



An
Bord
Pleanála

Inspector's Report

ABP-319533-24

Development	Extension to healthcare clinic and all associated site works.
Location	Galway Clinic, Doughiska, Galway, H91 HHT0
Planning Authority	Galway City Council
Planning Authority Reg. Ref.	2460039
Applicant(s)	Galway Clinic, Doughiska Unlimited Company
Type of Application	Permission
Planning Authority Decision	Grant Permission
Type of Appeal	Third Party
Appellant(s)	Sheila Furey
Observer(s)	None
Date of Site Inspection	30 th October 2024
Inspector	Darragh Ryan

1.0 Site Location and Description

- 1.1. The Galway Clinic is located on the eastern suburb of Galway City at Martin Junction on eastern side of Bothar na dTreabhn N6/N67. The hospital is located approx. 7km from Galway City Centre.
- 1.2. The Doughiska neighbourhoods are located across the N67 road east of the site. To the north of the site is greenfield agricultural land that makes up lands associated with future Ardaun local area plan. Immediately south of the site is low density rural agricultural development and across the N67 is the Roscam neighbourhood.
- 1.3. The hospital building is between 3 and 4 storeys in height and consists of 110 beds in four wards, 5 operating theatres, two dedicated to orthopaedics, full Imaging Department, including CT, MRI, Nuclear Medicine, laboratory, Day Centre. Radiotherapy Unit, reception, waiting, administration and Engineering. There are also 32 Consulting Suites in a separate wing connected to the hospital. Site area is stated at .230 hectares – area of extension.

2.0 Proposed Development

- 2.1. The proposed development comprises the following:
 - 2 no. storey extension to the rear of the Galway Clinic providing healthcare facilities. (GFA: 1,637.6 sq.m) comprising additional enhanced medical assessment, diagnostic facilities, staff changing and medical storage facilities.
 - Provision of enclosed plant room at roof level of proposed extension (GFA 413.46 sq.m)
 - Alterations to external areas comprising the provision of new ambulance bay, realignment of the internal campus access road and the removal of 48 no. car parking spaces.
 - Provision of single storey LV switch room at lower ground floor level on the eastern elevation of the Galway Clinic (GFA: 31.8 sq.m).
 - Provision of landscaping, boundary treatments, public lighting and all other site development works and services ancillary to the proposed development.

3.0 Planning Authority Decision

3.1. The planning authority issued a decision to grant permission subject to the 14 conditions. The conditions of note include:

C5 – The development shall be carried out and operated in accordance with the provisions of the mobility management plan submitted to the planning authority on the 9th of February 2024.

C6 – Prior to commencement of development revised drawings shall be submitted indicating the provision of 70 sheltered bike parking spaces on lands that are within the control of the applicant.

C14 - Prior to the commencement of development, a financial contribution of €81,880 (Eighty-one Thousand, Eight Hundred and eighty Euro) shall be paid by the developer to the City Council towards the cost of provision of public services in the area

3.2. Planning Authority Reports

3.2.1. There is a single Planning Report on file. The assessment addressed the following:

- The proposed extension is in keeping with the zoning for Galway City – Zoned CF.
- The proposal accords with Policies Policy 6.7 Health & Education Sector and Policy 7.8 Healthcare Facilities.
- Design statement as submitted highlights the high quality of design proposed. The design is acceptable in this instance. There are no issues with regard to overlooking of residential properties
- Satisfied with the contents of AA screening provided – proposal will not have any impact on European Sites.
- Satisfied that the Sustainability Statement and SUDS designs are acceptable.
- Satisfied that the Traffic and Transport Assessment and reduction in car parking numbers on site are acceptable.

3.2.2. Other Technical Reports

- Surface Water Drainage Section – No objection subject to condition.
- Active Travel Unit, Transportation Section – No objection regarding development subject to conditions.
- Transportation Section – No objection subject to conditions.

3.3. Prescribed Bodies

- None

3.4. Third Party Observations

There are three third party observations on file the issues raised will be addressed as part of the appeal. The issues can be broadly summarised as follows:

Lives close to the clinic and have concerns regarding the reduction in onsite parking.

- Planning permission was previously granted to the Galway Clinic to erect a multi-storey car park based on the need at the time for additional parking spaces and to provide for the future increases in demand.
- Prior to that additional capacity being added there were many issues with cars parking along the public road, blocking entrances, impeding residents when driving and walking in the area, making it dangerous for drivers and pedestrians.
- The proposed reduction in parking facilities, with the multi storey always being full would encourage parking on public road.
- There is not now or will there be a bus network that would enable the majority of users of the Galway Clinic to avoid driving.
- The entrance is hazardous and there have been accidents because of previous work carried out at the clinic that created the wrong road layout and changed the direction of the main road, which originally went straight, to having an adjacent road bend into the Galway Clinic as the main road.

- Adding additional facilities, with all the additional users that would bring to the clinic would make this situation even more dangerous and unsafe.
- Issues with previous planning permission at the entrance to the clinic, resulted in the existing road layout been changed, and a significant road hazard being created. There have been several road accidents, however the layout has yet to be rectified and continues to be a dangerous situation.
- The proposed application which seeks to increase the capacity of the clinic, would increase the number of persons exposed to this significant road safety hazard, and increase the risk to those using the public road.
- The congestion in the vicinity of the clinic has already increased due to previous expansion and demand, a further increase in the density of the site, would add still further to the traffic congestion, negatively impacting the properties in the immediate vicinity of the clinic.
- The removal of 48 parking spaces is not consistent with the previous planning permission granted for the multi-storey car park; that sought not only to address the under capacity at the time but also to provide for future increases in demand.
- There is a need to address the overspill onto the public road, from insufficient parking capacity. The use of the verges along the public road for parking by persons visiting the clinic which forces pedestrians onto the road and obstructs entrances and the road for other drivers continues to be an issue in the vicinity of the clinic. Any reduction in onsite parking would result in inadequate parking arrangements and worsen what is already a hazardous and unsatisfactory situation here.

4.0 Planning History

- PA reg ref 17/234 - Permission granted for a one-storey high extension to existing hospital on lands (site area 4.9 hectares) comprising new electrical equipment rooms at first floor level totalling 76 sq. metres in additional floor area, by means of enclosing an existing open area of roof above ground floor accommodation, with top of new external wall parapet to match existing adjoining parapet level of +49.34.
- PA reg ref 17/81 - E.O.D. permitted on Pl. Reg. Ref. No. 12/135. Permission is sought for a new five-storey accommodation wing attached to the existing hospital building on lands (site area 4.9 hectares). The new wing shall provide in-patient accommodation for 79 persons comprising 3 no. wards on first, second and third floor levels, each with 21 no. single bedrooms and a new I.C.U. at ground floor level to include 16 no. single bedrooms. The new wing shall also include 3 no. endoscopy rooms with an endoscopy cleaning room at ground floor level and engineering workshops, stores, plant rooms & waste rooms at lower ground floor level, a new lift, and stairs together with a reconfigured external service area. Parapet height of the new accommodation wing shall match the parapet height of the existing accommodation wing at +55.70. Existing stairs (no. 7) to be extended up to give access onto roof level and to have a parapet height of +58.90
- PA reg ref 15/339 - Permission granted for an extension to the existing hospital building to provide additional A&E, diagnostic and treatment facilities on lands (site area 4.9 hectares). The works will comprise:- (a) two storey (plus roof level plant room) extension over existing single-storey diagnostic block, which will provide a new A&E department at first floor level and additional diagnostic and treatment facilities including two cardiac catheter laboratories at second floor level and will include a new 3-storey height duplex lift-core and two new three-storey high fire-escape stair enclosures with ancillary accommodation at ground floor level; (b) one-storey extension over existing three-storey section of building containing diagnostic reception/waiting area, pharmacy, shop, offices and consultants' suites, which will provide additional diagnostic and treatment facilities; (c) part one-storey

and part three storey height extension over existing single-storey section of building containing prayer room and pharmacy, which will provide a café area adjacent to the new A&E department at first floor level and a fire escape corridor from the diagnostic & treatment facilities at second/third floor level; (d) one-storey extension over existing single-storey section of building containing hospital corridor, which will provide a fire escape corridor from the new A&E department at first floor level. The parapet height at the perimeter of the new extension shall match the existing parapet height of the adjoining consultants' wing at +55.70 and the parapet height to the set-back plant room and escape stairs at roof level shall not exceed +58.90.

- PA reg ref 11/178 - Permission granted for a two-level over ground level carpark to provide 587 no. car-parking spaces on three levels and associated site-works including alterations to existing internal access road and new pathways to replace existing surface car-parking area of 265 no. car-parking spaces on lands (site area 4.9 hectares). This development will provide for a total increase of 322 no. car-parking spaces from 411 no. to 733 no. The upper level of the new car-parking shall be at +47.00 with perimeter balustrade at +48.10, a height of between 7.60 metres and 8.35 metres above existing ground level. The top of the parapets to the stair cores and lift core shall be +50.35 and +51.10 respectively.
- PA reg ref 12/135 - Permission granted for a new five-storey accommodation wing attached to the existing hospital building on lands (site area 4.9 hectares). The new wing shall provide in-patient accommodation for 79 persons comprising 3 no. wards on first, second and third floor levels, each with 21 no. single bedrooms and a new I.C.U. at ground floor level to include 16 no. single bedrooms. The new wing shall also include 3 no. endoscopy rooms with an endoscopy cleaning room at ground floor level and engineering workshops, stores, plant rooms & waste rooms at lower ground floor level, a new lift and stairs together with a reconfigured external service area. Parapet height of the new accommodation wing shall match the parapet height of the existing accommodation wing at +55.70.

There are a large number of previous applications/appeals pertaining to the site as detailed in the Planner's Report. However there are no other applications/appeals that are directly relevant to this current appeal

5.0 Policy Context

5.1. Galway City Development Plan 2023 to 2029

- 5.1.1. The Galway City Development Plan 2023-2029 came into effect on the 4th January 2023 and is the relevant development plan.

Zoning Section 11.2.1 Institutional and Community CF Land Use Zoning CF

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. Buildings for the care of the health, safety or welfare of the public – compatible with and contribute to the zoning objective.

Policy 6.7 Health and Education Sector

Support and facilitate the sustainable development of the strategic health and knowledge institutions in their primary functional roles and also where they contribute to innovation, research, training and skills development.

Table 11.6 Car Parking

Hospitals - 1 space per bed, 2 spaces per consulting room

Section 11.11.4 Cycle Parking

In developments, where appropriate, a minimum of one cycle stand per 20 car spaces or over shall be provided. For every additional 50 car parking spaces, an additional cycle stand should be provided. Each cycle stand should accommodate a minimum of five bicycles. Cycle parking must be sheltered where appropriate.

Section 11.11.3

The requirement for the submission of a Travel Plan will be assessed on a case by case basis by the Council and cognisance will be taken of the location, scale of development, the nature of uses proposed and the anticipated impact on the existing and proposed transport network. Preparation of a Travel Plan should be considered

at the earliest possible stage of the planning process (pre-planning) with the Travel Plan demonstrating that it is an integral part of the development.

Section 11.31

All planning applications involving developments of 25 or more homes or over 500sqm of gross retail, commercial/office development in urban areas; or enterprise and employment developments over 1,000m² and other projects, as deemed appropriate gross should be accompanied by a Scheme Sustainability Statement.

5.2. Natural Heritage Designations

Galway Bay Complex SAC – 1.5km to the South

Inner Galway Bay SPA – 1.5km to the South

5.3. EIA Screening

See completed Form 2 on file. Having regard to the nature, size and location of the proposed development, and to the criteria set out in Schedule 7 of the Regulations, I have concluded at preliminary examination that there is no real likelihood of significant effects on the environment arising from the proposed development. EIA, therefore, is not required.

6.0 The Appeal

6.1. Grounds of Appeal

There is a third party appeal against the decision of Galway City Council to grant permission for the proposed extension. The appeal primarily relates to car parking and traffic concerns:

- The proposed extension is to be constructed on an existing outside car park, this will compound the existing car parking pressures and traffic in the area which stem from the Galway Clinic.
- The area in the vicinity of Galway Clinic has been blighted for many years by clinic users and visitors parking at the sides of the public roads, on footpaths and verges forcing pedestrians onto the road and blocking entrances.

- The multi -storey car park which was needed to address the overspill has not achieved its goal. (A photograph has been provided that demonstrates ongoing parking issues)
- The 2 meter height restriction in the multi storey car park forces clinic users with vans and roof racks to seek parking elsewhere which ends up being along the public road to the detriment of local residents.
- The Galway Clinic should be offering alternative car parking for buildings of height rather than constructing on an existing car park.
- The decision to grant permission does not address the valid issues related to road safety. The road layout at the entrance to Galway Clinic presents a significant road safety hazard. The diversion of the public road into Galway Clinic which removed the public right of way resulted in an improper, precarious and very dangerous road layout.
- Contrary to the traffic report submitted with the application there has been accidents along the access road. (A photograph has been provided indicating one of these accidents)
- The proposed development which represents an expansion would bring with it an increase in traffic. As a result the development needs to address access arrangements which the current proposal does not. There needs to be safe sanctioned road layout which is safe for local residents and people attending the clinic.

6.2. Applicant Response

- The proposed development will remove 48 car parking spaces from the proposed development. There is currently 731 car parking spaces this will be reduced to 683. ARUP as part of the Traffic and Transport Assessment carried out, highlighted that during the peak hour of demand between 10.00 and 11.00 there is approximately 67 spaces remaining. The demand generated by the proposed development estimates that there will be up to 12 additional patients on the campus at the busiest time of the day, or 40 patients over the course of the day. The TTA also identifies that there will be 12 no

additional staff on campus at the busiest time as a result of the proposed development.

- The proposed development will introduce a further 15 hospital day beds and 2 number consulting suites. The Galway City Development Plan parking standards are set out as maximum standards there are no minimum standards. Whereby if the entirety of the campus parking was being assessed under the current standards there is a maximum parking requirement of 237 car parking spaces. The proposal before the Board reduces the number of spaces from 731 spaces to 683 spaces.
- The applicant has submitted a mobility management plan to address concerns regarding the levels of car usage on site. The aim of the mobility management plan is to reduce private car dependency of staff that commute to the clinic. Galway Clinic is working towards a reduction in private car use from 74% to 70% by 2025. It is considered the full implementation of the mobility management plan for the site will reduce demand for car parking in this instance.
- The applicant notes concerns in relation to traffic and road layout as brought up by the applicant. The existing access arrangements at the Galway Clinic are as per the planning permissions which govern the use of the Galway Clinic Campus. The only material planning consideration that links the proposed development and the existing campus access junction, is one of traffic volume/ traffic capacity.
- The existing access arrangements to the development is located outside the red line boundary of the subject planning application.
- The TTA as submitted with the application concluded that increased traffic arising from the development will be negligible. Subject to conditions the roads department had no objection to the development proposal

6.3. Planning Authority Response

- None

6.4. Observations

- None

7.0 Assessment

7.1.1. Having examined the application details and all other documentation on file, including the appeal, having inspected the site, and having regard to the relevant national and local policy and guidance, I consider the main issues in relation to this appeal are as follows:

- Car Parking
- Traffic/ Traffic Safety
- Other Issues
- Appropriate Assessment

7.2. Car Parking

The appellant sets out that the loss of 48 on site car parking spaces will exacerbate existing issues along the access road with large vans and cars parked on the road adjacent to the site. There is continuous poor behaviour with drivers parking their cars on footpaths and blocking entrances. The applicant states that the reduction in car numbers will still leave a slight excess of car parking during peak times. Car parking post development will be well more than car parking numbers permitted within the current Galway City Development Plan 2023 to 2029. Its further stated that the updated Mobility Management Plan has stated objectives of reducing car numbers on site and reducing levels of car dependency.

7.2.1. The proposed extension is for the north eastern elevation of the hospital where it is intended to connect to the existing building to provide improved connectivity for patients and staff as well as an ambulance drop-off area to the rear of the property. The development will comprise of construction of a an 2 no. storey extension to the rear of the Galway Clinic providing healthcare facilities. (GFA: 1,637.6 sq.m) comprising additional enhanced medical assessment, diagnostic facilities, staff changing and medical storage facilities.

- 7.2.2. The development proposal aligns with the existing elevations and forms part of the boundary to the north east of the property. In order to facilitate the development 48 car parking spaces will be removed. This will reduce the total numbers of onsite car parking numbers from 731 to 683 car parking spaces.
- 7.2.3. As part of the application the applicant has submitted a Traffic and Transport Assessment (TTA) that examines potential traffic in and out of the site post development and car parking implications. Traffic Impact will be examined in greater details under Section 7.3 below. Peak hour is identified in the TTA as between 10.00 to 11.00 a.m. The applicant has carried out a Car Parking Assessment under Section 2.9 of the TTA. Car Parking surveys were conducted and found that there is currently extra car parking capacity of 67 spaces on site during peak hour 10.00 - 11.00 a.m. Post development there will be an additional 20 staff across both clinical and administrative roles, this will result in approximately 12 additional staff on campus at the busiest time of the day. The proposal would result in an additional 14,165 patients being treated annually which equates to 40 patients per day and 12 additional patients on campus at the busiest time of the day. Given the existing parking capacity available on the campus, it is not proposed to provide any additional parking, with the quantum of parking being reduced by 48 spaces. There is existing spare capacity of 67 spaces currently, the loss of parking (48) and the additional parking demand post development will be 17 spaces, this leaves a residual capacity of 2 spaces.
- 7.2.4. While the reduction in spare capacity to 2 parking spaces at peak hours is significant, I note the submission of an updated mobility management plan for the site. The submitted Mobility Management Plan (MMP) completed by Arup consultants, outlines measures to promote sustainable travel modes and reduce dependence on private cars. The plan addresses the availability of public transportation, pedestrian and cycling facilities, and modal shift strategies.
- 7.2.5. The MMP highlights the availability of Bus service options in proximity (1km) to the development:
- Access to Galway Clinic by bus is provided by Bus Éireann No. 404 and 409. Bus line 404 runs between Oranmore Centre and Westside Centre every 30 minutes on weekdays. The nearest bus 409 stop is in approximately 1 km

from the clinic, at Old Dublin Road and it runs between Eyre Square and Parkmore Road every 10 minutes during the week.

- Oranmore is the closest train station to the site that is 3.5 km far from the site and is accessible in approximately 40 minutes walking or 7 minutes driving. The station serves the following routes: Galway- Dublin Heuston, Galway – Limerick, Galway – Limerick (connections with Cork and Tralee) and Waterford – Clonmel – Limerick Junction (connections with Dublin, Cork, Limerick and Galway)

7.2.6. In relation to pedestrian and cycle infrastructure the area is generally limited. The N67 which bounds the site to the west has no pedestrian infrastructure. The L5038 which provides access to the site is a local road with a footpath provided on the eastern side of the road. There is a footpath on the northern side of the Old Dublin Road.

7.2.7. Pedestrian and cycle ability to cross the N67/R921 junction has improved as a result of the Martin Roundabout upgrade to a signalised junction. There is a new footpath and crossing now provided. There are dedicated cycle lanes along both sides of Doughiska Road. Roscam townland is accessible within 10-minute walk from the site, while Doughiska townland is within the 15-minute catchment. The 20-minute walking catchment extends as far as Merlin Park Industrial Estate to the north and Rosshill and Curragreen to the south. Merlin Park University Hospital and Oranmore train station are within a 10-minute cycle of the site. Galway Business Park and Oranmore Business Park are within the 15-minute cycling catchment, as well as Galway Mayo Institute of Technology, to the west. Colbert Commercial Centre is accessible within a 20-minute cycle.

7.2.8. There are a number of planned improvements outlined for the area through the Galway Transportation Strategy as part of city wide shift to provide greater opportunities for walking/cycling and greater use of public transport.

- The N6 Galway City Ring Road (N6 GCRR) project aims to minimise traffic in Galway City Centre by providing a bypass around the city centre for through-traffic.
- As part of the Bus Connects scheme, the forthcoming route 10A will provide direct service to the Galway Clinic, via the city centre and Threadneedle

Road. This route will have a 30-minute frequency during the weekdays within regular working hours. Moreover, routes 9 and 10B will be available, albeit not with direct stops at the Clinic. The closest stop for those routes will be approximately 800m from the Clinic, close to the Doughiska Road/Dublin Road junction. These bus services offer a viable option to/from the Clinic for certain staff and patients.

- Several routes have been identified for Phase 1 of the Galway Cycle Network including Route 2 (a) and Route 2 (b) along the Doughiska Road extending between the start of Sean Bhaile estate and to the north and Coast Road to the south. Route 2 (b) was completed in 2023.

7.2.9. Modal Split and Travel Behaviour - Based on a travel survey conducted in May 2023 at the campus:

- Staff Modal Split: Currently, 81% of staff commute by car either as driver or passenger, 10% use public transport, 7% walk and cycling and other take up the remaining 2%.

7.2.10. To achieve a shift towards more sustainable travel, the MMP proposes the following measures:

- A mode share target of 70% for car driver has been set for the next 1-2 years. While this is a modest reduction, the impact on traffic and demand for parking is considerable. The result of this will be an increase in the mode share for car passenger, public transport, walking and cycling. Collectively, these are considered to be sustainable modes of travel, and as such individual mode targets for those modes have not been set. A sustainable travel mode share target of 30% has been set which is an increase from 26% at present. It is considered likely that the majority of this modal shift will be as a result of an increase in staff taking public transportation, with the new BusConnects routes assisting in achieving that. The potential for significant increases in walking and cycling are more limited due to the dispersed nature of the trip origins and the existing active travel infrastructure in place in the vicinity of the Clinic.
- Over the next 5 years, a reduction in the staff car driver mode share to 65% is considered to be achievable, however, it is likely that several of the planned

external infrastructure improvements would need to be implemented. The implementation of these improvements are the responsibility of several stakeholders including Galway City Council, the National Transport Authority and TII

- In order to increase the incidence of cycling to and from the campus the application is accompanied by a proposal for new staff changing facilities, lockers and showers will be provided, located on the first floor of the building. The male changing room will be 55sqm and will include 2 showers and 120 lockers. The female changing room will be 101 sqm and will include 4 showers and 330 lockers. Condition 6 of the recommended grant of permission proposes the provision of additional bicycle stands to facilitate 70 sheltered bike spaces (14 stands). This will ensure compliance with Section 11.11.4.
- Regular Travel Surveys: Ongoing monitoring and evaluation of travel habits will inform future strategies to encourage alternative modes.

7.2.11. The Mobility Management Plan demonstrates a well-considered strategy to encourage sustainable travel to the proposed development. The plan integrates public transport, and cycling facilities with marketing and policy measures to support a shift away from private car use. By addressing key connectivity, safety, and infrastructure requirements, the MMP complies with Section 11.3.3 of the Galway City Development Plan and presents a realistic framework for promoting sustainable travel behaviours. I consider, the MMP adequately addresses the site's mobility needs, with a particular focus on sustainable modes of travel. I consider the reduction in demand for private car usage in the medium term will allow for greater excess of car parking as set out by the applicant in their appeal.

7.2.12. The development's location along with infrastructural improvements such as Bus connects are likely to facilitate a positive modal shift, supporting a reduction in car journeys and reducing car parking requirements. The applicant has sufficiently demonstrated the capacity to deliver the MMP, and the plan should be regarded as a suitable strategy for achieving the desired mobility outcomes and reducing reliance on the car for the site.

7.2.13. Furthermore having regard to the current Galway City Development Plan 2023 to 2029 which sets out maximum car parking standards for the area, I note that if the entirety of the campus parking was assessed under the current standards there would be a maximum car parking requirement of 237spaces. A total of 683 car parking spaces are well in excess of this maximum threshold. Having regard to the foregoing I consider the level of car parking on site to be adequate to facilitate the additional development. In this regard I do not consider the issue of car parking to be a substantive issue with which to refuse permission in this instance.

7.3. Traffic/ Traffic Safety

7.3.1. The appellant sets out that the access to the site is a significant traffic hazard which has resulted in several accidents. The proposed extension is to be constructed on an existing outside car park, this will compound the existing car parking pressures and traffic in the area which stem from the Galway Clinic. Furthermore the proposal will only exacerbate traffic issues on the adjacent cul de sac road which is used by local residents with individuals parking on this road and on public footpaths.

7.3.2. Access to the site is provided via the link road running to the south of the multi-storey car park (MSCP) and west of consultant's car park. This internal road is a single carriageway with one lane in each direction and connects with a one-way system that leads to the main entrance of the hospital building and the bus stop for route 404. In front of the main entrance, there are two set-down areas provided. The ambulance entrance is located to the east of the main entrance. (This is to be relocated as part of the new extension to the north east of the site) The two-way main internal road forms a ring road around the hospital buildings, providing access to the two surface car parks, as well as to the waste yard and deliveries areas, to the northwestern side of the hospital buildings. A pedestrian walkway provides a connection between the MSCP and the main entrance, with two pedestrian crossings also provided along this route.

7.3.3. As part of the development proposal the applicant has provided a Traffic and Transport Assessment. The TTA provides a detailed analysis of the study area, the proposed development area, and surrounding roads. The assessment covers traffic volumes across of the two main junctions interacting with the Galway Clinic which include signalised junction off the N67/ Old Dublin Road (R921) and the junction off

the Old Dublin Road and access road to Galway Clinic. The background traffic data in November 2023 was taken of the two major junctions and the arrivals and departure times from Galway Clinic throughout the day was provided.

- 7.3.4. As a result of the proposed development, it is anticipated the increase in traffic will not be significant with a total of 80 additional car trips for patients required during the day and 24 car trips for staff. Having examined Figure 2.12 and Figure 2.13 of the TTA, I consider that the breakdown of the above traffic movements during the day will result in a negligible impact. Although the TTA does not provide a specific analysis of capacity at each junction, I consider the number of traffic movements over the course of a day not to be significant in the context of existing movements. While the TTA does not provide any further analysis of breakdown of projected car journeys I note the submission of mobility management plan and measures to provide more sustainable modes of travel to the site.
- 7.3.5. The TTA also sets out pedestrian connectivity and bus connections to the site however these are viewed in the context of mobility management which is assessed under Section 7.2 of this report.
- 7.3.6. The traffic assessment and supporting data provided by the applicant suggest that the anticipated level of traffic disruption caused by the development will be minimal for the site. I consider that there is sufficient capacity at the junctions to accommodate the additional traffic demand. Thus, based on the information supplied, the proposed development's traffic impact can be deemed manageable and compliant with Galway City Development Plan DM Standard 11.11.3 regarding Travel Plans and Policy Objective 4.5 Transport Demand Management Measures. I am satisfied that the TTA has been carried out in accordance with best practice and the proposal as presented will not have a significant negative impact on traffic volumes on local road network to warrant a reason for refusal in this instance.

7.4. Other Issues

- 7.4.1. The appellant has raised concerns that the current access arrangement on site does not have the benefit of planning permission. There is also concerns in relation to people parking their vehicles illegally along the cul de sac road which runs parallel to the private access road within the Galway Clinic.

The applicants sets out that the existing access cul de sac road is outside the redline boundary of the site and should not be a material consideration in this case. Its further stated that the existing access arrangement on site are as per the planning permissions granted for the Galway Clinic.

The applicant contends that the existing access arrangement does have the benefit of planning permission and the development was constructed as per relevant planning permissions. Having regard to the local access road and the blocking of entrances through people parking illegally, the applicant states that this is a matter for Galway City Council who they will work with to ensure that the illegal parking ceases.

- 7.4.2. Having reviewed the site history, I note the current access arrangement has been agreed by Galway City Council under Planning Permission 11/178 for the multi - storey car park on site. I consider that there is relevant consent for the existing access arrangements on site.
- 7.4.3. The illegal parking of cars is a traffic enforcement issue. This local cul de sac road is outside the red line boundary of the site and not in the control of the applicant. Having reviewed onsite parking provision it is considered based on traffic analysis for the site that there is adequate parking to facilitate all potential users of the site. I note concerns of the appellant regarding height constraints within the multi storey car parking, while this may be an issue for some vehicles I noted on the day of site inspection vans and SUV's were able to be accommodated within the multi storey car park. Furthermore, there is sufficient surface level car parking on site. I note the relevant conditions within the recommended grant of permission seeking that the construction management plan consider the traffic impacts of construction on this local road. It is recommended that this condition is retained where the Board are of a mind to grant permission.
- 7.4.4. In conclusion I do not consider the issue of illegally parked cars on the cul de sac road to be a substantive issue with which to refuse permission. The existing access arrangements on site are as per granted permission 11/178. I note that there has been no objection on file in relation to the proposed development from Transportation Department of Galway City Council. The applicant has demonstrated there is capacity on site to accommodate the additional traffic both from a traffic impact perspective and car parking capacity.

8.0 AA Screening

- 8.1.1. I have considered the proposed development for the construction of an extension to existing hospital campus in light of the requirements of S 177S and 177U of the Planning and Development Act 2000 as amended.

An Appropriate Assessment screening report was submitted with the application.

- 8.1.2. A detailed description is presented in Section 1 of my report. In summary, the proposed development site is a brownfield site on zoned land within the City Boundary of Galway City. The site is bounded to the north by a greenfield agricultural land (part of future Arduan local area plan) to the east and south by the N67, Doughiska and Roscam neighbourhoods. The development will comprise of construction of a an 2 no. storey extension to the rear of the Galway Clinic providing healthcare facilities. (GFA: 1,637.6 sqm) comprising additional enhanced medical assessment, diagnostic facilities, staff changing and medical storage facilities.
- 8.1.3. The proposed development proposes a reduction in surface car parking by 48 car parking spaces in place of new build. All surface water management on site is existing but surface water for the new extension and realigned access road shall be via a new 225mm surface water drain adjacent to the proposed building and shall drain by gravity and discharge. The drain will allow for the diversion of surface water run-off to the east of the new building and will connect back into the existing hospital campus surface water drawing to the west of the proposed extension. The existing 225mm surface water drain which traverses the footprint of the proposed building will be retained to facilitate existing discharges from the adjacent hospital building.
- 8.1.4. There are no watercourse on site and the nearest water body is the Galway Bay Complex SAC is 1.389km from the development site to the south . The Lough Corrib SAC lies 5.5 KM east of the development site.

There are no other ecological features of note on site or in the vicinity of the site that would connect it directly to European Sites in the wider area. It is considered the site does not provide significant supporting habitat for any bird species protected under the legislation.

European Sites

The proposed development site is not located within or immediately adjacent to any site designated as a European Site, comprising a Special Area of Conservation (SAC) or Special Protection Area (SPA). Four European sites are located within 1km and 5km of the potential development site.

Lough Corrib SAC [000297]

Lough Corrib SPA [004042]

Galway Bay Complex SAC [000268]

Inner Galway Bay SPA [004031]

Given the limited scale of the proposal, I do not consider it necessary to examine the potential for significant effects on any European Sites beyond those of Lough Corrib SAC and SPA and Galway Bay Complex SAC.

European Site	Qualifying Interests (summary)	Distance	Connections
Lough Corrib SPA [000402]	Gadwall (<i>Anas strepera</i>) [A051] Shoveler (<i>Anas clypeata</i>) [A056] Pochard (<i>Aythya farina</i>) [A059] Tufted Duck (<i>Aythya fuligula</i>) [A061] Common Scoter (<i>Melanitta nigra</i>) [A065] Hen Harrier (<i>Circus cyaneus</i>) [A082] Coot (<i>Fulica atra</i>) [A125] Golden Plover (<i>Pluvialis apricaria</i>) [A140] Black-headed Gull (<i>Chroicocephalus ridibundus</i>) [A179] Common Gull (<i>Larus canus</i>) [A182] Common Tern (<i>Sterna hirundo</i>) [A193] Arctic Tern (<i>Sterna paradisaea</i>) [A194] Greenland	5.5km	No direct connections

	White-fronted Goose (<i>Anser albifrons flavirostris</i>) [A395] Wetlands [A999]		
Lough Corrib SAC [000279]	<p>Habitats:</p> <p>Oligotrophic Waters containing very few minerals [3130] Oligotrophic to Mesotrophic Standing Waters [3140] Hard Water Lakes [3260] Floating River Vegetation [6210] Orchid-rich Calcareous Grassland* [6410] Molinia Meadows [7110] Raised Bog (Active)* [7120] Degraded Raised Bog [7150] Rhynchosporion Vegetation [7210] Cladium Fens* [7220] Petrifying Springs* [7230] Alkaline Fens [8240] Limestone Pavement* [91A0] Old Oak Woodlands [91D0] Bog Woodland*</p> <p>Species:</p> <p>Freshwater Pearl Mussel (<i>Margaritifera margaritifera</i>) [1092] White-clawed Crayfish (<i>Austropotamobius pallipes</i>) Version date: 07.03.2022 2 of 5 000297_Rev22.Docx [1095] Sea Lamprey (<i>Petromyzon marinus</i>) [1096] Brook Lamprey (<i>Lampetra planeri</i>) [1106] Atlantic Salmon (<i>Salmo salar</i>) [1303] Lesser Horseshoe Bat (<i>Rhinolophus</i></p>	5.5m	No direct connections.

	hipposideros) [1355] Otter (<i>Lutra lutra</i>) [1833] Slender Naiad (<i>Najas flexilis</i>) [6216] Slender Green Feather-moss (<i>Hamatocaulis vernicosus</i>)		
Galway Bay Complex SAC	Habitats Mudflats and sandflats not covered by seawater at low tide [1140] Coastal lagoons* [1150] Large shallow inlets and bays [1160] Reefs [1170] Perennial vegetation of stony Banks [1220] Vegetated sea cliffs of the Atlantic and Baltic coasts [1230] Salicornia and other annuals colonising mud and sand [1310] Atlantic salt meadows (<i>Glaucopuccinellietalia maritimae</i>) [1330] Mediterranean salt meadows (<i>Juncetalia maritimi</i>) [1410] Turloughs* [3180] Juniperus communis formations on heaths or calcareous grasslands [5130] Semi-natural dry grasslands and scrubland facies on calcareous	1.3km to the South	Brownfield site no direct effects. Surface Water managed on site

	<p>substrates (Festuco-Brometalia) [6210]</p> <p>Calcareous fens with Cladium mariscus and species of the Caricion davallianae [7210]</p> <p>Alkaline fens [7230]</p> <p>Limestone pavements [8240]</p> <p>Species:</p> <p>Otter (Lutra lutra) [1355]</p> <p>Harbour Seal (Phoca vitulina) [1365]</p>		
<p>Inner Galway Bay SPA [004031]</p>	<p>Black-throated Diver (Gavia arctica) [A002]</p> <p>Great Northern Diver (Gavia immer) [A003]</p> <p>Cormorant (Phalacrocorax carbo) [A017]</p> <p>Grey Heron (Ardea cinerea) [A028]</p> <p>Light-bellied Brent Goose (Branta bernicla hrota) [A046]</p> <p>Wigeon (Anas penelope) [A050]</p> <p>Teal (Anas crecca) [A052]</p> <p>Red-breasted Merganser (Mergus serrator) [A069]</p> <p>Ringed Plover (Charadrius hiaticula) [A137]</p> <p>Golden Plover (Pluvialis apricaria) [A140]</p> <p>Lapwing (Vanellus vanellus) [A142]</p> <p>Dunlin (Calidris alpina) [A149]</p>	<p>1.3km</p>	<p>Brownfield site no direct effects.</p> <p>Surface water managed on site.</p>

	Bar-tailed Godwit (<i>Limosa lapponica</i>) [A157] Curlew (<i>Numenius arquata</i>) [A160] Redshank (<i>Tringa totanus</i>) [A162] Turnstone (<i>Arenaria interpres</i>) [A169] Black-headed Gull (<i>Chroicocephalus ridibundus</i>) [A179] Common Gull (<i>Larus canus</i>) [A182] Sandwich Tern (<i>Sterna sandvicensis</i>) [A191] Common Tern (<i>Sterna hirundo</i>) [A193] Wetland and Waterbirds [A999]		
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8.1.5. Likely impacts of the project (alone or in combination)

Due to the limited nature of the development proposal on on zoned land within Galway City and the relevant scale of construction impacts I consider that the proposed development would not be expected to generate impacts that could affect anything but the immediate area of the development site, thus having a very limited potential zone of influence on any ecological receptors. In my view the development is not likely to have significant negative impacts on any European site.

The proposed development would not have direct impacts on any European site. During site clearance, construction of the extension, internal road and site works, possible impact mechanisms of a temporary nature include generation of noise, dust and construction related emissions to surface water. However there is no surface water body on site and the site is at a significant distance from nearest European site

with a number of intervening land uses between the development and nearest European site.

The contained nature of the site and distance from receiving features and intervening land uses connected to Lough Corrib SPA and SAC and Galway Bay Complex SAC and Inner Galway Complex SPA make it highly unlikely that the proposed development could generate impacts of a magnitude that could affect European Sites.

8.1.6. Likely significant effects on the European sites in view of the conservation objectives

The construction or operation of the proposed development will not result in impacts that could affect the conservation objectives of any SAC or SPA. Due to distance, intervening land uses and lack of meaningful ecological connections there will be no changes in ecological functions due to any construction related emissions or disturbance.

There will be no direct or ex-situ effects from disturbance on mobile species during construction or operation of the proposed development. There will be no significant disturbance to any wintering birds (ex-situ) that may occasionally use the amenity grassland area adjacent to the proposed development site.

8.1.7. In combination effects

The proposed development will not result in any effects that could contribute to an additive effect with other developments in the area. No mitigation measures are required to come to these conclusions.

8.1.8. Overall Conclusion

Screening Determination

Having carried out Screening for Appropriate Assessment of the project in accordance with Section 177U of the Planning and Development Act 2000 (as amended), I conclude that that the project individually or in combination with other

plans or projects would not be likely to give rise to significant effects on European Sites within Lough Corrib SAC, Lough Corrib SPA, Galway Bay Complex SAC or Inner Galway Bay SPA or any other European site, in view of the sites Conservation Objectives, and Appropriate Assessment (and submission of a NIS) is not therefore required.

This determination is based on:

- The relative scale of the development on a .230 ha site and lack of impact mechanisms that could significantly affect a European Site
- Distance from and weak indirect connections to the European sites
- No significant ex-situ impacts on wintering birds

9.0 Recommendation

For the reasons outlined above, I consider that the proposal is in compliance with the proper planning and sustainable development of the area, and I recommend that permission is GRANTED subject to the following conditions.

10.0 Reasons and Considerations

It is considered that, subject to compliance with the conditions set out below, the proposed reduction in car parking number would not have a material impact on amenity of neighbouring dwellings in the local area, it is considered the traffic impact arising as a result of the development would be minimal. The proposal as set out complies with Policy Objective 4.5 Transport Demand Management Measures and DM Standard 11.3.1 (a) and 11.3.3 in relation to Traffic Safety and Mobility Management of the Galway City Development Plan 2023 to 2029 therefore the proposal would be acceptable in terms of traffic and pedestrian safety and convenience. The proposed development would, therefore, be in accordance with the proper planning and sustainable development of the area.

11.0 Conditions

1. The development shall be carried out and completed in accordance with the plans and particulars lodged with the application on the 9th February 2024, 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, or as otherwise stipulated by conditions hereunder, and the development shall be carried out and completed in accordance with the agreed particulars. In default of agreement the matter(s) in dispute shall be referred to An Bord Pleanála for determination.

Reason: In the interest of clarity

2. All service cables associated with the proposed development such as electrical, telecommunications and communal television should be located underground. Ducting shall be provided by the developer to facilitate the provision of broadband infrastructure within the proposed development.

Reason: In the interests of visual and residential amenity

3. The construction of the development shall be managed in accordance with an updated Construction Management Plan, Environmental Management Construction Plan, Construction and Demolition Waste Management Plan (CDWMP) and Construction Traffic Plan which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. This plan shall provide details of intended construction practice for the development, including hours of working, noise and dust management measures, traffic management arrangements/ measures and off-site disposal of construction/demolition waste. The plan must recognise the construction impact on adjoining public roads, in particular catering for the cul-de-sac road located to the south of Galway Clinic.

Reason: In the interests of public safety.

4. Surface water from the development shall be managed as set out in the submitted Engineering Services report. Final design details of the proposed system shall be agreed in writing with the planning authority prior to commencement of development. The development shall be completed in accordance with the agreed details.

Reason: In the interest of proper planning and sustainable development.

5. The development shall be carried out and operated in accordance with the provisions of the Mobility Management Plan (MMP) as submitted to the planning authority on the 9th of February 2024. The specific measures detailed in Section 5.3 and Section 5.5 of the MMP to achieve the objectives and modal split targets for the development shall be implemented in full upon first occupation of the development. The developer shall undertake an annual monitoring exercise to the satisfaction of the planning authority for the first 6 years following first occupation of the development and shall submit the results to the planning authority for consideration and placement on the public file.

Reason: To achieve a reasonable modal split in transport and travel patterns in the interest of sustainable development.

6. Prior to commencement of development revised drawings shall be submitted for the written agreement of the Planning Authority which include for the provision of a minimum of 70 sheltered spaces (14 stands) on site (including for ebikes) on lands within the control of the applicant as identified for by blue outline on mapping. The development shall be completed in accordance with the agreed details.

Reason: To achieve a reasonable modal split in transport and travel patterns in the interest of sustainable development.

7. Site development and building works shall be carried out only between the hours of 0700 to 1900 Mondays to Fridays inclusive, between 0800 to 1400

hours on Saturdays and not at all on Sundays and public holidays. Deviation from these times will only be allowed in exceptional circumstances where prior written approval has been received from the planning authority.

Reason: In order to safeguard the residential amenities of property in the vicinity

8. There shall be no plant, ducting, water tanks, television aerials, satellite dishes or telephone receiving/transmission equipment erected above roof level or on external walls, other than indicated on the details submitted, without a further grant of planning permission notwithstanding exempted planning and regulations.

REASON: In the interest of orderly development and the protection of visual amenities.

9. The operator of the proposed development shall insulate against the transmission of sound and the activities carried out therein and shall ensure that the plant services for the development shall not make or cause to be made any noise or vibration which is so loud, so continuous or so repeated or of such duration of pitch or at such times as to give reasonable cause for annoyance to persons in any premises in the neighbourhood or to persons lawfully using any public place.

REASON: To prevent annoyance by reason of noise to occupants of nearby premises and to safeguard the amenities of the area

10. The developer shall pay to the planning authority a financial contribution in respect of public infrastructure and facilities benefiting development in the area of the planning authority that is provided or intended to be provided by or on behalf of the authority in accordance with the terms of the Development Contribution Scheme made under section 48 of the Planning and Development Act 2000, as amended. The contribution shall be paid prior to commencement of development or in such phased payments as the planning authority may facilitate and shall be subject to any applicable indexation provisions of the Scheme at the time of payment. Details of the application of the terms of the Scheme shall be agreed between the planning authority and

the developer or, in default of such agreement, the matter shall be referred to An Bord Pleanála to determine the proper application of the terms of the Scheme.

Reason: It is a requirement of the Planning and Development Act 2000, as amended, that a condition requiring a contribution in accordance with the Development Contribution Scheme made under section 48 of the Act be applied to the permission.

I confirm that this report represents my professional planning assessment, judgement and opinion of the matter assigned to me and that no person has influenced or sought to influence, directly or indirectly, the exercise of my professional judgement in an improper or inappropriate way.

Darragh Ryan

Planning Inspector

29th of November 2024

Appendix 1 - Form 1

EIA Pre-Screening

[EIAR not submitted]

An Bord Pleanála Case Reference	319533-24		
Proposed Development Summary	Construction of an extension to existing medical centre		
Development Address	Galway Clinic, Doughiska, Galway.		
1. Does the proposed development come within the definition of a 'project' for the purposes of EIA? (that is involving construction works, demolition, or interventions in the natural surroundings)		Yes	X
		No	
2. Is the proposed development of a class specified in Part 1 or Part 2, Schedule 5, Planning and Development Regulations 2001 (as amended) and does it equal or exceed any relevant quantity, area or limit where specified for that class?			
Yes			
No	X		Proceed to Q.3
3. Is the proposed development of a class specified in Part 2, Schedule 5, Planning and Development Regulations 2001 (as amended) but does not equal or exceed a relevant quantity, area or other limit specified [sub-threshold development]?			
		Threshold	Comment (if relevant)
No			
Yes	X	Class 10 Infrastructure Projects (iv) Urban development which would involve an area greater than 2 hectares in the case of a business	Proceed to Q.4

		district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere. – The development site is less than 10 hectares		
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4. Has Schedule 7A information been submitted?		
No	X	Preliminary Examination required
Yes		

Inspector: _____

Date: _____

Form 2

EIA Preliminary Examination

An Bord Pleanála Case Reference	319533-24	
Proposed Development Summary	Construction of an extension to existing medical centre	
Development Address	Galway Clinic, Doughiska, Galway	
The Board carries out a preliminary examination [Ref. Art. 109(2)(a), Planning and Development Regulations 2001 (as amended)] of, at least, the nature, size or location of the proposed development having regard to the criteria set out in Schedule 7 of the Regulations.		
	Examination	Yes/No/ Uncertain
<p>Nature of the Development</p> <p>Is the nature of the proposed development exceptional in the context of the existing environment?</p> <p>Will the development result in the production of any significant waste, emissions or pollutants?</p>	<p>The site is located on a site on a brownfield site north of existing medical centre. The proposed development is not exceptional in the context of existing environment.</p> <p>The proposal involves construction of an extension and alterations to internal road with associated site works. A construction waste management plan has been submitted. All waste can be managed through standard waste management procedures.</p>	No
<p>Size of the Development</p> <p>Is the size of the proposed development exceptional in the context of the existing environment?</p> <p>Are there significant cumulative considerations having regard to other existing and/or permitted projects?</p>	<p>No the red line boundary of the site remains the same. There is no extension to boundary as a result of proposed development. The site area is 0.230ha.</p> <p>There are no other developments under construction in proximity to the site. All other development are established uses.</p>	No
Location of the Development	The proposed development is located 1.5km north of Galway Bay Complex SAC. The proposal	No

<p>Is the proposed development located on, in, adjoining or does it have the potential to significantly impact on an ecologically sensitive site or location?</p> <p>Does the proposed development have the potential to significantly affect other significant environmental sensitivities in the area?</p>	<p>includes standard best practices methodologies for the control and management of wastewater and surface water on site.</p> <p>There are no other locally sensitive environmental sensitivities in the vicinity of relevance.</p>	
<p style="text-align: center;">Conclusion</p>		
<p>There is no real likelihood of significant effects on the environment.</p> <p>EIA not required.</p>		

Inspector: _____

Date: _____

DP/ADP: _____

Date: _____

(only where Schedule 7A information or EIAR required)