



An
Bord
Pleanála

Inspector's Report

ABP-313054-22

Development

Removal and replacement of 2 existing car parking spaces and the extension of the existing car park to provide 16 spaces and 3 Bicycle Storage Bays and all associated site development works.

Location

Unit 1, IDA Business Park, Dangan, Galway.

Planning Authority

Galway City Council

Planning Authority Reg. Ref.

2149

Applicant(s)

Silver Fir Ltd.

Type of Application

Permission

Planning Authority Decision

Refuse Permission

Type of Appeal

First Party

Appellant

Silver Fir Ltd.

Observer(s)

None

Date of Site Inspection

21st December 2022

Inspector

Ian Campbell

1.0 Site Location and Description

- 1.1. The appeal site is located at the IDA Dangan Business and Technology Park, Dangan, Galway. Dangan Business and Technology Park has an overall site area of c. 3 ha. and is located on the northern side of the N59, c. 2.3 km north-west of the centre of Galway, north of NUIG and west of NUIG Park and Ride. There is a signalised junction (4 arm) at the entrance to the Dangan Business and Technology Park with the N59 and Thomas Hynes Road.
- 1.2. Documentation submitted with the planning application states that Dangan Business and Technology Park is split into 10 separate sites, each owned/leased by separate parties and is served by 564 no. car parking spaces.
- 1.3. The appeal site, referred to as Site 1, accommodates a two storey office building with a stated floor area of 1,557 sqm served by 55 no. car parking spaces¹.
- 1.4. The appeal site comprises part of the surface car park serving Site 1 and an amenity area south of the existing car park. There are a number of trees within this amenity area. The appeal site has a stated area of 540 sqm/0.054 ha. The blue line boundary associated with the appeal site extends to include the lands north and south of the appeal site.

2.0 Proposed Development

- 2.1. The proposed development comprises alterations and extension to an existing car park. The proposal entails the removal of 2 no. car parking spaces in order to create an entrance to the car park from the existing car park, the relocation of these 2 no. spaces and the provision of 16 no. car parking spaces (a net increase of 16 no. car parking spaces)².

¹ Information in relation to the floor area and car parking provision of Unit 1 is derived from the applicant's appeal submission. I note discrepancies between the information submitted from MKO and the report from McMahon Associates in relation to car parking provision and the floor area of Unit 1. I have based my assessment on the information submitted from MKO as this information relating to car parking and floor area is referenced in a more consistent manner.

² Following further information stage, the overall net increase in car parking spaces was reduced from 16 no. to 15 no.

- 2.2. The proposed development also includes the removal of an existing bin storage bay, the partial demolition of a stone wall adjacent to a bin storage bay, 3 no. bicycle storage bays and associated site development works. To facilitate the proposed development, it is proposed to remove 4 no. trees³.
- 2.3. A Traffic Assessment was submitted with the planning application. This assessment sets out car parking provision at IDA Dangan Business and Technology Park on a building by building basis, comments on traffic circulation, and outlines potential measures to deal with car parking issues. The floor area of the building on Site 1 is stated in the Traffic Assessment as being 1,800 sqm whereas in the documentation submitted by MKO it is stated as being 1,557 sqm. The Traffic Assessment refers to 111 no. car parking spaces serving Unit 1 (42 no. of which are pay parking spaces) however the documentation submitted by MKO refers to Unit 1 being served by 54 no. spaces (and elsewhere 55 no. spaces), and in response to the further information request confirms that there are no parking control/management measures in operation at the site. Additionally, I note that the Traffic Assessment refers to drawings contained within an Appendix however I note that these are not attached.
- 2.4. The correspondence submitted with the planning application (from Ryan Hanley Consulting Engineers whom it is stated occupy 50% of Unit 1) attests to the shortage of car parking spaces and states that additional car parking is required for staff who commute to work by car from locations where public transport is not available. Correspondence from a medical device company similarly refers to a shortage in car parking at the site.

3.0 Planning Authority Decision

3.1. Request for Further Information

Prior to the decision of the Planning Authority to REFUSE permission for the proposed development, the Planning Authority requested Further Information.

3.1.1. Further Information was requested on the 22nd April 2021 as follows:

³ An Arboricultural Impact Assessment submitted at further information stage provides details of trees to be removed from the site.

- Provide a justification for additional car parking (with any justification proposed being on the basis of 'specialist office' at a rate of 1 space per 75 sqm).
- Demonstrate that the proposal complies with the Galway Transport Strategy (GTS) and the Galway City Development Plan 2017-2023.
- Confirm compliance with DMURS in relation to permeability, and pedestrian, cycle and vehicular connectivity.
- Submit a Mobility Management Plan (MMP), and clarify the relationship with the NUIG campus and the NUIG campus MMP, if applicable.
- Submit an operational management plan for car parking on the site, and in the context of the overall IDA campus, to include details of EV vehicles, cycle/motorcycle and enforcement.
- Confirm how EV charging is to be provided/managed.
- Submit details of public lighting design.
- Review the location and design of bicycle bays in the context of convenience, accessibility and their ability to be surveilled.
- Demonstrate how trees are to be retained/protected.
- Submit a tree survey report and bat survey.
- Break up blocks of car parking and incorporate landscaping.
- Confirm discrepancy in the red line boundary between Drawing PL02 and PL03.

3.1.2. Further Information submitted on the 20/12/2021:

- Item 1: The proposed additional car parking is intended to serve Unit 1 only; The wider car parking within the IDA campus is not centrally managed and it is up to each unit owner/occupier to manage their own car parking areas; The basis for the Planning Authority requiring car parking to be determined on the basis of 'specialist office' is unclear. There is no specific provision in the Galway City Development Plan which categorises office space as 'specialist office' or otherwise and the only way to establish whether existing office space is 'specialist' or standard is with reference to the governing planning permission. The IDA campus was permitted under PA Ref. Ref.82/491, condition no. 4 of which referred to uses within the campus being confined to uses specified in paragraph 2.3 of a report which was submitted with the planning application.

The various office uses set out under paragraph 2.3 include both specialist and standard office use, and as such the parent permission allows for the entire campus, including Unit 1, to be used for standard office use; The current tenants of Unit 1 could be described as standard office uses; Having regard to the forgoing, car parking should be calculated on the basis of standard office use at a rate of 1 space per 25 sqm, as per Table 11.5 of the GCDP 2017 – 2023; The applicant contends that there is a shortfall of 11 no. car parking spaces to serve Unit 1, that the proposal marginally exceeds the GCDP car parking requirement, and noting the 10% allowance contained in the GCDP for overprovision of car parking, that the proposal would come within the parameters of the GCDP; PA. Ref. 00/369 sets a precedent for additional car parking with permission having been previously granted at Unit 1 for 41 no. car parking spaces. The upper deck of this car park comprised c. 50% of the spaces and was never completed.

- Item 2: The key objectives of the GTS relate to sustainable transport, the management of traffic, and maintaining/developing/upgrading infrastructure. Modelling associated the N6 Galway City Transport Project indicates a 4% reduction in traffic flows on the N59. The site is located within proximity to a number of bus stops and under the GTS it is proposed to develop a cycle network in the vicinity of the site.
- Item 3: The layout of the proposal has been revised to ensure that 2 way access can be provided by means of a 5 metre wide access. Parking space dimensions comply with DMURS.
- Item 4: The IDA campus is separate to NUIG and does not fall within the study area of the NUIG MMP. Details of a MMP for Unit 1 outlined, MMP to be overseen by a MMP coordinator. The provision of additional cycle bays and changing and shower facilities will enhance the attractiveness of cycling. Proximity to bus stops is also referred to.
- Item 5: Regarding operational management, whilst signage within the car park warns of clamping there are no parking control or management measures in place for Unit 1, or within the IDA campus. No unauthorised parking takes place within the car park and no measures are required. Should unauthorised car parking become an issue, management measures could be introduced.

- Item 6: It is not proposed to provide EV charging within the proposed extended car park however this is subject to ongoing review.
- Item 7: Lighting can be agreed with the Planning Authority should permission be granted, and will be designed to ensure that no impact on bats occurs.
- Item 8: The location of bicycle parking has been reviewed. A further 4 no. covered spaces are now provided west of the building.
- Item 9: An Arboricultural Impact Assessment and a Tree Protection Plan have been submitted. 4 no. B2 category (i.e. good quality) trees are to be removed, along with 1 no. dead tree and a planting scheme is proposed.
- Item 10: (see Item 9 above re. trees). A bat survey was submitted indicating that no habitat loss is anticipated as a result of the proposed development, no significant direct or indirect impacts on bat species of conservation concern are anticipated, and provided the proposed development is carried out in accordance with best practice and mitigation, no significant impacts on local bat populations are anticipated.
- Item 11: The layout of the car park has been revised. The proposal now entails 15 no. car parking spaces (a reduction of 1 no. space).
- Item 12: Discrepancies in drawings have been addressed through the submission of 2 new drawings, Drawing No. PL02 and PL03.

A Traffic and Transport Statement and Outline Mobility Management Plan was also submitted in response to the Further Information request. Extracts from this document are contained in the individual responses to each Further Information item.

3.2. **Decision**

The Planning Authority issued a Notification of Decision to REFUSE Permission on the 17th March 2021 for the following reason;

1. The proposed development is not in compliance with the Galway Transport Strategy, and the policies contained in Chapter 3 (Transportation) of the Galway City Development Plan 2017-2023, to address the existing congestion on the road network and reduce the negative impact of vehicular traffic on the functioning and experience of the city, and represents over-provision of car parking spaces contrary to Section 11.10.1 Parking Space Requirement of the Galway City Development Plan 2017-2023. The applicant has failed to

demonstrate adequate justification for the additional car parking spaces proposed, the proposal would create an adverse impact on the road network at this location, would be at variance with the foregoing transport strategy for the city and would not comply with Policy 3.3 Galway Transport Strategy (GTS)

3.3. Planning Authority Reports

3.3.1. Planning Reports

The first report of the Planning Officer summarises the comments made by the Transportation Section of Galway City Council, the N6 Galway City Ring Road Project Office and Transport Infrastructure Ireland (TII).

Further Information recommended.

3.3.2. The second report of the Planning Officer includes the following comments;

- Noted that Condition No. 4 of PA. Ref. 82/491 provides that the business park is for 'specialist office' use, as distinct from standard office use which principally provides services to visiting members of the public, and as such the applicable car parking standard is considered to be 1 space per 75 sqm. Based on a building floor area of 1,557 sqm the car parking requirement is therefore 20 no. spaces. The existing provision of 54 no. car parking spaces represents a 170% overprovision, with the proposal representing an overprovision of 245%.
- Notwithstanding the applicant's contention in relation to the different type of office user within Unit 1, no comprehensive justification for the increase in car parking has been provided.
- The proposal, represents a significant overprovision in the context of the maximum car parking requirements and is contrary to the GTS which supports opportunities that will reduce congestion and car dependency.

The report of the Planning Officer recommends a refusal of permission consistent with the Notification of Decision which issued.

3.3.3. Other Technical Reports

Environment Section – no objection subject to standard conditions.

Climate Change and Environment Section – no specific comment provided.

N6 Galway City Ring Road (GCRR) Project Design Team – notes that site is outside fence line for N6 GCRR but within the GTS area, of which the GCRR is a major component. The provision of additional car parking without any associated increase in employment or change of use of the existing building is unwarranted.

Transportation Department – notes that additional parking has not been justified; evidence of compliance with GTS, CDP and DMURS required; Mobility Management Plan required, and confirmation of the relationship with NUIG; operational management plan and lighting design plan required.

Prescribed Bodies

Transport Infrastructure Ireland (TII) – First report notes no comment. Second report notes that the proposal is at variance with DoECLG Spatial Planning and National Roads Guidelines for Planning Authorities (2012) as the proposed development would adversely affect the operation and safety of the national road network, specifically, the site of the proposed development is located in close proximity to the preferred and/or approved route of a national road scheme and could prejudice plans for the delivery of this scheme (contrary to Section 2.9 of Guidelines) and it is unclear that the proposed development is consistent with the Galway Transport Strategy as public transport accessibility and facilities are currently limited in this area and the level of car parking provision would imply that the development would promote an undesirable dependence on the private car and therefore, may impact adversely on the efficiency and operation of the existing and future national road network in the area. If the proposal is found to be inconsistent with the GTS, the proposal in its current form would be considered to be at variance with the provisions of the DoECLG Spatial Planning and National Roads Guidelines for Planning Authorities (January, 2012). A third report was received from TII stating that should the proposed development be permitted, it shall be undertaken in accordance with the recommendations of the Traffic Assessment; that the Planning Authority are advised of the requirement to protect national road schemes from development/accesses, and that it remains

unclear whether the proposal is consistent with the GTS, as public transport is limited in this area.

3.4. **Third Party Observations**

1 no. observation was received by the Planning Authority. The following is a summary of the main issues raised in the third-party observation:

- Permeability and accessibility concerns;
- Cycle parking is deficient.
- Justification for proposal unclear.

4.0 **Planning History**

Appeal Site:

PA. Ref. 02/388 – Retention permission GRANTED for car park (at variance with the 2 storey car park permitted under PA. Ref. 369/00).

PA. Ref. 00/369 – Permission GRANTED for extension to office building and 2 storey car park.

PA. Ref. 82/491 – Permission GRANTED for business park.

Condition No. 4

The uses of the proposed buildings shall be confined to uses similar to those defined in paragraph 2.3 of the report accompanying the application and uses of individual buildings are to be the subject of separate applications.

Reason: In the interests of the proper planning and development of the area and to protect existing residential and institutional amenity.

5.0 Policy Context

5.1. National Policy

5.1.1. National Climate Action Plan 2023

The National Climate Action Plan 2023⁴ notes that the availability and price of car parking plays a major role in people's choice to use a car, impacting on climate emissions and traffic congestion and the efficient operation of urban areas; that the quantum, pricing and form of parking needs to be managed carefully so as to favour sustainable modes over car usage; and that broadly speaking Planning Authorities should not require specific minimum levels of car parking with the exception of disabled parking, with maximum levels of car parking provision applied at locations with good public transport.

5.1.2. National Planning Framework

NPO 64 - Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions.

5.1.3. Spatial Planning and National Roads – Guidelines for Planning Authorities, 2012

The Guidelines seek to maintain the efficiency, capacity and safety of the national road network. Paragraph 1.4. of the Guidelines provide that the strategic traffic function of national roads should be maintained by limiting the extent of development that would give rise to the generation of short trip traffic on national roads.

5.2. Regional Policy

5.2.1. RSES – in respect of Galway, the RSES notes that 'commuter travel patterns indicate a heavy dependence on car usage, in particular travel to work and school trips. These

⁴ See pages 196 – 197 of the National Climate Action Plan 2023.

patterns give rise to significant congestion on the road network particularly during peak times which negatively impacts on the economy and the experience of the urban environment’.

5.3. Development Plan

5.3.1. The proposed development was considered by the Planning Authority under the Galway City Development Plan 2017-2023 however the Galway City Development Plan 2023-2029 came into effect on the 4th January 2023 and is now the relevant development plan.

5.3.2 The appeal site is zoned ‘Community, Culture and Institutional’ (CF) under the Galway City Development Plan 2023 – 2029, with an objective ‘*to provide for and facilitate the sustainable development of community, cultural and institutional uses and development of infrastructure for the benefit of the citizens of the city.*’ The appeal site is located within the ‘Established Suburbs’ (see fig, 3.1 & also 11.32 Galway City Development Plan 2023 – 2029).

5.3.4. The provisions of the Galway City Development Plan 2023-2029 relevant to this assessment are as follows:

- 11.11.1 Parking Space Requirement
- Table 11.6 Parking Space Requirement for Different Types of Development

5.3.5. Galway Transport Strategy 2016 (GTS) – The GTS supports opportunities that will reduce congestion and car dependency through increased capacity of reliable and sustainable public transport and the promotion and facilitation of cycling and walking, which in turn promotes the reduction of greenhouse gas emissions. In relation to car parking, and in order to discourage commuter car parking and encourage the transfer to public transport, it is a strategic objective of the GTS to restrict car parking within the city centre area and encourage major employers to develop mobility management proposals.

5.4. Natural Heritage Designations

- Lough Corrib pNHA (Site Code: 000297), c. 450 metres north.

- Lough Corrib SAC (Site Code: 000297), c. 450 metres north.

5.5. EIA Screening

Having regard to the limited nature and scale of the proposed development, 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

This is a first-party appeal against the decision to refuse permission. The grounds for appeal can be summarised as follows;

- The current site does not provide adequate parking for vehicles or bicycles. The GCDP⁵ states that adequate space must be available for parking within a site (Section 11.9.1).
- The basis of the Planning Authority decision to refuse permission for the proposed development stems from calculating car parking on the basis of 'specialist office', which it is contended is the incorrect standard. The parent permission for the business park does not limit the premise to 'specialist office' but rather refers to uses 'similar to those defined in paragraph 2.3 of the report accompanying the application'. There is a considerable overlap in the range of uses listed in Class 2, Part 4 of the Planning and Development Act, 2000, which the Planning Authority identify as being standard office use. The occupiers within Unit 1 do not comprise specialist office, for example Ryan Hanley Engineering who occupy c. 50% of Unit 1.
- Section 11.10.1 of the GCDP states that parking requirements shall not be exceeded by more than 10% of the assessed demand. In this case, based on the floor area of Unit 1 at 1,557 sqm, the assessed demand plus 10% would

⁵ The appeal submission references the Galway County Development Plan 2017-2023.

equate to approx. 69 no. spaces. There are currently 55 no. spaces serving Unit 1, which represents a potential shortfall of 14 no. car parking spaces if the entirety of the unit was to be occupied by standard office users.

- The Planning Authority has previously granted additional car parking for Unit 1. Under PA. Ref. 00/369 permission was granted for 41 no. car parking spaces. The upper deck comprised c. 50% of the spaces but never completed.

6.2. **Planning Authority Response**

None received.

6.3. **Observations**

None received.

7.0 **Assessment**

7.1. I consider the main issues in relation to this appeal are as follows:

- Scope of Appeal
- Principle of Development & Justification
- Compliance with National & Development Plan Policy
- Traffic Impact
- Appropriate Assessment

7.2. **Scope of Appeal**

7.2.1. Following the submission of further information, the number of car parking spaces proposed was reduced from 16 no. to 15 no. I intend to assess the revised proposal, the layout of which is set out on the proposed site layout plan (*Drawing No. P103*) received by the Planning Authority on the 20th December 2021.

7.3. **Principle of Development & Justification**

7.3.1. The appeal site is zoned 'Community, Culture and Institutional' (CF) under the Galway City Development Plan 2023 – 2029. Having regard to the ancillary nature of the

proposal relative to the wider land use on the site, that being office development, I consider that the proposed development is consistent with the applicable land use zoning, and as such I consider the principle of the proposed development to be acceptable.

7.3.2. The proposal for additional car parking is not based on any proposed increase in the floor area of Unit 1, commensurate increase in the number of employees within Unit 1, or change of uses within same, and based on the documentation submitted the additional car parking is intended to serve existing employees. As stated by the first party, there are currently no car parking management/control measures in operation at the appeal site. At the time of my site visit I noted that there was available capacity within the car parking serving Unit 1. Whilst the first party has submitted a Mobility Management Plan in response to the Planning Authorities request for further information it appears that this is prospective and there is no Mobility Management Plan currently in operation. Having regard to the forgoing, I am not satisfied that a demonstrable need for additional car parking has been made. I also note that existing car parking at Unit 1 operates in the absence of demand management and parking enforcement measures and as such I am not satisfied that a residual demand for additional car parking has been established.

7.3.3. The first party contends that as permission was previously granted for additional car parking on the appeal site, and that as this permission was only partially implemented, there is capacity to permit additional car parking. Noting the historic nature of this permission and the wider prevailing policy context which has come into force in the intervening period which seeks to reduce car dependence and promote the use of public transport, I do not consider this contention to represent as reasonable basis for additional car parking.

7.4. Compliance with National & Development Plan Policy

National Policy

7.4.1. I note the provisions of higher level policy in respect of reducing the reliance on the private car and increasing a modal shift to public transport. Regarding private car usage and car parking within urban areas, the National Climate Action Plan 2023

seeks to reduce and limit the provision of car parking as part of developments within urban areas in order to reduce car dependency and promote public transport usage. The NPF promotes integrated land use and spatial planning that supports more favourable modes of transport to the private car. The GTS, which in response to issues associated with car dominance within Galway City, seeks to discourage commuter car parking and encourage major employers to develop mobility management proposals. As addressed at paragraph 7.3.2., a robust justification has not been made for the proposed development, and in the absence of appropriate demand management and parking enforcement measures in the first instance, the proposal in my opinion does not accord with the provisions of high level policy, namely the National Climate Action Plan 2023, NPF or GTS, which seek to reduce car dependency.

Galway City Development Plan 2023 – 2029

- 7.4.2. Table 11.6 of the Galway City Development Plan 2023 – 2029 (GCDP) sets out quantitative (maximum) car parking standards based on land use typology, and refers to two different types of office use, namely ‘office and banks’ and ‘specialist office’. Section 6.3.6 of the GCDP states that *‘Office use includes for a broad range of activity. It can include direct services to the public such as professional, financial, business, or can have more of a corporate nature and technology driven focus classed as specialist offices’*, and also recognises that there can also be an overlap between both office types. The Development Plan notes that *‘the main focus for general office use still remains in the city centre’* with *‘the larger technology type evolving from manufacturing models are predominantly located on the fringe business parks’*. The first party contends that proposal should be determined on the basis of standard office use (at a rate of 1 space per 25 sqm), and not specialised office use (at a rate of 1 space per 75 sqm), as contended by the Planning Authority. In support of this position the first party states that condition no. 4 of PA Ref. Ref.82/491, under which the IDA campus was permitted, permitted uses which are analogous with both specialist and standard office type uses, and as such allows for the entire campus, including Unit 1, to be used for standard office use. Additionally, the first party states that the offices which are operating within Unit 1 are more aligned with standard offices. I note that the Galway City Development Plan acknowledges that overlap may exist between both office types and as such I consider that a balanced approach is required in considering which

office typology and therefore which car parking standard pertains. Having reviewed the uses permitted under PA Ref. Ref.82/491, I consider that the majority of uses referred to are akin to specialist office. Further to this, I also consider that the nature of the offices operating from Unit 1 require consideration and in this regard I note that minimal information has been submitted. Irrespective of whether the proposal is considered on the basis of 'office and banks' or 'specialised office', the proposal for 15 no. car parking spaces in addition to the 55 no. existing spaces would result in an overprovision of car parking serving unit 1⁶.

7.5. Traffic Impact

7.5.1. Concerns are noted in the report of the Planning Authority and in the second observation from TII in relation to the potential impact of the proposed development on the N6 GCRR. Having regard to the nature and scale of the proposed development, and the location of the site outside the fence line for the N6 GCRR, I do not consider that the proposal would have a significant impact on the delivery or future viability of this infrastructure project.

7.5.2. The third/final observation from TII advised of the requirement to protect national road schemes from development/accesses. The proposal is intended to cater for existing staff and will therefore result in an increase in the number of cars using the road network for short trip/commuter traffic, with a resultant increase in the number of turning movements at the entrance to the IDA Business Park. In the absence of a clear justification for additional car parking and noting that the proposal would represent an oversupply of car parking, in my opinion, the proposed development would not accord with the Guidelines, generating additional traffic on the national road network, where it is an objective to maintain the strategic function of national roads by limiting the extent of development that would give rise to the generation of short trip traffic.

7.6. Appropriate Assessment

⁶ When considered on basis of 'office and bank' typology, Unit 1 with stated gross floor area of 1,557 sqm would have a maximum car parking requirement of 62 no. spaces. The first party states that Unit 1 is currently served by 55 no. spaces, therefore the 15 no. additional proposed spaces would result in 70 no. spaces. If considered as 'specialised office' Unit 1 would have a maximum car parking requirement of 20 no. spaces. Under the GCDP 2023 - 2029 there is no provision for a 10% overprovision as referred to by the first party in the context of the previous GCDP.

- 7.6.1. Having regard to the nature and limited scale of the proposed development, to the serviced nature of the site, the developed nature of the landscape between the site and European sites and the lack of a hydrological or other pathway between the site and European sites, it is considered that no Appropriate Assessment issues arise and that the proposed development would not be likely to have a significant effect either individually or in combination with other plans or projects on any European site.

8.0 Recommendation

- 8.1. I recommend that planning permission for the proposed development should be refused for the reasons and considerations set out below.

9.0 Reasons and Considerations

1. Having regard to the absence of a clear justification for additional car parking and to the oversupply of car parking which is proposed, it is considered that the proposed development would lead to the creation of an unsustainable car dependent development and would militate against the overarching objectives of the National Climate Action Plan 2023, which seeks to reduce and limit the provision of car parking in order to reduce car dependency and promote public transport usage, the National Planning Framework – Project Ireland 2040, which supports more favorable modes of transport to the private car, and the relevant provisions of the Galway City Development Plan 2023 – 2029, specifically Table 11.6 - Parking Space Requirement for Different Types of Development: Maximum Standards. The proposed development would, therefore, be contrary to the proper planning and sustainable development of the area.
2. The proposed development would result in the intensification of the use of an existing access onto the N59 National Secondary Road and would be at variance with national policy in relation to the control of development on national roads as set out in the Spatial Planning and National Roads Guidelines for Planning Authorities issued by the Department of the Environment, Community and Local Government in January, 2012, which seeks to secure the efficiency, capacity and safety of the national road network. The proposed development, by itself, or by the

precedent which the grant of permission for it would set for other relevant development, would adversely affect the use of a national road by traffic and would be contrary to the proper planning and sustainable development of the area.

Ian Campbell
Planning Inspector

7th March 2023