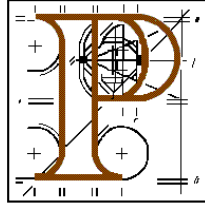


# An Bord Pleanála



## Inspector's Report

### Proposed Development

Alterations to integrated harbour/marina mixed development at Rathdown Upper and Rathdown Lower, Greystones Harbour and North Beach, Greystones, County Wicklow

**Applicant:**

Sispar Ltd.

**Planning Authority:**

Wicklow County Council

**Type of Application:**

Request to amend the terms of an approved development under section 146B of the Planning and Development Act, 2000, as amended

**Date of Inspection:**

5<sup>th</sup> May, 2021

**Inspector:**

Kevin Moore

## **1.0 INTRODUCTION**

- 1.1 Sispar Ltd., responsible for the delivery of the marina village development at Greystones via a Public Private Partnership (PPP) arrangement with Wicklow County Council, requests that the Board exercises its powers under section 146B of the Planning and Development Act 2000, as amended, to alter the terms of approval for the development of an integrated harbour/marina mixed development at Rathdown Upper and Rathdown Lower, Greystones Harbour and North Beach, Greystones, County Wicklow.

## **2.0 LEGISLATIVE PROVISIONS**

- 2.1 Section 146B (1) of the Planning and Development Act 2000, as amended, allows a person who intends to carry out a strategic infrastructure development to request the Board to alter the terms of that approved development. Under subsection 2 the Board must then decide, as soon as is practicable, whether to do so would constitute a material alteration in the terms of the development. If it decides that it would not be material, then under section 146B(3)(a) it must alter the approval accordingly. If the Board decides that it would constitute a material alteration of the terms of the development, then under 146B(4) it must determine whether the alteration would be likely to have significant effects on the environment. If the Board determines that the alteration would be likely to have significant effects on the environment then section 146C applies. If not, then under section 146B(3)(b) the Board may make the requested alteration, make a different but no more significant alteration, or refuse to make the alteration. However, under section 146B(8), it must ensure the information associated with the request is made available for inspection and ensure that appropriate persons are notified of the request and that submissions are sought from them.
- 2.2 Where section 146C applies the Board must require the person making the request to prepare an environmental impact statement and submit it to the Board

and the local authority, and to publish a notice stating that this statement has been submitted and that the submissions or observations upon it may be made to the Board within a specified period of not less than 4 weeks. After that period that Board may determine the matter under section 146B(3)(b) having regard to various matters set out in section 146C(6).

### **3.0 PLANNING HISTORY**

#### **3.1 An Bord Pleanála Ref. 27.JA0029**

Wicklow County Council was granted approval by the Board in 2012 for the marina village development subject to 3 no. conditions. The development comprised:

Proposed alterations to previously approved plans of an integrated harbour/marina mixed development linked to a linear coastal public park providing leisure recreational, open space and marine facilities and mixed form residential, commercial, civic and social amenities centred around the harbour.

Revisions to Blocks D, E, F, G, H, I, J, (i.e. residential apartment/commercial buildings situated along the proposed Promenade/Boardwalk at the Marina) and the omission of Block L together with all necessary site infrastructure.

The revisions included the following: -

- An increase in the number of residential units within these blocks from 202 to 234 units,
- The introduction of a Primary Care Centre Health Facility into Block D of 3,449 square metres,
- The reduction of the commercial space within these blocks from 4,250 square metres to 1,206 square metres,
- Consequent changes to the elevational treatments to all blocks,

- The omission of the basement car park under Blocks E, F, G and the basement under Blocks H, I, J, generally replaced by undercroft and surface parking,
- Alterations to the surface parking and landscape treatment in the immediate vicinity of all blocks,
- Integrated substation and switchroom structures (two number).

Revisions to Housing Terraces 01-14 (inclusive), i.e. traditional housing terraces situated along the proposed access spine road.

The revisions included the following:-

- An increase in the number of residential units within these terraces from 139 to 141 houses and the introduction of semi-detached and detached house types in place of a number of terraced blocks,
- The extension northward of Terrace 12 to form western edge to southern area of Public Park,
- Consequent changes to the elevational treatments to amended terraces and house types,
- Alterations to the surface parking and landscape treatment in the immediate vicinity of terraces,
- Inclusion of communal external bin stores to each Terrace.

Revisions to landscape treatment and public parking to southern area of Public Park in the immediate vicinity of the extended Terrace 12 and to the Civic Space.

The total number of residential units proposed within overall development being 375 units compared to 341 units previously approved by An Bord Pleanála.

Total quantum of commercial and health centre space proposed within the overall development being 6,245 square metres compared to 5,627 square

metres commercial space previously approved by An Bord Pleanála. The clubhouses and the Coast Guard building remaining as previously approved.

The Primary Care Centre was previously approved by Wicklow County Council pursuant to Part XI of the Planning and Development Act 2000, as amended.

Heights ranging from two to four storeys as previously approved.

An increase in car parking spaces from 953 to 1,002 would be provided of which 316 are public spaces.

### **3.2 An Bord Pleanála Ref. 27.EF2016**

Wicklow County Council was granted approval by the Board in 2007, subject to 13 no. conditions, for an integrated harbour/marina mixed development linked to a linear coastal public park, providing leisure, recreational, open space and marine facilities and mixed form residential, commercial, civic and social amenities centred around the harbour and marina.

## **4.0 THE PROPOSED ALTERATIONS**

4.1 The alterations to the terms of the development requested are:

- The redesign of Block D similar to the original 2007 scheme, where massing is broken down into four repeating forms with a penthouse level set back with a profiled roof. The redesign would:
  - Omit the medical centre;
  - Increase the number of apartments previously approved from 11 to 33;and

- Increase the commercial component from an approved floor area of 366 sqm to 1,351 sqm. The commercial component would include a café/restaurant.
- 4.2 Changes would also be made to the ancillary/circulation space. The gross floor area of Block D would reduce from the previously approved 5,508 square metres to 4,934 square metres.
- 4.3 The proposed changes would also include amendments to the courtyard areas to provide for fire access, linkages to the boardwalk and rationalisation of spaces in the overall development. Car parking spaces would be increased in Courtyard 1 by 23 spaces (from previously approved 35 spaces to 58 spaces) and in Courtyard 2 by 10 spaces (from previously approved 42 spaces to 52 spaces).

## **5.0 DECISION OF THE BOARD IN RELATION TO THE ‘MATERIALITY’ OF PROPOSED ALTERATIONS**

- 5.1 By order dated 8<sup>th</sup> December, 2020, An Bord Pleanála decided that the alterations the subject of the request would result in a material change in the building form, layout and uses of development within Block D and would include physical changes to components of the layout and form of courtyards and parking associated with the Greystones Harbour/Marina mixed use development and that these alterations would constitute a material alteration to the terms of the permitted development. It was so determined that section 146B(8) of the Planning and Development Act be invoked and that the public should be notified in accordance with provisions.
- 5.2 Further to this, the Board invited the making of submissions / observations and at the end of the specified period for the making of same three submissions were made.

## **6.0 SUBMISSIONS RECEIVED**

### **6.1 Submissions from Prescribed Bodies**

#### **6.1.1 Submission from Transport Infrastructure Ireland**

Transport Infrastructure Ireland submitted that it had no observations to make.

### **6.2 Public Submissions**

#### **6.2.1 Submission from Cllr Derek Mitchell**

The observer submits that the change of use and the façade change to Block D are acceptable. Parking on the south of Block D is considered unacceptable and submitted photomontages are regarded as being misleading. It is considered that this area would be a warm place to sit and would give the area its sense of place. It is noted that a key point in the original plan was to create a sense of place in the public square, to have cafes/restaurants in Block D and to have outside seating facing south. The Board is asked to require the block and parking to be arranged to have little parking on its south side on the lines of the original photomontage provided for this location.

#### **6.2.2 Submission from Robin Palmer**

The observer resides in No.2 The Strand and objects to the proposal. It is submitted that it is not an alteration but rather is a proposal that seeks to increase the number of units over that previously permitted. It is further submitted that the observer purchased No. 2 The Strand on the basis that Block D would contain no more than 11 apartments and have a medical centre and shops. It is considered that traffic and parking is going to be a major problem in the future. It is noted that 158 houses have been sold to date, that the majority have two cars, and that 200 apartments are to be developed, plus the 33 apartments now

proposed. Acknowledging the single road in and out of the development, the scale of development, and the young population, the issue of traffic hazard is highlighted. The Board is asked to refuse the proposal.

## **7.0 APPLICANT'S RESPONSE TO SUBMISSIONS**

7.1 By letter dated 30<sup>th</sup> April 2021 the applicant was invited by the Board to respond to submissions. The response may be summarised as follows:

- It is noted that TII had no objection to the proposal.
- The proposal will return the residential element to a similar figure to the 30 apartments permitted in 2007. The overall number of residential units will remain below the cap imposed in the Local Area Plan and will be consistent with the original grant of permission.
- The primary care centre would have attracted ongoing parking requirements. The total parking provision for the development would be reduced by 22 spaces. The area south of Block D was approved as public parking. The location of the public parking to the south of Block D is at the entrance to the residential area and will not encourage traffic to the residential areas to the north. This part of the marina would not be an appropriate area for smaller children to play unattended. A play area and public park is located to the north of the site.
- The proposed alterations do not extend to the area south of Block D. The 2012 approval under ABP Ref. 27.JA0029 included public parking on the south side of Block D. Photomontages area attached to demonstrate same.



## **8.0 ASSESSMENT**

### **8.1 Whether the proposed alterations would be likely to have significant effects on the environment**

8.1.1 Further to the submissions received and the applicant's response thereto, I remain of the opinion, as referred to in my earlier report to the Board, that the proposed alterations are not likely to have significant effects on the environment. In drawing this conclusion, I make the following observations:

- The footprint for Block D and the areas associated with the increased parking are similar to those previously approved and there are no changes to the road layout, drainage or watermain infrastructure previously granted approval by the Board for the overall scheme.
- Environmental Impact Assessments were undertaken by the Board further to the submission of Environmental Impact Statements relating to the proposed developments under ABP Refs. 27.EF2016 and 27.JA0029. The Board concluded in each instance that the proposed developments would not have significant adverse effects on the environment.
- The previous applications addressed a scale of development and characteristics of a development to which the proposed amendments now directly relate.
- The proposed amendments seeking approval would be of a nature that have been envisaged in the overall harbour/marina mixed development and the original Greystones Harbour & North Beach Action Plan for the lands.
- There has been no notable change in the material circumstances applying to the locations in which the proposed alterations are sought and there is no identifiable conflict arising with the Wicklow County Development Plan, the Greystones-Delgany and Kilcoole Local Area Plan, or relevant national and regional policies and objectives. It is noted that Greystones - Delgany

is designated a Level 3 Large Growth Town II within the Metropolitan Area in the Wicklow County Development Plan and Greystones is seen as being a strong growth town, served by high quality transport links to surrounding towns and the Dublin area.

- The provision of 33 residential units, 1,351 square metres of commercial floor space, and 33 additional car parking spaces would constitute sub-threshold development in the context of Class 10(b) of Part 2, Schedule 5 of the Planning and Development Regulations 2001, as amended.
- The proposed amendments would not result in development which is increased in size over that previously approved.
- The change in use of a primary care centre to commercial/residential use would not likely result in significant environmental impacts in the context of the overall mixed-use scheme, the nature of the activities, employment and occupancy, visitors, waste arising, etc.
- The additional 22 residential units within Block D would not be likely to result in significant environmental impacts in the context of the overall mixed-use scheme, the balance of uses, provision of services, etc.
- The proposed amendments would not result in changes to the cumulative impacts with the development already approved at this location.
- There would be no known changes to pollution and nuisances arising over the construction and operation of the development previously approved by the Board. Waste management, surface water disposal and wastewater treatment would be consistent with previously approved construction and operational stages of development.
- There is no likelihood of any risk to human health arising from the proposed alterations, being compatible in form and scale with the previously approved development.

- The proposed alterations would occur at a location that has been modified by development which has previously been approved by the Board.
- The proposed alterations would be adjacent to a coastal zone, would be within a mixed-use harbour development, and would not be of a scale such that it would adversely impact on the absorption capacity of this coastal zone for which development of a similar nature and scale has been approved previously.
- An Appropriate Assessment Screening has been undertaken and it is concluded that the proposed alterations, individually or in combination with other plans or projects, would not be likely to have a significant effect on any designated European Site. It is noted that the redesigned Block D would be at the previously approved location for this block.
- The proposed development would build out the existing undeveloped areas forming part of the previously approved scheme and would form an integral part of the overall scheme in terms of its siting, visual connectivity, scale, and intended uses.
- The proposed alterations would be consistent with the pattern, form, scale and nature of development permitted at this location.

8.1.2. In conclusion, it may reasonably be determined that the characteristics of the alterations, their location, and the type and characteristics of the potential impacts arising from the construction and operation of the development forming the proposed alterations would not result in a significant environmental impact. Therefore, it is reasonably concluded that Environmental Impact Assessment is not required and the requirement to submit an Environmental Impact Assessment Report does not arise.

## 8.2 **Appropriate Assessment - Screening**

### 8.2.1. **Background**

The applicant has submitted a screening report for Appropriate Assessment as part of the application to the Board. This Stage 1 AA Screening Report was prepared in line with current best practice guidance and provides a description of the proposed development and identifies European Sites within a possible zone of influence of the development. The applicant's AA Screening Report concluded:

*“On the basis of the findings of this screening report, it is concluded that the project:*

*(i) is not directly connected with or necessary to the management of a Natura 2000 site, and*

*(ii) significant impacts on the Natura 2000 network are not foreseen.*

*Based on this information, and beyond reasonable scientific doubt, we have demonstrated that the proposed Block D amendment, either individually or in combination with other plans or projects, would not be likely to have a significant effect on any Natura 2000 site. Therefore, in accordance with Article 6(3) of the Habitats Directive it is considered that a Stage 2 Appropriate Assessment is not required.”*

Having reviewed the documents and submissions, I am satisfied that the information allows for a complete examination and identification of any potential significant effects of the development, alone or in combination with other plans and projects, on European sites.

### 8.2.2. **Description of Development**

The applicant provides a description of the project on pages 7 and 8 of the AA Screening Report. In summary, the development comprises:

- An amendment to Block D, including:
  - a redesign of the building,
  - the omission of the approved primary care centre,
  - the provision of commercial floor space (1,351 sqm) at ground floor level, and
  - the provision of 33 apartments.
- Alterations to approved courtyards between the blocks and revision of car parking layout and numbers.

Block D is intended to connect to the existing surface water sewer network previously approved by the Board. All connections from the commercial units and the apartments would be constructed in accordance with the recommendations of the Greater Dublin Strategic Drainage Study and Building Regulations. It is also proposed to connect the commercial units and the apartments to the existing foul sewer network approved under the previous approvals by the Board.

The applicant notes on Page 9 of the submitted AA Screening Report that the proposed amendments are within a previously approved development site, that the revised Block D would retain substantially the same footprint as approved but is altered in layout and usage, and the amendment does not alter the road, drainage or watermain infrastructure granted under the parent and subsequent permissions.

I acknowledge that the proposed alterations are not directly connected with or necessary to the management of any Natura 2000 site.

### 8.2.3. ***European Sites***

The development site is not located in or immediately adjacent to a European site. The closest European site is Bray Head Special Area of Conservation (Site

Code: 00714), under 500m north of the amendment application development area.

A summary of European sites that occur within 10km of the proposed development is presented in Table 1, Page 9 of the applicant's AA Screening Report. Table 2 of the applicant's AA Screening Report identifies the relevant European sites, the reasons for their designation, and the potential source-pathway-receptor linkages.

The following are the European sites within 10km of the marina development:

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<b>Special Areas of Conservation</b>	<b>Location</b>
Bray Head SAC	< 500m to north
Glen of the Downs sAC	c. 3.5km to the west
Murrrough Wetlands SAC	c. 5m to south
Ballyman Glen SAC	c. 7km to north-west
Knocksink Woods SAC	c. 8km to north-west
Carriggower Bog SAC	c. 8km to south-west
Wicklow Mountains SAC	c. 9km to west
Rockabill to Dalkey Island SAC	c. 10km to north-east

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<b>Special Protection Area</b>	<b>Location</b>
The Murrough SPA	c. 6km to south
Wicklow Mountains SPA	c. 9km to west

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#### 8.2.4. **Identification of Likely Effects**

The nature of the proposed alterations comprises changes to the design of the previously permitted Block D and usage of this Block, as well as increased parking spaces within areas designated for parking and amendments to circulation. The alterations do not require any additional mitigation over that associated with previous applications approved by the Board.

The qualifying interests of the nearest European site, Bray Head SAC, to the north of the marina project are vegetated sea cliffs and dry heath. There is no pathway between Block D and the other amendment areas and this European site or indeed any other European site. The amendments could not, therefore, have any direct or indirect effects on the qualifying interests of this or any other European site. Furthermore, the site for the proposed alterations does not have habitat to support any of the Special Conservation Interests of any Special Protection Area within 10km of the site.

Having regard to these considerations, it is reasonable to determine that the proposed alterations could not have effects, direct or indirect, on the conservation objectives of any European site.

#### 8.2.5. ***In-combination Effects***

The project requiring consideration for in-combination effects is the Greystones marina village development of which the site for proposed Block D and the other amendments forms a part. This is a project which was previously assessed by the Board for environmental impacts and effects and for which mitigation was proposed to minimise potential effects on European sites. The marina component of this development is operational and much of the land-based development is now complete. Having regard to the proposed alterations having no direct or indirect effects on the conservation objectives of any European site, it is reasonable to conclude that there are no potential in-combination effects.

#### 8.2.6. ***Mitigation Measures***

No measures designed or intended to avoid or reduce any harmful effects of the proposed alterations on a European site have been relied upon in this screening exercise.

#### 8.2.7. ***Screening Determination***

The proposed alterations (the project) have been considered in light of the requirements of Section 177U of the Planning and Development Act 2000 as amended. Having carried out Screening for Appropriate Assessment of the project, it has been concluded that the project individually or in combination with other plans or projects would not be likely to give rise to significant effects on any European site, in view of their Conservation Objectives, and Appropriate Assessment is not therefore required.

This determination is based on the following:



- There are no known pathways between the site areas associated with the proposed amendments and any European site, and
- The site for the proposed alterations does not have habitat to support the Special Conservation Interests of the Special Protection Areas within 10km of the marina village development.

### 8.3. **Considerations on Submissions Received**

8.3.1 I note the applicant corresponded with a wide range of prescribed bodies as requested by the Board. The Board was in receipt of one submission from Transport Infrastructure Ireland and it is acknowledged that this submission did not raise any planning or environmental matters requiring consideration by the Board.

8.3.2 On the matters expressly raised by third parties, I make the following observations:

#### *Submission by Cllr Derek Mitchell*

- I note that the commercial component of the proposed alteration would include a café/restaurant.
- There is no change to parking to the south-east of Block D. The extent of the site relating to the section 146B application does not include any further parking in the vicinity of the public square.
- That part of Block D facing south-west at ground floor level mainly comprises service uses relating to the residential development of the Block (i.e. refuse, cycle storage, plant, a substation and a switch room), with a short section of retail frontage at the southernmost end. There is no change to previously permitted parking forward of the commercial use at this location.

- There would be no notable changes such that they would adversely impact on the functioning of the public square and the provision of parking in the vicinity.
- The change of use would clearly reintroduce the types of uses desired by the observer.

*Submission by Robin Palmer*

- Under ABP Ref. 27.EF2016, Block D was revised during considerations by the Board, providing a three-storey building at its southern elevation and a basement below. The three-storey building had commercial use at ground floor and residential use above. 30 apartments were permitted in this block in 2007. Under ABP Ref. 27.JA0029, Block D was to be a part three/part four storey building and it was configured as a mixed use building, with the primary care centre element provided at ground, first and second floors on the western side of the block, retail use at ground floor, and 11 apartments at first, second and third floors. The current proposal would be four storeys in height and would provide retail use and residential support services at ground floor level and apartments overhead. With the omission of the primary care centre, the commercial component would increase from an approved floor area of 366 sqm to 1,351 sqm. The gross floor area of Block D would reduce from the previously approved 5,508 square metres to 4,934 square metres.
- I submit to the Board that the retail function at ground floor level, with a range of retail outlets, is one which is acceptable in principle and was clearly a use which formed a principal component of the original scheme.
- The proposed alteration would increase the number of apartments by 22 over that previously proposed when Block D was to mainly function as a primary care centre. I note again that the 2007 scheme permitted 30 apartments within Block D and it is proposed to provide 33 with the proposed alteration.

The total number of residential units within the overall harbour/marina scheme would be 373. I note that the Greystones-Delgany and Kilcoole Local Area Plan, in reference to the Greystones Harbour and North Beach Action Plan, provides for a total of up to 375 residential units.

- I note the scale of the previously approved primary care centre that was to be the main use of Block D. This was equivalent to a small-scale hospital in my opinion. Of the 6,245 square metres of non-residential uses proposed in the overall harbour/marina scheme, the primary care centre would have occupied over 55% of all non-residential uses. Acknowledging the observer's concerns relating to traffic and parking, I submit that the functioning of a primary care centre to the scale previously proposed would potentially generate greater traffic and parking concerns, likely over an extended average day, and drawing in a completely different clientele to the marina environment as an attractor beyond the needs of residents of the scheme, tourists, or the general visitor intended for the harbour development.
- I do not consider that the proposed additional 22 apartments constitute a significant increase over that previously permitted and that the amendments assist in returning the scheme somewhat to that originally conceived in 2007. I once again emphasise the traffic and parking concerns that would likely arise with a successful primary care centre of the scale previously permitted. The density of the residential development raises no particular concerns.
- The vehicular access into and out of the marina development has been designed to approved standards. There is no information provided which would lead one to determine that the access provisions result in undue congestion, pose a particular threat to vehicular, cyclist or pedestrian safety, or otherwise cause a traffic hazard.
- I acknowledge that the observer states that he purchased No. 2 The Strand on the basis that Block D would contain no more than 11 apartments and that

it would have a medical centre and shops. I submit to the Board that the proposed uses are more in keeping with the original Greystones Harbour & North Beach Action Plan for these lands. The need for a primary care centre of the scale previously proposed was never clarified or understood. I further note that the applicant has indicated that a primary care centre development is at an advanced stage elsewhere in Greystones. Evidently, Block D would have a substantial retail function and I also note that there would be an increase in parking (up 33 spaces) within Courtyards 1 and 2. These provisions are seen to go some way in addressing the observer's concerns on desired use and parking.

## **9.0 RECOMMENDATION**

9.1 I recommend that the Board makes the proposed alteration to the terms of the approval granted under 27.JA0029 in the manner and for the reasons and considerations set out below.

**PROPOSED ALTERATION:** Alterations to Greystones Harbour/Marina mixed use development comprising:

- The redesign of Block D, omitting the medical centre, increasing the number of apartments previously approved from 11 to 33, and increasing the commercial component from an approved floor area of 366 sqm to 1,351 sqm;
- Changes to the ancillary/circulation space and reducing the gross floor area of Block D from the previously approved 5,508 square metres to 4,934 square metres;
- Amendments to the courtyard areas to provide for fire access, linkages to the boardwalk and rationalisation of spaces in the overall development; and

- Increasing car parking spaces in Courtyard 1 by 23 spaces (from previously approved 35 spaces to 58 spaces) and in Courtyard 2 by 10 spaces (from previously approved 42 spaces to 52 spaces).

**WHEREAS** the Board made a decision to grant permission, subject to conditions, for the above-mentioned development by order dated the 29<sup>th</sup> day of June, 2012,

**AND WHEREAS** the Board has received a request to alter the terms of the development, the subject of the permission,

**AND WHEREAS** the Board considered that the proposed alterations would result in a material alteration to the terms of the development, the subject of the permission,

**AND WHEREAS** having regard to the nature of the issues involved, the Board decided to invoke the provisions of section 146B(8)(a) of the Planning and Development Act, 2000, as amended, to invite submissions or observations in relation to the matter from prescribed bodies and from members of the public,

**AND WHEREAS** having considered all of the submissions/observations and documents on file and the Inspector's report the Board considered that the making of the proposed alterations would not be likely to have significant effects on the environment or on any European Site,

**NOW THEREFORE** in accordance with section 146B(3)(a) of the Planning and Development Act, 2000, as amended, the Board hereby alters the above-mentioned decision so that the permitted development shall be otherwise altered in accordance with the plans and particulars received by An Bord Pleanála on the 29<sup>th</sup> day of October, 2020:

## REASONS AND CONSIDERATIONS

In coming to its decision in relation to the proposed alteration, the Board had regard to the following:

- (a) the nature of the development applied for under PL 27.JA0029, which was accompanied by an environmental impact statement,
- (b) the nature and limited extent of the alterations sought, including limited changes to the footprint of the previously permitted Block D, proposed uses compatible with the overall scheme intent, and the development intention of circulation and parking in the vicinity of Block D to meet the needs of the overall scheme,
- (c) the environmental impact assessment already undertaken by the Board in respect of the development under PL 27.JA0029, whereby the Board concluded that the development would be acceptable,
- (d) the submissions on file, including the submissions received in response to the Board's request, and the reports of the Inspector, and
- (j) the screening for appropriate assessment carried out by the Inspector, the conclusions of which the Board concurred with.

It is considered that the making of the proposed alterations would be in accordance with Wicklow County Development Plan 2016-2022 and the Greystones-Delgany and Kilcoole Local Area Plan 2013-2019 and that the proposed alterations would not be likely to have significant effects on the

environment or on any European site. The proposed alterations would, therefore, be in accordance with the proper planning and sustainable development of the area.

### **CONDITIONS**

1. Details of all external shopfronts and signage associated with the commercial units in Block D shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.

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

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Kevin Moore

Senior Planning Inspector

20<sup>th</sup> May, 2021