



An
Bord
Pleanála

Inspector's Report

ABP-307595-20

Development	Demolition of a house and permission for a mixed-use development comprising a restaurant, bar, two retail units and six apartments.
Location	North East of roundabout, At the Junction of the Clybaun Road and Western Distributor Road, Knocknacarra, Galway.
Planning Authority	Galway City Council
Planning Authority Reg. Ref.	19177
Applicant(s)	Highcross Developments Limited
Type of Application	Permission
Planning Authority Decision	Grant
Type of Appeal	Third Party
Appellant(s)	Hawthorn Place Residents Association
Observer(s)	(1) Kieran Brennan & Angela Finnerty (2) Declan Weir

(3) Fergus & Cathy Donaghue

Date of Site Inspection

14th October 2020

Inspector

Colin McBride

1.0 Site Location and Description

1.1 The appeal site is located on the northern side of a main junction at the Western Distributor Road and Clybaun Road within the residential area of Knocknacarra, to the west of Galway City. The junction provides a gateway into Galway City from the west. The site is 0.313 ha in size and contains a large two storey dwelling, currently vacant, with access off the Clybaun Road, directly opposite the Clybaun Hotel. The surrounding area is residential and there is a three storey apartment development to the east fronting onto the Western Distributor Road which connects to the Galway Retail Park and an estate of large two storey detached dwellings to the north off the Clybaun Road (Hawthorn Place).

2.0 Proposed Development

2.1. Permission is sought for the demolition of an existing dwelling and the construction of a mixed use development over basement that is part three-storey, part four-storey and part five-storey. It is proposed to provide a restaurant and bar use at ground floor level, restaurant use at first floor level, 2 no. retail units at ground floor level and residential use at second, third and fourth floor level (6 no. apartments, 4 no. three bed units, 2 no. two bed units). It is proposed to provide for 72 no. surface car parking spaces, bicycle parking, hard and soft landscaping. Revised access arrangements include a new vehicular entrance from the western distributor road and a vehicular exit onto Clybaun Road.

2.2. Revisions were made to the external elevations and materials to be used in response to further information. The permitted development also includes a condition omitting access from the Western Distributor Road with vehicular access and egress to be off the Clybaun Road.

3.0 Planning Authority Decision

3.1. Decision

Permission grant subject to 25 conditions. Of note is the following condition...

Condition no. 9: Modifications to be submitted and agreed including omission of vehicular entrance onto Western Distributor Road and agreement of the layout of the junction with the Clybaun Road prior to the commencement of development.

3.2. Planning Authority Reports

3.2.1. Planning Reports

Planning report (09/08/19): Further information required including review/revision of external materials in the context of climate and longevity, revised proposals which have regard to potential upgrade of the Clybaun Road Roundabout and submission of a road safety audit addressing traffic concerns raised in third party submissions.

Planning report (25/06/20): The proposal was considered to be acceptable in the context of land use zoning, visual amenity, adjoining amenity, traffic safety and to be in accordance with the proper planning and sustainable development of the area. A grant of permission was recommended based on the conditions outlined above.

3.2.2. Other Technical Reports

Irish Water (25/07/19): No objection.

Drainage Section (24/07/19): No objection.

Planning & Transportation (02/08/19): No objection subject to conditions.

3.3. Prescribed Bodies

3.3.1 None.

3.4. Third Party Observations

3.4.1 A significant number of submissions were received. The issues raised can be summarised as follows...

- Inappropriate uses within residential zoning, excessive scale/out of character, noise, anti-social behaviour, odour, vermin, proliferation of licensed premises, traffic safety, inadequate parking/overspill into residential area, inadequate communal space and cycle parking.

- A significant number of the submissions indicate support for the proposal and the need for additional restaurant facilities in the area.

4.0 Planning History

4.1 15/338: Extension of duration of 09/495 granted.

4.2 PL61.248068 (15/134): Permission refused for demolition of existing house and construction of a mixed use development comprising of a retail unit, a financial services unit, offices, restaurant/bar. Refused for two reasons...

1. Having regard to the prominent location of the site as an importance entrance site into Galway City, it is considered that the proposed development, consisting of a mix of elevational, roof and window styles and four different types of external materials and excessive signage, would be incongruous in terms of its design and would set an undesirable precedent for future development in this area. The proposed development would seriously injure the visual amenities of the area, would be contrary to the stated policy of the planning authority, as set out in the current Galway City Development Plan and in the Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities issued by the Department of the Environment, Heritage and Local Government in May, 2009 and the accompanying Best Practice Design Manual, in relation to urban development and urban renewal and would, therefore, be contrary to the proper planning and sustainable development of the area.

2. It is considered that the car parking provision for the proposed development and, in particular the lack of sufficient on-site car parking spaces, would be seriously deficient and would be inadequate to cater for the parking demand generated by the proposed development, would result in on-street parking and tend to create serious traffic congestion on the adjoining roads, which would endanger public safety by reason of traffic hazard. The proposed development would, therefore, be contrary to the proper planning and sustainable development of the area.

- 4.3 PL61.236941 (09/495): Permission granted for demolition of dwelling house and construction of 75 no. bed nursing home.
- 4.4 08/47: Permission granted for demolition of an existing dwelling and construction of a mixed use development including 4 no. retail units and 13 no. residential units.

5.0 Policy Context

5.1. Development Plan

The relevant Development Plan is the Galway City development Plan 2017-2023. The appeal site is zoned R (Residential) with a stated objective 'to provide for residential development for associated support development, which will ensure the protection of existing residential amenity and will contribute to sustainable residential neighbourhoods'.

Permissible uses within the site include local shops, local offices, license premises, banks & other local services.

Section 2.4: Neighbourhood concept

- Knocknacarra is an indicative neighbourhood area of Galway.
- Sustainable high quality neighbourhoods can support residential areas.

Section 2.5: Neighbourhoods: Outer Suburbs

- The provision of community, commercial and local employment facilities shall be a scale appropriate to the local community. The range of facilities can include schools, childcare facilities etc.

Section 8.7: Urban Design

- Ensure high quality urban design in all developments.
- Improve qualitative design standards through the application of design guidelines and standards of the Development Plan, in particular the Galway Shopfront and Signage Design Guidelines (2012) and Design Guidelines: Canopies (2011)

Section 11.3.1: Outer Suburbs

- Non-residential development at appropriate locations which serve local needs shall not normally exceed 1:1, on distributor roads with good quality urban design a higher plot ratio may be considered.
- Where commercial development on residential lands are acceptable, 10% shall normally be provided as open space.

Section 11.10: Transportation

- Parking Requirement:
 - Supermarket and shop 1 space per 15m²
 - Office and Bank 1 per 25m²
 - Bar and Lounge 1 space per 8m²
 - Grouped and dual use will be considered where peak demands do not coincide and cognisance given for multipurpose trips.

Section 11.9: Commercial and Industry

- Provision given to open space and landscaping scheme particularly along the front building lines and front boundaries.
- Adequate space for storage and cycle parking etc.

- Maximum Plot Ratio is 1.25 for CI lands and 1.00 for I lands.
- Maximum site coverage is 0.80 for both CI and I land.

5.2 National Policy

The Urban Development and Building Height - Guidelines for Planning Authorities (December 2018)

Guidelines for Planning Authorities on Sustainable Residential Development in Urban Area (2009).

Urban Design Manual, A Best Practice (DOEHLG, 2009)

Urban Design Manual- A Best Practice Guide and the Design Manual for Urban Roads and Streets (2013)

5.3 Natural Heritage Designations

5.3.1 The site is located 1.2km from the edge of Galway Bay SAC and Inner Galway Bay SPA.

5.4 EIA Screening

5.4.1 In regard to the nature and scale the development which consists of the construction a mixed use development and associated site works 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

6.1.1 A third party appeal has been lodged by the Hawthorn Place Residents Association. The grounds of appeal are follows...

- The appeal site is zoned for residential use with the proposal for non-residential activities inappropriate within this zoning.
- The design and scale of the proposal is out of character and would detract from existing built form and residential character of the area.
- The scale of the development is excessive and would detrimental to adjoining residential amenities.

- The provision of a licensed premises gives rise to a proliferation of such in the area in close proximity to residential development in contravention of good planning practice.
- The level of car parking propose is inadequate in the context of Development plan policy, adequate provision for residential development on site, the parking and road layout is inadequate for the likely turning movements generated and the proposal would generate overspill parking in the residential development adjoining the site. The site is not well serviced by public transport and overspill parking into the residential area would impact on the amenities of existing residents and pose traffic safety issues in terms of additional traffic.
- The original entrance proposal and permitted proposal both pose safety concerns, which have not been addressed. The proposed entrance off Clybaun Road is located opposite the entrance to an existing hotel and there are existing traffic congestion issues at this location. The proposal would exacerbate such with additional traffic and turning movements.
- The proposal would generate noise and disturbance with an adverse impact on adjoining residential development. The impact of odour and vermin is also noted.
- The communal space provided is inadequate and of no value to residents in the vicinity.

6.2. Applicant Response

6.2.1 A response has been submitted by Planning Consultancy Services on behalf of the applicant, Highcross Developments Limited.

- It is noted that the uses proposed are all compatible with the residential zoning of the site under development plan policy and there is previous history of mixed use developments being permitted at this location including and bar/restaurant.

- It is noted that the parking requirement for the development under Development plan policy is 74 and a credit should be allowed for the existing dwelling being demolished as well as noting that requirements for residential development is more than one space per unit. It is noted that the level of parking proposed is adequate and that the site is acceptable for other modes of transport including walking and cycling. On the issue of parking overspill it is noted that it is in the interest of the applicant/developer to ensure parking is available on site for customers and that management of parking on site would deal with issues of potential long term parking that would cause such overspill.
- It is noted that the proposal was accompanied by a Transport Impact Assessment (TIA) and Stage 1 Road Safety Audit. The access proposals were also revised to have regard to future road improvements. The applicants do not agree with the provision of Condition no. 9 in terms of access however note that the terms of such can be facilitated. It is noted that TIA indicates that the Clybaun Road, the junction serving the proposal and the access serving the hotel operate within capacity and would be sufficient to cater for the additional traffic generated by the proposed development without impact on existing traffic movements.
- It is noted that the proposal due to condition no. 9 will not impact upon the existing cycle lane along the Western Distributor Road. Visibility at the proposed entrance is of an adequate standard.
- The proposal has been designed to minimise noise impact at adjoining properties (location of public house and restaurant on roadside side away from residential properties). A noise report was submitted, which indicates that noise level would be likely to be within acceptable limits. There are a number of conditions, which would mitigate noise impact (no. 5 and 19).
- It is noted appropriate management and operation would deal with smell and vermin with the applicant amenable to conditions in such regard.
- The design and scale is appropriate in terms of urban design and would not be out of character at this location. The proposal is compliant with national policy in terms of the National Planning Framework and the Urban

development and Building Height (2018) guidelines. The height is consistent with existing building in the vicinity with the Clybaun Hotel noted as being and is also comparable in scale to previously permitted development.

6.3. Planning Authority Response

6.3.1 No response.

6.4. Observations

6.4.1 Three observations have been received from the following...

Kieran Brennan & Angela Finnerty, 3 Hawthorn Place, Clybaun Road, Knocknacarra (Hawthorn Residents Association).

Declan Weir, 88 Hawthorn Place, Clybaun Road, Galway.

Fergus & Cathy Donaghue, 76A Hawthorn Place, Clybaun Road, Knocknacarra, Galway.

The issues raised are similar and the observations are summarised together below...

- The provision of a revised access/egress off Clybaun Road and its agreement prior to the commencement of development increases traffic safety concerns already raised in the third party submissions due to such facilitating all turning movements in and out of the site in close proximity to the entrance to the hotel and the Clybaun Road junction.
- The approved access arrangement would also increase the likelihood of overflow parking in Hawthorn Place (new proposal facilitates traffic inwards as well as outwards whereas previous proposal had an exit only opening on Clybaun Road).
- Inappropriate uses in residential zoning, proliferation of licensed premises in a residential area.
- Overlooking and reduced privacy at existing dwellings in the vicinity.
- Inadequate level of car parking and overspill of parking into residential area.

- Traffic safety issues concerning turning movements, existing traffic congestion and impact on cycle lanes.
- Noise, odour and vermin.
- Inadequate communal space.
- Inappropriate height and scale out of character with existing development in the vicinity.
- Conditions required limiting retail units in terms of certain uses.

6.5. Further Responses

6.5.1 No responses.

7.0 Assessment

7.1 Having inspected the site and associated documents, the main issues can be assessed under the following headings.

Principle of the proposed development/development plan/national policy

Quality of design/development control objectives

Design, scale, and visual impact

Adjoining Amenity

Traffic

7.2 Principle of the proposed development/development plan/national policy:

7.2.1 The proposal is for a mixed use development with restaurant/bar at ground floor level, restaurant use at first floor and 6 no. residential units on the three floors above. The appeal site is zoned R (Residential) with a stated objective 'to provide for residential development for associated support development, which will ensure the protection of existing residential amenity and will contribute to sustainable residential neighbourhoods'. The appeal submission raises concern regarding the

appropriateness of the proposed commercial use within this zoning. The proposed uses include restaurant/bar, retail and residential use. Permissible uses under this zoning include local shops, local offices, license premises, banks & other local services. All of the uses proposed are permissible uses under the zoning objective. On this basis I would note that the principle of the proposal being acceptable subject to the proposal having a satisfactory impact in terms of its physical scale, impact on adjoining amenity and traffic impact with these issue to be explored in the following sections of this report.

7.3 Quality of design/development control objectives:

7.3.1 The proposal provides for 6 no. apartments. The relevant standards for such would be under the Urban Development and Building Height - Guidelines for Planning Authorities (December 2018). The overall design and layout of the proposed apartment units would meet all relevant standards under the guidelines in terms of apartment size, room, dimensions, storage, dual space units and private open space.

7.3.2 There is a suggestion in the appeal submission that the level of communal open space provided for the residential development is deficient. The guidelines note that “communal amenity space may be provided as a garden within the courtyard of a perimeter block or adjoining a linear apartment block. Designers must ensure that the heights and orientation of adjoining blocks permit adequate levels of sunlight to reach communal amenity space throughout the year. Roof gardens may also be provided but must be accessible to residents, subject to requirements such as safe access by children. These facilities offer a satisfactory alternative where climatic and safety factors are fully considered, but children’s play is not passively supervised as with courtyards. Regard must also be had to the future maintenance of communal amenity areas in order to ensure that this is commensurate with the scale of the development and does not become a burden on residents”. It is also noted that that “for building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, communal amenity space may be relaxed in part or whole, on a case-by-case basis, subject to overall design quality”. Under the City Development plan “communal recreation and amenity space is required at a rate of 15% of the

gross site area". Open space for the residential development is provide in the form of communal roof terraces, one at second floor level of 52sqm and one at third floor level of 144sqm. I would be of off the view that such is a reasonable standard for the proposed development, which consist of only 6 no. apartments as part of a mixed use development.

7.3.3 I am satisfied that the design and layout of the proposed apartments are satisfactory in the context of the relevant development management standards and provides for a development of reasonable quality in terms of the residential amenity of future occupants.

7.4 Design, scale, and visual impact:

7.4.1 The appeal submission notes that the proposal is out of character and scale at this location. It is notable that the previous proposal on site under ref no. PL 61.236941 was refused on the basis of being injurious to the visual amenities of the area. The proposal is for a part three, part four and part five-storey structure. The appeal site is a corner site at the junction of the Western Distributor Road and Clybaun Road. There is scope for a structure of this scale at this location with existing development along the Western Distributor to the north and south consisting of three-storey development in the form of an apartment development to the east and the Clybaun Hotel to the west. The proposed structure does step down in levels to where it adjoins three-storey development along the WDR with the highest part (five-storeys) located adjacent the junction of the WDR and Clybaun road. I would note that the overall scale and design of the proposal is of reasonable standard, has adequate regard to the existing pattern of development and would be acceptable in the context of visual amenities of the area.

7.5 Adjoining Amenity:

7.5.1 Adjoining amenity is one of the main issues raised and in particular the overall impact on existing dwellings in Hawthorn Place, which is located to the north of the site. The existing dwellings in Hawthorn Place adjoining the site back onto the northern boundary of the site. One of the main issues noted is the impact of the

proposed commercial development in terms of noise and disturbance as well as the possibility that parking will overspill into the adjoining residential area.

7.5.2 The proposal is for a mixed use development with restaurant/bar, 2 no. retail unit and 6 no. apartments. As noted above the uses proposed are permissible within the zoning. I would consider that the general operation of the proposed development and the nature of uses would not be out of keeping adjacent residential development such as this and is not a form of development that is out of character in an urban area. All the commercial uses are internal uses with the layout of the structures on site providing a good degree of separation from the northern boundary and existing dwellings (main parking area). The external area associated with the restaurant/bar is located on the southern side of the structure. I would consider that the proposal would be unlikely to generate any significant level of noise or disturbance that would be detrimental to the amenities of adjoining residential properties to the north and east. In relation to odour and vermin, I would note these are issue that can be dealt with by way of good management and operation and I note that if permission is granted it is on presumption that subject to good management these issues will not arise. In relation to noise I would note that the site is already located along a busy urban road and therefore background noise levels from traffic are likely to be high. I would consider that the general operation and nature of the proposed uses would have no adverse impact on the amenities of adjoining properties.

7.5.3 The issue of overshadowing and overlooking is also raised as a concern in the appeal submission. The proposed development is a part five-storey, part four, storey and part three storey. The structure steps up in height moving westwards. I would consider that the overall level of separation of the structure from the existing resident development to the north is sufficient and that the proposed development would not give rise to a significant level of overshadowing or loss of light at adjoining properties. The structure decreases to three-storeys at it eastern side and is similar in scale to the existing three-storey residential block to the east. In relation to overlooking I would note that the level of separation between the northern elevation and the adjoining dwellings is sufficient and that the overall form of development would not out of character in an urban area such as this. I would note that the level

of overlooking that is likely to occur is not out of keeping in an urban area such as this and the standard of development being provided is acceptable in such a context.

7.5.4 The issue of overspill of parking into the residential area to north is one of the issues raised by the appellants. The proposed development has a requirement of 74 car parking spaces based on the City Development Plan. 72 spaces are proposed with the applicant noting 2 spaces are to be relocated from the original layout proposed to facilitate compliance with condition no. 9. The level of parking proposed is quite close to the overall requirement and a much higher level percentage wise than was provided in the case of ref no. PL61. 248068 refused on site (inadequate level of parking). In addition I would note that the Development Plan parking requirement for the 6 no. dwellings is generous with a requirement of 11 spaces for the 6 no. units. A factor in consideration of this issue is that the appeal site is highly accessible to other modes of transport with a high degree of residential development within walking and cycling distance of the site. I would consider based on these facts that the proposal is served by an adequate level of car parking and that the issue of parking overspill into the residential area is not an issue of concern in this case.

7.5.5 The appeal submission raises the issue of the provision of an additional licensed premises and notes that it would be a proliferation of such and would be detrimental to residents of the area with particular focus on younger people. The licensed premises associated with proposed development is ancillary to the proposed restaurant use. I consider that the provision of such would be acceptable in the context of the proper planning and sustainable development of the area.

7.6 Traffic Impact:

7.6.1 The appeal site is located at the junction of the Western Distributor Road (WDR) and Clybaun Road (roundabout junction). The initial proposal provide for a new vehicular entrance off the Western Distributor Road, which would provide access for traffic travelling in the eastbound carriageway (central median between the east and westbound carriageway) and an exit only access point off Clybaun Road. In

permitting the proposal a condition was attached requiring the omission of the access off the WDR and provision of a vehicular access and exist off Clybaun Road. The appeal submission raises concerns regarding the layout of the proposed and permitted access arrangement in the context of traffic safety and concerns regarding overspill of parking into the adjoining residential areas. The issue of parking overspill is dealt with in the previous section of this report.

7.6.2 The information submitted with the proposal includes a Transport Impact Assessment (TIA) and Stage 1 Road Safety Audit. The TIA indicates that the road network and junction has sufficient capacity to deal with the traffic likely to be generated. I would note that the existing road network layout at this location is of a good standard with a roundabout junction between the WDR and the Clybaun Road and existing cycling infrastructure along the WDR as well as footpaths of a good standard and pedestrian crossing facilities.

7.6.3 The original proposal sought to have an entrance only off the WDR and an exit only off the Clybaun Road. The permitted proposal requires an entry/exit off Clybaun Road by way of condition. The appellants raise concerns regarding its location opposite the entrance to Clybaun Hotel. I would note that the proposal to limit the entrance of the WDR is a reasonable requirement as it avoids turning movements directly off the WDR and possible conflict with the cycle lane infrastructure along the road. The alignment and layout of Clybaun Road is more than capable of facilitating an entry/exit point without causing conflict with the access to the Clybaun Hotel or any significant traffic hazard due to the additional traffic movements. There is enough space to provide a right turn lane into an entrance to the site and retain the right turn lane for traffic turning into the Clybaun Hotel moving southwards. I would note that sightlines in compliance with the requirements of the Design Manual of Urban Roads and Streets would be achievable at this location. As noted above the appeal site is not car dependent and is accessible by other modes of transport including pedestrians and cyclists with a bus stop located on the opposite side of Clybaun Road. I am satisfied that the permitted development would be satisfactory in the context of traffic safety and convenience.

8.0 Appropriate Assessment

8.1 Having regard to the nature and scale of the proposed development and its proximity to the nearest European site, no Appropriate Assessment issues arise and it is not considered that the proposed development would be likely to have a significant effect individually or in combination with other plans or projects on a European site.

9.0 Recommendation

9.1 I recommend a grant of permission subject to the following conditions.

10.0 Reasons and Considerations

Having regard to the zoning provision of the Galway City Development Plan 2017-2023, the site's planning history, the Urban Development and Building Height Guidelines for Planning Authorities issued by the Department of Housing, Planning and Local Government in December 2018, the pattern of development and to the nature and scale of the development proposed, it is considered that, subject to compliance with the conditions as set out below, the proposed development would not seriously injure the visual amenities of the area, the amenities of adjoining properties, would respect the character and pattern development of the area and would be satisfactory in the context of traffic safety and convenience. The proposed development would, therefore, be in accordance with the proper planning and sustainable development of the area.

11.0 Conditions

1. The development shall be carried out and completed in accordance with the plans and particulars lodged with the application, and as amended by the further plans submitted on the 13th day of May 2020, 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. Details of the materials, colours and textures of all the external finishes to the proposed hotel shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.

Reason: In the interest of visual amenity.

3. Details of all external shopfronts and signage shall be submitted to, and agreed in writing with, the planning authority prior to the commencement of development.

Reason: In the interest of the amenities of the area/visual amenity.

4. The proposed vehicular entrance off the Western Distributor Road shall be omitted and provision shall be made of an entry/exit on Clybaun Road.

Revised drawings reflecting the requirements of this condition shall be submitted to, and agreed in writing with, the planning authority prior to the commencement of development.

Reason: In the interests of orderly development, visual and residential amenity.

5. The construction of the development shall be managed in accordance with a Construction 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 hours of working, noise management measures and off-site disposal of construction/demolition waste.

Reason: In the interests of public safety and residential amenity.

6. No additional development shall take place above roof parapet level, including lift motor enclosures, air handling equipment, storage tanks, ducts or other external

plant, telecommunication aerials, antennas or equipment, unless authorised by a further grant of planning permission.

Reason: To protect the residential amenities of property in the vicinity and the visual amenities of the area.

7. 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 made under section 48 of the Act be applied to the permission.

Colin McBride
Planning Inspector

20th October 2020