors to the cathedral. However, these impacts will be temporary and short lived.

7.3.6. There is potential for impacts on *cultural heritage* arising from the protected status of the existing bridge and adjacent buildings. The new structure will have limited impact on the overall setting of the Cathedral and the Convent of Mercy. Whilst the character and setting of the existing bridge is already impacted by the existing structure to the south, I consider that additional impacts are capable of effective mitigation by good design and the use of appropriate materials.

7.3.7. There is also potential for impacts on the archaeological and the discovery of previously undisturbed material during construction. Adherence to standard mitigation measures in accordance with the requirements of the DoCHG would be sufficient to mitigate impacts on the archaeological resource.

7.3.8. Due to the nature and limited scale of the proposal and its relationship with surrounding land uses, it is not considered that the proposed development would result in significant negative impacts in terms of *material assets.*

There is potential for *interaction* between environmental factors, notable between water, landscape quality/visual impacts and cultural heritage. Subject to mitigation, significant interactions are not considered likely, or such that would give rise to likely significant additional environmental impacts.

Probability, intensity and complexity of impacts

7.3.9. Having regard to the limited scale of the proposal, the nature of environmental impacts are not considered complex or intense.

Expected onset, duration, frequency and reversibility of the impact

7.3.10. The proposal is to provide a new bridge structure. The impacts will therefore be long-term on-going and only reversible if the bridge is removed.

Transboundary nature of impact

7.3.11. There will be no transboundary impacts associated with the proposed development.

Cumulative impacts

7.3.12. As already noted, the adopted plan for the city has been subject to Strategic Environmental Assessment which has concluded that significant environmental impacts are not likely to arise from the adopted development scenario. I am not aware of any existing/permitted projects in the vicinity of the site that would be likely to give rise to cumulative effects.

8.0 Recommendation

8.1. Having regard to the location of the proposed development, the characteristics of the proposed project and the type and characteristics of potential impacts, I consider that the proposed development of the Salmon Weir pedestrian and cycle bridge would not be likely to have significant effects on the environment. I therefore recommend that Galway City Council be advised that the preparation and submission of an environmental impact assessment report is not therefore required.

8.2. I accept that the proposed development is located in a sensitive location. Having regard to the nature and scale of the proposed development I consider that the issues arising from connectivity to European sites can be adequately dealt with under the Habitats Directive (Appropriate Assessment).

8.3. I consider that the likely consequences for the proper planning and sustainable development of the area arising from potential impacts on landscape, visual amenity, architectural, architectural and cultural heritage can be addressed in a section 177AE application to the Board.

8.4. I would point out to the Board that similar issues arose in the Castlecomer Bridge project (ABP 305226-19) which was determined by the Board under section 177AE.

9.0 **Reasons and Considerations**

Having regard to the following:

(a) The criteria set out in Schedule 7 of the Planning and Development Regulations 2001, as amended

(b) The nature and limited scale of the development which is below the threshold for prescribed road development set out in article 8(b) of the Roads Regulations, 1994, as amended.

(c) The location of the development in a built-up area and the existing pattern of development in the vicinity

(d) The limited potential for significant effects on the environment

(e) The submission of the planning authority

It is considered that the proposed development would not be likely to have significant effects on the environment and that the preparation and submission of an environmental impact assessment report is not, therefore, required.

It is considered that the impacts likely to arise including potential impacts on European sites and the likely consequences for the proper planning and sustainable development of the area arising from impacts on the landscape, visual amenities, architectural, archaeological and cultural heritage can be addressed in a section 177AE application to the Board.

Breda Gannon
Senior Planning Inspector

17th, August 2020