



An
Bord
Pleanála

Inspector's Report ABP-310288-21

Development	Construction of a 245m ² single storey shed with pitched roof over for recreational use and ancillary works.
Location	Enniskerry Youth Club, Berryfield Lane, Fassaroe, Co. Wicklow.
Planning Authority	Wicklow County Council
Planning Authority Reg. Ref.	20506
Applicant(s)	Enniskerry Youth Club
Type of Application	Permission
Planning Authority Decision	Grant subject to conditions
Type of Appeal	Third Party v. Decision
Appellant(s)	Ian Smith
Observer(s)	None.
Date of Site Inspection	8 th July, 2021
Inspector	Robert Speer

1.0 Site Location and Description

- 1.1. The proposed development site is located in an open rural area on the westernmost outskirts of the urban development boundary for Bray where it occupies a position along the southern side of Berryfield Lane at Fassaroe, Co. Wicklow, approximately 1km northeast of Enniskerry town centre and 1.9km west of Junction 6 on the M11 / N11. It forms part of a larger landbank earmarked for the future expansion of Bray town under the Fassaroe Action Area Plan (AAP1) and encompasses an existing sports facility that extends over 2.234 hectares to include a main playing pitch, an all-weather pitch, a training area, a clubhouse, and associated facilities. Access is obtained directly from Berryfield Lane via an existing splayed entrance arrangement while the roadside boundary is defined by mature hedgerow with timber post & wire fencing behind.

2.0 Proposed Development

- 2.1. The proposed development consists of the construction of a single storey, open-plan shed (floor area: 245m²) for recreational use as part of the existing sports complex. It will accommodate the indoor training of up to 16 No. mainly underage players in the winter months and during inclement weather and will be open from 18:00 to 21:00 hours on weekdays with occasional use on Saturday mornings. It does not include for any toilet facilities or changing rooms etc. It is to be located towards the front of the site between the main playing pitch and the northern site boundary bounding Berryfield Lane.
- 2.2. Associated site development works (as detailed in response to the request for clarification of further information) include the modification of the existing site access through the recessing of the outermost entrance piers and the setting back of part of the roadside boundary to provide for improved sightlines.

3.0 Planning Authority Decision

3.1. Decision

- 3.1.1. Following the receipt of responses to requests for further information and subsequent clarification, on 4th May, 2021 the Planning Authority issued a notification of a decision to grant permission, subject to 3 No. conditions which can be summarised as follows:

Condition No. 1 – Refers to the submitted plans and particulars.

Condition No. 2 - Refers to the recessing of the roadside boundary.

Condition No. 3 – Refers to the preservation of the existing roadside drainage arrangements.

3.2. Planning Authority Reports

3.2.1. *Planning Reports:*

An initial report states that the proposed development is acceptable in principle and references the site location in the context of plans for the future development of Fassaroe. It refers to the planned provision of a new link road between Bray and Enniskerry and notes that the mixed-use development refused permission under PA Ref. No. 16/999 included for a link road on those lands to the immediate south of the subject site. Although the case planner recommended that confirmation be sought that the proposal would not prejudice the future development of the road link and / or the upgrading of Berryfield Lane, this was rejected by a senior staff member due to the scale of the proposal and as the layout of the development refused permission under PA Ref. No. 16/999 (which included a new link road) had generally been accepted in principle by both the Planning Authority and the Board. It was therefore recommended that further information be sought in respect of a number of other items including the use and precise siting of the shed, the sightlines available, car parking, and the wastewater treatment & disposal arrangements.

Following consideration of a response to the request for further information, clarification was sought as regards the accuracy of the submitted drawings (in reference to the depiction of the existing and proposed development), the

wastewater treatment & disposal arrangements as installed, and proposals for the maintenance of sightlines onto Berryfield Lane.

Upon the receipt of clarification of further information, a final report recommended a grant of permission, subject to conditions.

3.2.2. *Other Technical Reports:*

Roads: No issue with the proposed development.

Environmental Health Officer: An initial report noted that it was unclear if the shed would connect to the existing septic tank system and stated that if this were the case then further information would be required as regards the existing / proposed loadings, the capacity of the septic tank, and whether the system complied with the requirements of NSAI (SR6) 1991 (with proposals to upgrade the system in accordance with the EPA's 'Code of Practice: Wastewater Treatment and Disposal Systems Serving Single Houses' to be provided if necessary).

Following the receipt of responses to requests for further information and subsequent clarification, a further report noted that the proposed development would not connect to the existing wastewater treatment system and stated that there was no objection to the proposal.

Bray Engineer: No objection, subject to conditions.

Water Services: No comments.

Fire Service: Advises that the developer be informed that the development requires a Fire Safety Certificate and an application for a Disability Access Certificate.

3.3. **Prescribed Bodies**

Irish Water: No objection.

3.4. **Third Party Observations**

3.4.1. A single submission was received from the appellant, the contents of which can be derived from my summation of the grounds of appeal, although the following additional areas of concern were also raised:

- The expansion of the existing facility may not be warranted in the longer term as elected representatives are promoting the development of a major sports campus elsewhere in Fassaroe.

- The proposed shed will be constructed over the wayleave for a watermain serving nearby housing.

4.0 Planning History

4.1. On Site:

4.1.1. PA Ref. No. 09/1074. Was granted on 5th March, 2010 permitting Enniskerry Youth Club permission for modifications to the development permitted under PA Ref. No. 07/2236 comprising changes to the clubhouse, minor revisions to the pitches, the provision of a fuel storage tank, and all ancillary site works.

4.1.2. PA Ref. No. 07/2236. Was granted on 3rd June, 2008 permitting Enniskerry Youth Club permission for 3 No. playing pitches (1 No. main pitch, 1 No. all-weather pitch and 1 No. practice pitch), a clubhouse, floodlights, car & bus parking spaces, access from Berryfield Lane, sewage treatment system and percolation area, and all associated site development works.

4.2. On Adjacent Sites:

4.2.1. PA Ref. No. 16/999 / ABP Ref. No. PL27.248705. Was refused on appeal on 22nd November, 2017 refusing Cosgrave Property Group permission for a mixed-use development of 658 No. residential units, a neighbourhood centre, 3 No. office blocks, a crèche, district park, open space, the realignment of part of the existing road and provision of a new road through the site connecting to Ballyman Road (c. 2.9km), a new pedestrian/cycle bridge across the N11, the diversion and rerouting of electricity lines, demolition of an existing dwelling, parking and cycling facilities, remediation works for historic landfill locations within the site, and ancillary site development works.

5.0 Policy and Context

5.1. Development Plan

5.1.1. ***Wicklow County Development Plan, 2016 – 2022:***

Chapter 7: Tourism and Recreation:

Section 7.3: Strategy for Tourism and Recreation: Strategic Objectives (incl.):

- To facilitate the expansion of existing and the development new tourism and recreation related development, in line with the principles for sustainable tourism set out to follow;
- To ensure a focus on high quality tourism and recreation facilities that are of benefit to visitors and the community alike;

Section 7.4: Tourism and Recreation Objectives: General Objectives:

- T1:* To promote, encourage and facilitate the development of the tourism and recreation sectors in a sustainable manner.
- T2:* To ensure that all tourism and recreation developments are designed to the highest quality and standards.
- T3:* To generally require tourism and recreation related developments to locate within existing towns and villages, except where the nature of the activity proposed renders this unfeasible or undesirable. Within existing towns and villages, the Planning Authority will promote and facilitate the development of tourist related uses at appropriate sites. In all cases, the applicant must submit a robust assessment setting out the sustainability of any proposal with respect to economic, environmental and social sustainability, as defined herein.
- T4:* To only permit the development of a tourism or recreational facility in a rural area in cases where the product or activity is dependent on its location in a rural situation and where it can be demonstrated that the proposed development does not adversely affect the character, environmental quality and amenity of the rural area or the vitality of any settlement and the provision of infrastructure therein. The natural resource / tourist product / tourist attraction that is essential to the activity shall be located at the site or in close proximity to the site, of the proposed development. The need to locate in a particular area must be balanced against the environmental impact of the development and benefits to the local community.

Chapter 8: Community Development:

Section 8.3.3: Leisure and Recreation: Leisure and Recreation Objectives:

CD33: To provide for the development of facilities that contribute to the improvement of the health and well being of the inhabitants of County Wicklow and facilitate participation in sport and recreation.

CD35: Facilities for sports shall normally be located close to towns or villages, on designated Active Open Space land. All efforts will be required to be made to locate new sports facilities close to existing community facilities, schools or areas of dense residential development. The Council may consider providing sites for these purposes or may be prepared to make financial or other assistance available, subject to reasonable access being made available to the public and to reasonable safeguards for the continued use of the land as open space.

CD37: The development of new sports or active open space zones shall be accompanied by appropriate infrastructure including car parking and changing rooms.

Appendix 1: Development and Design Standards: Section 6: Community Developments and Open Space

Appendix 5: Landscape Assessment

5.1.2. Bray Municipal District Local Area Plan, 2018-2024:

Land Use Zoning:

The proposed development site is zoned as 'AOS: Active Open Space' with the stated land use zoning objective 'To protect and enhance existing and provide for new active open space'.

Description:

To facilitate the further development and improvement of existing active open spaces, formal exercise areas, sports grounds, playing pitches, courts and other games areas and to facilitate opportunities for the development of new high quality active recreational areas.

Other Relevant Sections / Policies:

Chapter 6: Community Development

Chapter 7: Tourism & Recreation

Chapter 8: Infrastructure:

Section 8.1.5: Road Objectives:

RO4: With respect to the major development area of Fassaroe, west of the N11 (Action Area 1):

- a) The development of this area shall include the provision of an access road from the N11 to Ballyman Road; the scale of such a route shall reflect its primary function as a service road for a new neighbourhood, rather than that of a 'by-pass'; the design and location of this route shall not affect the functionality of the major open space as a single park and an innovative design solution where park crossing is necessary will be required; access to the lands zoned for new residential in SLO-10 at Monastery shall be from Ballyman Road and any access road shall be designed to form an element of the future Fassaroe – Monastery link road.

Chapter 10: Key Development Areas:

AAP1: Action Area Plan 1: Fassaroe: Objectives (incl.):

1. Development shall be carried out in phases in the following manner:

Phase 1: Road link from N11 to Ballyman Road

Passive park (minimum of 8ha)

Active Open Space / Sports Zone (minimum of 14 ha)

Site identified and reserved for school campus

Neighbourhood Centre

Up to 2,000 residential units

Phase 2: Identification and reservation of site for additional primary school

Remainder of residential units

2. The development of this area shall include the provision of an access road from the N11 to Ballyman Road; the scale of such a route shall reflect its primary function as a service road for a new neighbourhood, rather than that

of a 'by-pass'; the design and location of this route shall not affect the functionality of the major open space as a single park and an innovative design solution where park crossing is necessary will be required.

9. Lands of not less than 22ha shall be laid out and dedicated to parks and active / sports uses (this corresponds to land use zones OS1 and AOS, but not OS2). Lands identified as OS2 generally comprise open, undeveloped lands encompassing flood plains, buffer zones along watercourses, rivers and Natura 2000 sites, steep banks, green breaks between built up areas, green corridors and areas of natural biodiversity. These lands are generally not considered suitable for new development, including for park use, and shall not be included in the required 22ha major open space.

5.2. Natural Heritage Designations

5.2.1. The following natural heritage designations are in the general vicinity of the proposed development site:

- The Ballyman Glen Special Area of Conservation (Site Code: 000713), approximately 180m north of the site.
- The Ballyman Glen Proposed Natural Heritage Area (Site Code: 000713), approximately 195m north of the site.
- The Knocksink Wood Proposed Natural Heritage Area (Site Code: 000725), approximately 690m southwest of the site.
- The Knocksink Wood Special Area of Conservation (Site Code: 000725), approximately 690m west-southwest of the site.
- The Powerscourt Woodland Proposed Natural Heritage Area (Site Code: 001768), approximately 1.2km southwest of the site.
- The Dargle River Valley Proposed Natural Heritage Area (Site Code: 001754), approximately 1.5km southeast of the site.

6.0 EIA Screening

6.1. Having regard to the nature and scale of the development proposed, the site location outside of any protected site, the nature of the receiving environment, the limited ecological value of the lands in question, the availability of on-site services, and the separation distance from the nearest sensitive location, 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.

7.0 The Appeal

7.1. Grounds of Appeal (*Ian Smith: Local Resident*)

- The proposed development is premature pending construction of the new distributor road from the M11 Junction 6 Fassaroe Interchange to the Ballyman Road (ENN11 Enniskerry Town Plan) (a section of this road has been completed between the M11 and the entrance to Roadstone while a new junction onto the Ballyman Road is presently under construction to serve a housing development).
- The existing soccer facility is served by a narrow and substandard laneway which is unsuited to the traffic volumes generated by the club and is incapable of accommodating the increased levels of traffic attributable to the proposed development.
- The existing laneway is privately owned while its surface dressing is subject to duress and is deteriorating in places. No maintenance agreement is in place for the repair and upkeep of the laneway.
- The existing parking provision on site will not be sufficient to cater for the proposed development with the result that cars will park along the laneway leading to a traffic hazard.
- The notification of the decision to grant permission does not include a condition similar to that imposed in respect of PA Ref. No. 07/2236 which required the development to be operated in accordance with the submitted

documentation while prohibiting its use separately by the general public on a commercial basis (unless otherwise agreed in writing with the Planning Authority).

- The proposal amounts to an intensification of development in a rural area with outstanding views from the surrounding hills and mountains.
- No conditions have been imposed as regards the hours of operation which could result in the late-night use of the shed and attendant traffic flows passing housing along the laneway.
- The traffic volumes consequent on the proposed development will have an adverse impact on the residential amenity of housing along Berryfield Lane and the Ballyman Road.
- No consideration has been given to the acoustic properties of the proposed shed, with particular reference to the noise generated by balls being kicked against its walls (the noise resulting from balls being kicked against the existing steel fencing on site is already a cause for concern).

7.2. Applicant Response

None.

7.3. Planning Authority Response

None.

7.4. Observations

None.

7.5. Further Responses

None.

8.0 Assessment

8.1. From my reading of the file, inspection of the site and assessment of the relevant policy provisions, I conclude that the key issues relevant to the appeal are:

- The principle of the proposed development
- Overall design and layout
- Traffic implications
- Impact on residential amenity
- Other issues
- Appropriate assessment

These are assessed as follows:

8.2. The Principle of the Proposed Development:

8.2.1. Having regard to the site location on lands zoned as ‘AOS: *Active Open Space*’ in the Bray Municipal District Local Area Plan, 2018-2024 with the stated land use zoning objective ‘*To protect and enhance existing and provide for new active open space*’, the wider policy provisions within the Plan in support of the sustainable development of high quality leisure and recreational facilities, and the planning history & established use of the site as a sports / recreation facility, in my opinion, the proposed development would represent a complementary extension of the existing site use and would contribute to its continuing development which would be of benefit to the wider community. Therefore, I am satisfied that the proposed development is acceptable in principle.

8.3. Overall Design and Layout:

8.3.1. In terms of assessing the visual impact of the proposed development, it should be noted in the first instance that although the site is located in an open rural area on the westernmost outskirts of the urban development boundary for Bray, it is nevertheless within an ‘*Urban Area*’ as shown in Figure 4.11: ‘*The Landscape Category Map*’ and Map 10.13(a) of the Landscape Assessment included at Appendix 5 of the Wicklow County Development Plan, 2016 - 2022. In this regard, Section 4.5.6: ‘*Urban Areas*’ of the Landscape Assessment states that all locations

designated as 'settlements' in the County settlement hierarchy are considered to be 'urban' areas for the purpose of landscape classification and as these settlements have already been held to be suitable for development (of the type allowed by the settlement strategy and the development standards of the plan), the impacts on the wider landscape of any such development have already been deemed acceptable. Therefore, it will not be necessary for developments in urban areas to have regard to the surrounding landscape classification or to carry out a landscape or visual impact assessment.

- 8.3.2. In a local context, the application site is located along the southern side of a minor local roadway (Berryfield Lane), which extends between Monastery / Enniskerry and Junction 6 on the M11 / N11, in a predominantly rural area characterised by undeveloped agricultural lands and intermittent piecemeal housing. It encompasses an existing sports facility that extends over 2.234 hectares to include a main playing pitch, an all-weather pitch, a training area, a clubhouse, and associated facilities, with the proposed shed to be situated between the main pitch and the perimeter roadside boundary.
- 8.3.3. The proposed shed (floor area: 245m²) is of a single-storey construction with a conventional shallow 'A'-framed pitched roof extending to a ridge height of 4.7m. It would appear to consist of prefabricated composite panels set within a supporting steel frame structure, although no details have been provided on the exact specifications of the wall and roof panelling (e.g. the inclusion or thickness of any insulation material), while the external finishes seemingly comprise steel / metal cladding (the colour scheme of which has not undisclosed). Broadly speaking, the general appearance of the structure will not be dissimilar to certain agricultural buildings.
- 8.3.4. Therefore, having regard to the overall design, scale and height of the proposed structure, its siting within an established sports complex where it will form part of a larger grouping of features (including a clubhouse of comparable size), the level of screening provided by the existing (and amended) mature hedging / tree planting along the roadside (northern) site boundary, the site location in an 'urban area' as designated in the County Landscape Assessment, and the wider context in which the application site forms part of a larger expanse of zoned lands earmarked for future

development, I am satisfied that the subject proposal will not detract from the visual amenity or the prevailing rural character of the wider area.

- 8.3.5. In specific reference to the concerns raised in the grounds of appeal as regards the potential for the proposal to impact on views available to / from surrounding hills and mountains, from a review of Schedule 10.14: '*Views of Special Amenity Value or Special Interest*' and Map No. 10.14A of the Development Plan, it would appear that the site is located within the viewshed northwards from 'Origin of View No. 6' ('Summerhill House Hotel: View towards the Cookstown Valley and Ballyman Glen'), however, it is my opinion that any views of the shed from this viewpoint are likely to be of minimal significance given the limited scale and height of the construction proposed, the separation distance involved (c. 1km), and the site location within an established sports complex in an 'urban area'. Further cognisance should also be taken of the fact that any visual impact attributable to the proposed development is likely to be of significantly less concern than that arising from the planned expansion of Bray town westwards along Berryfield Lane and beyond pursuant to the Fassaroe Action Area Plan (AAP1) contained in the Bray Municipal District Local Area Plan, 2018-2024.

8.4. **Traffic Implications:**

- 8.4.1. The existing sports complex is accessed via a minor local roadway / laneway known as Berryfield Lane and concerns have been raised that it does not have the capacity to accommodate any increase in traffic levels consequent on the proposed development. By extension, it has also been submitted that the proposal would be premature pending the completion of a new distributor road between the M11 Junction 6 Fassaroe Interchange and the Ballyman Road at Monastery / Enniskerry (pursuant to Objective No. ENN11 of the Enniskerry Town Plan, 2016 – 2022).
- 8.4.2. Following a site inspection, while I can confirm that the road network in the vicinity of the Junction 6 Fassaroe Interchange has been upgraded in recent years with a view to facilitating the future expansion of Bray as per the Fassaroe Action Area Plan, and although those improvements included for the realignment of the easternmost extent of Berryfield Lane in tandem with the provision of a new roundabout, the wider laneway is yet to benefit from any significant road improvement works (e.g. widening, realignment etc.). Broadly speaking, the overall width, alignment and condition of

Berryfield Lane gradually declines on travelling westwards from that wider section of carriageway serving housing towards the eastern end of the laneway (where there is sufficient width to allow two cars to pass side-by-side) before narrowing considerably with only limited passing opportunities at makeshift pull-in bays and private entrances etc. In the vicinity of the application site, the carriageway is of a reasonable alignment and surface condition with some widening works having been undertaken opposite the site access, however, on travelling further west the roadway continues to narrow before passing through a 'blind' bend and terminating at a substandard junction arrangement with Ballyman Road.

- 8.4.3. While I would acknowledge the deficiencies in Berryfield Lane, cognisance should be taken of the intended use of the proposed development and its likely traffic impact. In this regard, it has been submitted that the proposed shed will be used to accommodate the indoor training of up to 16 No. mainly underage players in the winter months and during inclement weather conditions when training outside is not appropriate. It will be open from 18:00 to 21:00 hours on weekdays with occasional use on Saturday mornings. Accordingly, it would appear that the proposed shed is intended to function as an alternative training venue within the existing sports complex as opposed to a new or additional facility and thus it would be reasonable to assume that it will not result in any increase in visitor numbers to the site. Although the possibility that the proposal will give rise to some increased usage on site cannot be entirely discounted, in light of the limited size and intended use of the proposed development in an ancillary capacity to the main sports facility, I am satisfied that the proposed development is acceptable in this instance and that any increase in traffic levels will be relatively minor and capable of being accommodated by the existing road network (noting that any road improvements undertaken as part of the future development of the wider Fassaroe Action Area Plan lands will serve to alleviate traffic pressures on Berryfield Lane). Should the Board have any particular concerns as regards the future use of the proposed shed, I would suggest that this is a matter which could be suitably managed by way of condition, if necessary.
- 8.4.4. With regard to the suggestion that the proposed development would be premature pending completion of a new distributor road between the M11 Junction 6 Fassaroe Interchange and the Ballyman Road at Monastery / Enniskerry, or that the works would otherwise prejudice either the construction of the link road or the upgrading of

Berryfield Lane, these concerns derive from Roads Objective RO4 of the Bray Municipal District Local Area Plan, 2018-2024 which requires the provision of an access road from the N11 to Ballyman Road as part of the development of the Fassaroe Action Area (as reiterated in the objectives for AAP1: Action Area Plan 1). For the purposes of clarity, I would advise the Board that Bray Municipal District Local Area Plan supersedes the Enniskerry Town Plan, 2012-2022 and the requirements of Objective ENN11 contained therein (as referenced in the grounds of appeal) which relate to the provision of a new distributor road from the Fassaroe Interchange to Monastery.

8.4.5. Although the Planning Authority's initial assessment recommended that confirmation be sought that the proposal would not prejudice the future development of the aforementioned road link and / or the upgrading of Berryfield Lane, this was set aside on the instruction of a senior staff member due to the scale of the works involved and as the layout of the development previously refused permission on neighbouring lands under PA Ref. No. 16/999 (which included a new link road passing to the immediate south of the subject site) had generally been accepted in principle by both the Planning Authority and the Board. In this regard, it is of note that the Roads Dept. had no objection to the proposed development.

8.4.6. Without commenting on the conclusions drawn by the Planning Authority as regards the Board's determination of PA Ref. No. 16/999 / ABP Ref. No. PL27.248705, I am satisfied that the subject proposal would not prejudice the development of the road link required by Roads Objective RO4 and / or the upgrading of Berryfield Lane. In support of the foregoing, I note that the proposed shed will be sited within the confines of the existing sports complex and will not impinge further on any future road improvement plans over that already associated with the current facility. Furthermore, the proposal will not interfere with the alignment of the link road as previously proposed under PA Ref. No. 16/999, which would appear to have been acceptable to the Planning Authority. I am also of the opinion that the 'reservation' identified for Roads Objective RO4 on Map No. TO1 (Transport Objectives Map) of the Local Area Plan is sufficiently broad to allow for any new road alignment or link road to avoid the application site (noting that the 'reservation' extends to both sides of Berryfield Lane and that the link road proposed under PA Ref. No. 16/999 was

planned to divert further south beyond the reserved lands and to the rear of the application site).

- 8.4.7. In specific reference to the concern that the proposal has the potential to undermine any future widening / upgrading of Berryfield Lane itself, I note that the proposed shed is will be set back 6.2m from the road edge while the presence of open agricultural fields along the northern side of the laneway would lend weight to the likelihood that any road widening / upgrading works at this location would probably be carried out in the main on that side of the carriageway. Therefore, I am unconvinced that the proposed development would interfere to any significant extent with any future realignment / upgrading of the laneway.
- 8.4.8. With respect to the site access arrangements, amended proposals were submitted in response to requests for further information and subsequent clarification to provide for improved sight distance onto Berryfield Lane. The proposed works involve the setting back of the outermost entrance piers and the recessing of the roadside boundary hedging to achieve sightlines of 59m in both directions to the near edge of the carriageway (with a mesh fence to be erected to the front of the new hedge line to prevent future vegetative growth from obstructing sightlines). In support of the foregoing, the applicant has submitted a traffic survey which has established a design speed of 60kph along Berryfield Lane with the proposed sightlines intended to accord with the 'Design Manual for Urban Roads and Streets'.
- 8.4.9. Having reviewed the details supplied, and following a site inspection, I would accept that the revisions proposed to the existing site access will provide for a considerable improvement in the sightlines on exiting the site and will generally improve traffic safety at this location.
- 8.4.10. In relation to the adequacy of the existing parking provision on site, I would reiterate my earlier comments that the intended use of the proposed shed as an alternative to outdoor training will not result in any increased usage on site and thus will not give rise to any additional traffic volumes or a heightened demand for parking. Any on-going difficulties / problems arising from haphazard parking in the vicinity of the site and along Berryfield Lane, such as may occur on match days, cannot be attributed to the proposed development.

8.5. Impact on Residential Amenity:

- 8.5.1. Concerns have been raised that the proposed development will have a detrimental impact on the residential amenity of housing along Berryfield Lane and the Ballyman Road by reason of increased traffic, however, it has already been established that the intended use of the proposed shed will not give rise to any significant increase in traffic volumes and therefore there can be no associated impact on the amenity of surrounding properties. Similarly, the opening hours of the proposed shed (18:00 to 21:00 hours on weekdays with occasional use on Saturday mornings) will tally with those of the existing complex thereby avoiding any extension of the facility's operating hours. Should the Board have concerns as regards the operation or use of the proposed shed, I would suggest that these could be satisfactorily addressed by way of condition.
- 8.5.2. The issue of noise nuisance arising from the proposed development, with particular reference to noise generated by balls being kicked against the shed's walls, has also been raised as a concern. While I would acknowledge that the acoustic properties of the proposed construction are unclear, given the established use of the sports complex, the separation from nearby noise sensitive receptors (with the closest dwelling being c. 70m away), the intended use of the shed, the limited numbers (16 No. max.) of underage players to be accommodated, and noting that the indoor nature of training activities conducted from within the shed will serve to attenuate the noise impacts arising, I am not of the opinion that any additional noise attributable to the development would be of such magnitude as to significantly impact on the residential amenity of nearby properties or to warrant a refusal of permission.

8.6. Appropriate Assessment:

- 8.6.1. Having regard to the limited nature, scale and use of the development under consideration, the development location within an established sports facility / complex, the nature of the receiving environment, the availability of existing services on site, the absence of any foul water discharge from the proposed development, and the proximity of the lands in question to the nearest European site, it is my opinion that no appropriate assessment issues arise and that the development would not be likely to have a significant effect, either individually or in combination with other plans or projects, on any Natura 2000 site.

9.0 Recommendation

- 9.1. Having regard to the foregoing, I recommend that the decision of the Planning Authority be upheld in this instance and that permission be granted for the proposed development for the reasons and considerations, and subject to the conditions, set out below:

10.0 Reasons and Considerations

- 10.1. Having regard to the nature and scale of the proposed development, the land use zoning of the site as 'AOS: Active Open Space' in the Bray Municipal District Local Area Plan, 2018-2024, and the established use of the site as a sports/recreation facility, it is considered that, subject to compliance with the conditions set out below, the proposed development would not seriously injure the amenities of the area or of property in the vicinity, would be acceptable in terms of traffic safety and convenience, and would 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 as amended by the further plans and particulars submitted on the 3rd day of December, 2020, the 21st day of December, 2020 and the 15th day of April, 2021, 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. The improvements to the existing site access shown on Drawing Numbers 04999/PL01 & 04999/PL02 received by the Planning Authority on the 15th day of April, 2021, shall be completed at the developer's expense and to the written satisfaction of the planning authority in advance of the making available for use of the proposed shed by the developer.

Reason: In the interest of traffic safety.

3. The proposed development shall be used solely for the purposes indicated in the documentation submitted to the planning authority on the 3rd day of December, 2020, the 21st day of December, 2020 and the 15th day of April, 2021.

Reason: In the interest of protecting the residential amenities of nearby properties.

4. Details of the materials, colours and textures of all the external finishes to the proposed shed shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.

Reason: In the interest of visual amenity.

5. The disposal of surface water shall comply with the requirements of the planning authority for such works and services.

Reason: In the interest of public health and to ensure a proper standard of development.

Robert Speer
Planning Inspector

20th July, 2021