



An  
Bord  
Pleanála

## Inspector's Report

### ABP-307884-20

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<b>Development</b>	Revision to the 100 bedroom hotel permitted under Reg. Ref. F16A/0587.
<b>Location</b>	Lands adjacent to the Carlton Dublin Airport Hotel, Turnapin Great, Old Airport Road/Swords Road, Cloghran, Co. Dublin
<b>Planning Authority</b>	Fingal County Council.
<b>Planning Authority Reg. Ref.</b>	F20A/0166
<b>Applicant(s)</b>	Trimstar Ltd
<b>Type of Application</b>	Permission.
<b>Planning Authority Decision</b>	Split Decision
<b>Type of Appeal</b>	First Party
<b>Observer(s)</b>	Dublin Airport Authority.
<b>Date of Site Inspection</b>	11 <sup>th</sup> November 2020.
<b>Inspector</b>	Barry O'Donnell

## 1.0 Site Location and Description

- 1.1. The subject site is located to the south of the Carlton Hotel and consists of a surface car park serving the hotel. The site has a stated area of 0.51ha and is on the east side of the R132 Swords Road, accessed via the existing Carlton Hotel access.
- 1.2. The site is approx. 500m south of Dublin Airport, in an area characterised by a mix of commercial uses. It is adjoined to the west by the Q-park long stay car park, to the south by the Royal College of Surgeons Sports Grounds and to the east by a car rental facility and petrol filling station.
- 1.3. The site is enclosed by palisade fencing, save for the interface with the existing hotel complex, which is currently unbounded.

## 2.0 Proposed Development

- 2.1. Permission is sought for revisions to permission Reg. Ref. F16A/0587, consisting of internal alterations to the permitted ground, first, second, third and fourth floors, including relocation of internal staircases, reduced corridor widths, reconfiguration of permitted bedrooms and a minor reduction in the gross floor area of the permitted hotel.
- 2.2. Permission is also sought to amend condition No. 3 of Reg. Ref. F16A/0587, to permit meeting rooms at ground and fourth floor levels and associated internal reconfiguration of these floors, to accommodate ancillary uses including reception, fitness rooms, food preparation area, etc. In total, 10 meeting rooms would be provided, 5 at ground floor and 5 at fourth floor level.
- 2.3. Minor amendments are proposed to the layout of the meeting rooms, as part of the appeal, in order to provide a reduced capacity for 120 people (reduced from 136 at application stage). A revised fourth floor plan drawing has been provided as part of the appeal, which depicts the revised proposed layout.
- 2.4. Permission is also sought for revisions to the elevations of the permitted hotel, amendments to the basement, to provide for reconfiguration of the laundry and plant rooms, revised parking arrangement, to provide 35 parking spaces at basement level and 56 spaces at ground level (91 spaces total), a covered walkway and associated site works.

2.5. The elevational amendments include:

- East elevation: redesign of ground floor window and door openings, associated with the proposed meeting rooms.
- South elevation: removal of 3 ground floor windows and 2 ground floor doors, provision of a ramped access and pedestrian guard rail over the basement ramp and provision of ventilation grills of reduced height at fourth floor level.
- North elevation: larger window openings across all floors, additional windows across first to fourth floors and omission of curtain wall.
- West elevation: redesign of ground floor window and door openings, omission of curtain wall and windows across first to fourth floors and addition of a roller shutter door.
- Additional amendments include the installation of a covered walkway connecting the existing and permitted hotels and a reduction in the projecting roof element.

2.6. The appeal documents outline that following the grant of permission for the hotel development in 2018, a number of hotel operators have been engaged and Marriott Aloft has now been confirmed as the end user. The proposed development is intended to meet with the operator's requirements and standards.

## 3.0 Planning Authority Decision

### 3.1. Decision

3.1.1. On 15<sup>th</sup> July 2020, Fingal County Council issued a Split Decision on the application. Permission was granted for the proposed internal alterations, alterations to elevations, parking layout revisions and the provision of the covered walkway. Permission was refused for the amendment of condition No. 3 of Reg. Ref. F16A/0587, to permit meeting rooms within the hotel.

3.1.2. In relation to the planning conditions attached to the granted element, condition No. 3 required as follows:

*'3. The following shall be complied with:*

*(a) The permitted development shall comprise a hotel with 100 no. bedrooms. No alterations or reconfiguration of accommodation within the premises shall be carried out without a prior grant of permission from the Planning Authority or from An Bord Pleanala following an appeal.*

*(b) All meeting rooms and conference facilities within the hotel shall be omitted. The reconfigured layout of all affected floors including the ground and fourth floors shall be submitted to and shall be agreed in writing with the Planning Authority prior to the commencement of development on site.*

*(c) No conferences, or banqueting events shall be held within the hotel.'*

3.1.3. Condition No. 4 required the developer to submit a detailed strategy relating to the use of cranes during construction, which should be agreed in writing with the Irish Aviation Authority's Air Navigation Service Provider and the Dublin Airport Authority.

3.1.4. Condition No. 5 required that the car parking spaces should not be used for 'park and fly' purposes.

3.1.5. Permission for the proposed amendment to condition No. 3 of Reg. Ref. F16A/0587 was refused for 1 reason, as follows:

*'1. The proposed omission of Condition 3 attached to Permission Reg. Ref. F16A/0587 is likely to significantly increase the intensity of the use to such a level that it would result in an unacceptable density of persons being present at any given moment at the hotel, contrary to the guidance contained in the ERM Public Safety Report (2005) for development located within the Outer Public Safety Zone. The proposed development therefore fails to comply with Objectives DA13 that promotes appropriate land use patterns in the vicinity of the flight paths serving the Airport, by having regard to the precautionary principle, based on existing and anticipated environmental and safety impacts of aircraft movements and Objective DA14 which requires the implementation of policies as determined by the Government in relation to Public Safety Zones, of the Fingal Development Plan 2017-2023. The proposed development would, therefore, be contrary to the proper planning and sustainable development of the area.'*

## 3.2. Planning Authority Reports

- 3.2.1. Planning Report dated 9<sup>th</sup> July 2020, which reflects the decision to issue a split decision on the application. The report noted that a hotel use is open for consideration under the zoning and that the principle of a proposed hotel use has been established on the site. The proposed amendments were considered to be in accordance with the zoning.
- 3.2.2. The report considered that the internal and external changes and the proposed covered walkway would be in keeping with the design and appearance of the permitted hotel.
- 3.2.3. The report noted that the site is located within the Outer Public Safety Zone, in relation to its proximity to Dublin Airport, and that the Environmental Resource Management's Public Safety Zone Report (2005) provides guidance on appropriate levels of development within the Inner and Outer Public Safety Zones. The report acknowledged that the ERM report recommends that hotels of up to 100 bedrooms are permissible in the Outer zone, but that it is silent in relation to the provision of meeting rooms/conference facilities.
- 3.2.4. The report assessed the role of the Irish Aviation Authority (IAA) in relation to interpreting the guidance, when assessing development proposals within the Inner and Outer zones and concluded that it is the Planning Authority's remit to make a determination. The report determined that the likely density of people on the site, arising from the provision of meeting rooms as part of the permitted hotel development would be unacceptable.
- 3.2.5. Other Technical Reports

**Water Services** – Report dated 4<sup>th</sup> June 2020, expressing no objection to the development.

**Transportation Planning Section** – Undated report, advising that there were no concerns in relation to traffic impact and that parking provision would be acceptable. The report advised there is no apparent set-down area, near the main entrance to the hotel and that it is not clear how the existing airport shuttle bus would be able to turnaround within the site, where it currently uses the surface car park to perform this manoeuvre.

**Parks Department** – The Planner’s report notes that the Park’s Department was consulted on the application but had not provided comments at the time of writing. No report has been forwarded as part of the appeal.

### 3.3. **Prescribed Bodies**

- 3.3.1. Irish Aviation Authority – Submission dated 11<sup>th</sup> May 2020, requesting that should permission be granted, the applicant should be required to engage with the Dublin Airport Authority and the IAA’s Navigation Service Provider to ensure that any proposed crane operations do not exceed maximum allowable heights. The applicant is also requested to ensure that crane operations are marked and lighted appropriately and appropriate aeronautical information promulgated in order to maintain the safety of aircraft operations at Dublin Airport.
- 3.3.2. Irish Water – Submission dated 15<sup>th</sup> April 2020, expressing no objection to the development.
- 3.3.3. Transport Infrastructure Ireland – Submission dated 8<sup>th</sup> May 2020, advising that TII has no observations to make on the application.

### 3.4. **Third Party Observations**

- 3.4.1. None.

## 4.0 **Planning History**

F16A/0587 - Permission granted on 15<sup>th</sup> January 2018 for a five-storey over basement hotel comprising 100 bedrooms, parking and associated site works.

Condition No. 3 of the Final Grant required that meeting rooms within the hotel should be omitted and that no conference or banqueting events should take place within the hotel.

### Nearby Relevant Planning History

F08A/1035 - *Carlton Dublin Airport Hotel*: Permission granted on 20<sup>th</sup> November 2008 for alterations to the hotel, consisting of a spa, guest gym area,

new club room, hotel management offices, plant area, laundry area and 1 no. relocated bedroom at first and third floor levels and with associated external elevation changes.

F07A/0377 – *Carlton Dublin Airport Hotel*: (Bord Ref. PL06F.223973) Permission refused on 27<sup>th</sup> November 2007 for a development of 13 executive conference rooms within the existing first floor level void/plant area. Permission was refused for 1 reason, relating to concerns regarding compliance with the document ‘Public Safety Zones; Cork, Dublin and Shannon Airport (ERM, 2003), which set out development limits for the site.

F06A/0318 - *Carlton Dublin Airport Hotel*: Permission granted on 13<sup>th</sup> June 2006 for retention of revisions to 100-bed hotel approved under F04A/1519.

F04A/1519 - *Carlton Dublin Airport Hotel*: Permission granted on 4<sup>th</sup> April 2005 for a 100 bed hotel in a four storey over basement structure.

Condition No. 12 of the Final Grant required that the first floor conference rooms should be used solely as a business conference facility and should not be used for private parties or functions, etc.

## 5.0 Policy Context

### 5.1. Fingal County Development Plan 2017-2023

- 5.1.1. The site is zoned ‘HT’ under the Fingal County Development Plan 2017-2023, with an objective to ‘*Provide for office, research and development and high technology/high technology manufacturing type employment in a high quality built and landscaped environment.*’
- 5.1.2. The site falls within the Outer Public Safety Zone and Inner Airport Noise Zone for Dublin Airport.
- 5.1.3. Objective DA13 is relevant to the development of lands within the Public Safety Zones, outlining an Objective to ‘*promote appropriate land use patterns in the vicinity of the flight paths serving the Airport, having regard to the precautionary principle, based on existing and anticipated environmental and safety impacts of aircraft movements.*’

5.1.4. Objective DA07 is relevant to development within the Inner Airport Noise Zone, outlining that it is an objective to *'Strictly control inappropriate development and require noise insulation where appropriate within the Outer Noise Zone, and actively resist new provision for residential development and other noise sensitive uses within the Inner Noise Zone, as shown on the Development Plan maps, while recognising the housing needs of established families farming in the zone. To accept that time based operational restrictions on usage of a second runway are not unreasonable to minimize the adverse impact of noise on existing housing within the inner and outer noise zone.'*

## 5.2. Dardistown Local Area Plan 2013

5.2.1. Fingal County Council has extended the lifetime of the Local Area Plan by 5 years, to 12<sup>th</sup> November 2022.

5.2.2. The site is located within the Eastern Corridor, which consists of lands within the Inner Public Safety Zone and to its east, fronting onto the R132 Swords Road. The LAP outlines that the zone is characterised by established commercial, leisure and amenity uses.

5.2.3. Specific Local Objective 416 applies to the lands in the area of the subject site and outlines that it is an Objective to *'Permit a hotel / conference centre subject to compliance with the recommendations of the ERM Report on Public Safety Zones.'*

## 5.3. Natural Heritage Designations

5.3.1. The subject site is not located within or adjacent to any designated European Site.

## 5.4. EIA Screening

5.4.1. Having regard to the nature and scale of the proposed development, which falls below the threshold for mandatory environmental impact assessment, and the nature and character of existing development in the vicinity of the site, it is considered that 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. The Grounds of Appeal, submitted by Downey Planning on behalf of the applicant, can be summarised as follows:

- Concerns regarding the density of persons on the site
  - It is contended that the proposed meeting rooms are a daytime use and the hotel bedrooms are a night-time use. Bedrooms will not be in use during the day, when the meeting rooms would be in use, and similarly, the meeting rooms would not be use at night. Also, the rooms are not interconnected and are of a size and scale that limits capacity. The development is considered to be in accordance with the safety requirements of the ERM report.
  - It is argued that the Irish Aviation Authority has confirmed there is no issue with the provision of meeting rooms within the hotel. A letter confirming same has been enclosed at Appendix 2 of the appeal.
  - The adjoining Carlton Hotel was permitted with the inclusion of meeting rooms and this was granted in the context of the ERM report.
- The refusal of permission for the amendment to condition No. 3 of F16A/0587 gives rise to serious concerns regarding the viability of the hotel development. The omission of meeting rooms results in the hotel development not being viable to the Marriott Aloft hotel group and other various hotel operators. Meeting rooms provide an essential alternative revenue stream.
- As part of the appeal, minor modifications to the fourth floor plan are proposed, to reduce the density of persons in the hotel. These amendments consist of:
  - Omission of the large fourth floor meeting room, replaced by a smaller room with reduced seating capacity. Flexible sofa seating is also omitted, together with the provision of a smaller meeting table. A laundry storeroom is proposed in a large section of the previously proposed large meeting room.
  - The revised development allows for 120 persons, should all meeting rooms be fully occupied. This is less than the 200 person capacity of the hotel and is

contended as being consistent with the guidance contained within the ERM report.

- The hotel provides 10 boardroom-style meetings rooms, with no conference room/facility proposed.
- The permitted hotel does not contain a restaurant with seating, providing only takeout services for residents. The hotel will therefore not serve non-residents. This is seen as a demonstration of meeting rooms being the only daytime use of the hotel.
- The proposed meeting rooms will be used for business purposes only and will not have additional facilities such as a bar or function room, etc.
- Prior to submitting the application, the applicant engaged with both the Planning Authority and the IAA. It is contended that condition 3 arose in the first instance, due to the absence of confirmation from the IAA that the development was acceptable. A letter from the IAA dated 5<sup>th</sup> November 2018 is provided as part of the appeal, which outlines that the IAA has no concerns in relation to the proposed meeting rooms.
- It is contended that there are numerous hotels within Dublin Airport with extensive meeting and conference facilities, such as the Radison Blu Dublin Airport, Maldron Hotel Dublin Airport and the Carlton Hotel Dublin Airport. It is considered that ancillary hotel facilities such as meeting rooms are reasonable to include as part of a hotel development.
- The decision of the Planning Authority to grant permission for other proposed alterations is welcomed and the Board is requested to uphold this decision.

## **6.2. Planning Authority Response**

6.2.1. Submission dated 3<sup>rd</sup> September 2020, the contents of which can be summarised as follows:

- The proposed revisions at fourth floor level are noted but the Planning Authority remains of the opinion that the 100 bed hotel permitted on the site represents the upper limit of density/intensity of hotel use permissible on this site. The provision of meeting rooms is likely to significantly increase the intensity of the use, to such

a level that will result in an unacceptable density of persons on the site, given the guidance contained in the ERM report.

- For the avoidance of doubt, it is irrelevant to the IAA whether there are meeting rooms in the proposed building, rather, it is their concern whether the building height and size creates an obstacle for aircraft. The IAA does not consider the interpretation of the requirements associated with the implementation of the Public Safety Zones to be within their remit but, rather, within the remit of the local planning authority.
- In the event that the appeal is successful, provision should be made for a financial contribution in accordance with the Council's S48 development contribution scheme.

### **6.3. Observations**

- 6.3.1. The Dublin Airport Authority submitted a letter of observation, dated 4<sup>th</sup> September 2020, advising that the application site lies within the Outer Public Safety Zone of Dublin Airport and that development plan objectives DA13 and DA14 promote appropriate land use patterns in the vicinity of the airport. The Board is requested to have regard to the recommendations of the ERM report when assessing the appeal.
- 6.3.2. In addition, the DAA request that if permission is granted, conditions should be attached which require the recommendations of the noise assessment be implemented in full, that car parking is for hotel-related use only, that no structure on site or rooftop installation should exceed 76.5m AOD. It is also requested that a condition should attach, to require the applicant agree proposals for crane operations with the DAA and IAA.

### **6.4. Further Responses**

None.

## **7.0 Assessment**

- 7.1. Having inspected the site and considered the contents of the appeal in detail, the main planning issues in the assessment of the appeal are as follows:

- Principle of development;
- Design and layout;
- Intensity of the proposed use;
- Other issues; and
- Appropriate assessment.

## 7.2. Principle of Development

7.2.1. The proposed development is consistent with the 'HT' zoning objective, under which a hotel development is open for consideration and particularly where there is an extant planning permission in place for a hotel development.

## 7.3. Design and Layout

7.3.1. The proposed internal reconfiguration and external alterations are minor in nature and would not have any appreciable impact on the appearance or quality of the development. They are therefore considered to be acceptable.

7.3.2. The proposed covered walkway would be visible in glimpsed views from Swords Road, but I do not consider it would be unduly prominent in such views. I therefore consider it to be acceptable.

## 7.4. Intensity of the Proposed Use

7.4.1. Development plan Objective DA13 outlines the Planning Authority's approach to development within the public safety zones around Dublin Airport, stating that a precautionary approach will be taken and that appropriate land-use patterns will be promoted.

7.4.2. In relation to the meeting rooms element of the development, the Planning Officer's Report references a report prepared by Environmental Resource Management (ERM) in 2005, '*Public Safety Zones Report*', which provides guidance on appropriate levels of development within both the inner and outer public safety zones for Dublin Airport. This Report was also referenced in the Planning Officer's Report on application Reg. Ref. F16A/0587, the parent permission for the subject hotel development, and was evidently a key factor in the Planning Authority's decision to attach condition No. 3 to its decision to grant permission for the hotel. Indeed, I note that the Dublin Airport

Authority's submission on this appeal also requests that the Board has regard to the recommendations of this Report, when assessing this appeal.

- 7.4.3. I note that the ERM Report does not appear to be referenced within the current development plan, having been referenced in the previous development plan.
- 7.4.4. In relation to Outer Public Safety Zones, the Report recommends that Planning Authorities should '*allow existing developments to remain within the outer PSZs, but prevent high density housing development, and the building of schools, hospitals and facilities attracting large numbers of people.*' (Page 37, Section 6.1)
- 7.4.5. Table 6.1 of the Report provides guidance on permitted development types within the safety zones and, in the context of this appeal, it recommends that hotels of up to 100 beds per development may be permitted within the Outer Public Safety Zone. The acceptability of a 100-bed hotel on the site is accepted by both the applicant and the Planning Authority, but the parties disagree over whether this represents an upper limit on the extent of development on the site.
- 7.4.6. At this stage, I would highlight to the Board that the Report outlines that recommended permitted development types are intended for guidance purposes and '*should be used in conjunction with appropriate legislative and regulatory controls and guidance, and other guidance, official development plans and objectives.*'
- 7.4.7. There is no further clarification within the Report on the extent of hotel development that is allowable, i.e. the range of ancillary facilities which might be provided in addition to bedrooms, however; I note that other development types are subject to a limitation on the density of people allowed, per half-hectare. This allows a comparative examination of the broad density of people envisaged as being acceptable on a site within the Outer zone. For example, a 'working premises' development on the site would be allowed to provide up to 100 persons, or 'retail/leisure facilities' would allow up to 85 persons. By comparison, the applicant contends that the approved hotel development will accommodate up to 200 people (100 rooms x 2 occupants) and that the meeting rooms would accommodate up to 120 people and that there would be effectively no crossover between the two uses, since the meeting rooms use would be a day time use and the hotel use would be a night-time use.
- 7.4.8. I disagree with the Planning Authority that the 100-bed hotel permitted on the site is the absolute upper limit of acceptable density/intensity of development on the site,

particularly where the ERM report explicitly states that recommended permitted development types are intended for guidance purposes and should be used in conjunction with other guidance, including the development plan. I would also point out to the Board, in saying this, that the Report does not form part of the development plan.

- 7.4.9. Rather, I consider the recommendations are an important and informative guide to what is acceptable, in public safety terms. In this context, I accept that it is reasonable to provide ancillary facilities as part of a hotel development and that there is a reasonable separation between the overnight accommodation and proposed daytime meeting room uses, particularly where there is no restaurant facility on the site and there is likely to be limited or no passing trade, thus reducing the extent of likely daytime occupation of the hotel. The capacity of the meeting rooms is also significantly lower than the hotel capacity, at 60% of overall capacity. Due to the level of separation between the overnight accommodation and proposed daytime meeting room uses, in my opinion there is unlikely to be any significant increase in the density of people on the site, arising from the provision of the proposed meeting rooms. I therefore consider the development to be acceptable.
- 7.4.10. In order to maintain a distinction between the overnight accommodation and meeting room uses, I consider it is appropriate to attach a condition requiring that the meeting rooms shall only be used between the hours of 10am and 5pm. I also consider it appropriate to preclude the use of the meeting rooms for conference or banqueting events, which by their nature would be likely to attract larger gatherings.
- 7.4.11. I note that the applicant highlights that the adjoining Carlton Hotel contains meeting room facilities and was granted in the context of the ERM guidance. Permission for this development was granted shortly after the publication of the ERM Report. I am also aware that permission was refused by the Board for a development of 13 executive conference rooms at the Carlton Hotel, in 2007, but that proposed development sought to increase the number of conference rooms from 10 permitted to 29, with the result that the conference facilities alone could accommodate 290 people. I therefore do not consider that this decision is directly transferrable to the current appeal.

## 7.5. Other Issues

- 7.5.1. I note that whilst generally satisfied that the development would have no traffic impacts and incorporates acceptable parking levels, the Transportation Planning Section of the Planning Authority highlighted that there is no apparent setdown for the proposed hotel, near its main entrance, and that it is not clear how the existing airport shuttle would turn within the site, where it currently uses the surface car park to turn. Should the Board be minded to grant permission, I consider it appropriate to attach a condition requiring the submission and agreement of proposals with the Planning Authority, to clarify both of these issues.
- 7.5.2. The Dublin Airport Authority has requested that proposals for crane operations should be agreed, prior to the commencement of development. Should the Board be minded to grant permission, I consider it appropriate to attach a condition requiring submission and agreement of such proposals.

## **7.6. Appropriate Assessment**

- 7.6.1. The subject site is not within or adjacent to of any Natura 2000 site, the nearest designated sites being Malahide Estuary SAC (Site Code 000205) and SPA (Site Code 004025), approx. 6km north-east, and Baldoyle SAC (Site Code 000199) and SPA (Site Code 004016), approx. 7km east.
- 7.6.2. The site does not contain any hydrological connection to a Natura 2000 site and does not provide feeding or foraging ground for designated species within these sites. As such, I do not consider that any Appropriate Assessment issues arise and I do not consider 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.

## **8.0 Recommendation**

- 8.1.1. I recommend that permission for the proposed development be granted, subject to conditions as set out below.

## **9.0 Reasons and Considerations**

- 9.1.1. Having regard to the 'HT' zoning which applies to the site under the Fingal County Development Plan 2017-2023, under which hotel uses are open for consideration and the extant permission in place at the site for a hotel development under Reg. Ref.

F16A/0587, together with the nature and scale of the proposed development and the pattern of development in the vicinity, it is considered that, subject to compliance with the conditions below, the proposed development would not endanger public safety and would be in accordance with the proper planning and sustainable development of the area.

## 10.0 Conditions

1.	<p>The development shall be carried out and completed in accordance with the plans and particulars lodged with the application, except as may otherwise be required in order to comply with the following conditions. Where such conditions require details to be agreed with the planning authority, the developer shall agree such details in writing with the planning authority prior to commencement of development and the development shall be carried out and completed in accordance with the agreed particulars.</p> <p><b>Reason:</b> In the interest of clarity.</p>
2.	<p>All conditions attached to permission Reg. Ref. F16A/0587 shall be complied with, unless otherwise authorised as part of this grant of permission.</p> <p><b>Reason:</b> To maintain effective control of the development of the site.</p>
3.	<p>Meeting rooms within the hotel shall only be utilised between the hours of 10am-5pm and shall not be used for conferences or banqueting events.</p> <p><b>Reason:</b> In order to ensure an appropriate density of development on the site and to ensure meeting rooms are daytime use only.</p>
4.	<p>Prior to the commencement of development the developer shall submit, for the written agreement of the Planning Authority, proposals for a setdown area to serve the hotel and also a circulatory route for the airport shuttle service which does not require any reversing manoeuvre of the bus.</p> <p><b>Reason:</b> In the interests of pedestrian and road safety</p>
5.	<p>Parking spaces shall be used in conjunction with the hotel and shall not be used for long term parking or 'park and fly' purposes.</p>



	<p><b>Reason:</b> In the interests of ensuring the use of sustainable transport modes to access the airport.</p>
6.	<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><b>Reason:</b> 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>

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Barry O'Donnell  
 Planning Inspector

18<sup>th</sup> November 2020