



An
Bord
Pleanála

Inspector's Report

ABP-315125-22

Development	Increased childcare capacity to 72 and revised opening hours
Location	Daisychain Childcare Facility, 4 Blackbush Lane, Drogheda, Co. Meath, A92 NX40
Planning Authority	Meath County Council
Planning Authority Reg. Ref.	221135
Applicant	Ursula Regan
Type of Application	Planning Permission
Planning Authority Decision	Refuse Permission
Type of Appeal	First Party
Appellant	Ursula Regan
Observer	None
Date of Site Inspection	14 February 2024
Inspector	Sinéad O'Connor

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1.0 Site Location and Description

- 1.1. The site is located on the southern side of Blackbush Lane, at the Louth/Meath border in Drogheda. The site is within 1 kilometre (km) of Drogheda Town Centre and Drogheda Train Station. St. Mary's Primary School is circa 400 metres to the east of the site. The site is in a predominately residential area that is characterised by 1- and 2-storey detached and semi-detached houses. There are footpaths on both sides of the road at this location.
- 1.2. The site is roughly rectangular in shape and accommodates a single storey childcare facility with surface car parking to the front and side, and an outdoor play area to the rear. At the time of the site visit (14 February 2024) car parking spaces were not formally delineated. The vehicular access gate is at the northeast corner of the site and the pedestrian walkway is at the northwest corner.

2.0 Proposed Development

- 2.1. It is proposed to increase the capacity of the childcare facility from 40 no. to 72 no. children and to amend the opening time from 08:00 to 07:00. It is proposed to increase car parking from 15 no. permitted under P.A. Ref. SA50496 up to 20 no. spaces comprising; 5 no. standard width drop-off spaces, 7 no. extra wide drop-off spaces, and 4 no. stacked staff spaces. An option for 24 no. spaces is also submitted to the P.A., which replaces the 7 no. extra wide spaces with 11 no. standard width spaces. It is proposed to create a one-way traffic system at the site by narrowing the existing vehicular gate and providing a second entrance at the northwest of the site. I note that no physical works are proposed to the childcare facility building.

3.0 Planning Authority Decision

3.1. Decision

On the 21 October 2022 Meath County Council issued a Notification of Decision to refuse planning permission and retention permission for the proposed development. The 1 no. reason for refusal is repeated below for reference:

1. Policy SOC POL 22 of the Meath County Development Plan 2021-2027 seeks *'to permit childcare facilities in existing residential areas provided that they do not have a significant negative impact on the character or amenities of an area, particularly with regard to car parking, traffic generation and noise disturbance'*. The proposed development by virtue of its proposal to increase the number of children from the permitted number of 40 to 72 and the under provision of adequate car parking to serve the facility would represent an overdevelopment of the subject site which is located in a residential area. As such, the Planning Authority is not satisfied that the proposed development, if permitted, would not endanger public safety by reason of traffic hazard and would set an undesirable precedent for other similar developments which would not be in the interest of the proper planning and sustainable development of the area.

3.2. Planning Authority Reports

3.2.1. Planning Reports

The Meath County Council Planning Report date stamped 21 October 2022 forms the basis of the Planning Authority's decision. The key points of the report are summarised below:

- Principle of development is established under P.A. Ref. SA50496. Condition 16 limited the capacity of the facility to 40 no. children.
- TUSLA guidance refers to 'usable clear floor space'. The submitted drawings do not include classroom furniture, which reduces the area of usable clear floor space.
- Justification for the capacity increase not provided.
- Proposed amendments to opening times is acceptable.
- Increased car parking would increase traffic congestion in the area and represent a traffic hazard.
- Car parking does not comply with Development Plan standards.
- Proposed stacked parking is not appropriate.

3.2.2. Other Technical Reports

Transportation Department: Report dated 27 September 2022. Recommend refusal based on under-provision of car parking. This report identified 8 no. conditions in the event of a decision to grant planning permission.

Water Services Department: Report dated 30 September 2022. No objection subject to conditions.

3.3. Prescribed Bodies

Uisce Eirean: Report dated 30 September 2022. No objection.

Meath County Childcare Committee: No response received.

3.4. Third Party Observations

None.

4.0 Planning History

The planning history of the site can be summarised as follows:

- P.A. Ref. 00834: On 19 July 2000 planning permission was refused to Ursula Nolan and Adrienne Walsh for works to extend the existing house and turn it into a childcare facility. 2 no. reasons for refusal were given, which refer to potential for negative impacts on residential amenity and traffic impacts.
- P.A. Ref. 014264: On 24 August 2001 planning permission was refused to Ciaran Farrelly for the construction of a single storey storage unit to the rear of the property. 2 no. reasons for refusal were given, which refer to contravention of the land use zoning and the overdevelopment of the site.
- P.A. Ref. SA50496: On 12 June 2006 planning permission was granted to Ursula Nolan to demolish the existing shed, extend the existing dwelling, and change the use of the structure to childcare. The final wording of the conditions is not available however, from the P.A. report dated 27 April 2006 in respect of Ref. SA50496, Condition 16 limited the capacity of the facility 40 no. children and Condition 17 limited the hours of operation to between 08:00 to 18:00 hrs, Monday to Friday. The

P.A. report for Ref. SA50496 states that a total of 15 no. car parking spaces were proposed, and I note that the 40-no. occupancy limit attached by condition appears to have been derived from the car parking provision rather than the size of the proposed facility.

- P.A. Ref. LB171271: On 13 June 2018 retention permission was refused for a single storey classroom to the rear of the childcare facility. 1 no. reason for refusal was given, which refer to the under provision of car parking, contravention of policy SOC POL 22 and Section 11.2.2.7 of the Meath Development Plan 2013-2019, public safety and traffic hazard.

Relevant planning history of the adjoining sites and sites in the immediate vicinity can be summarised as follows:

- P.A. Ref. SA110781: On 07 November 2011 retention planning permission granted for 2 no. sheds in the rear garden of No. 3 Blackbush Lane, to the immediate west of the subject site.
- P.A. Ref. SA111172: On 24 February 2012 planning permission was refused for works to extend the property at No. 3 Blackbush Lane and to change the use of this unit to a veterinary clinic. The text of the 3 no. reasons for refusal is not available.

5.0 Policy Context

5.1. Development Plan

The Meath County Development Plan 2021-2027 is the relevant Statutory Plan. This Plan was the subject of Judicial Review (2021 No. 958 JR) which resulted in any newly zoned A2 lands being rezoned WL (White Lands). References to Drogheda in Sections 2.8.1.1 and 2.10.4, relating to the Core Strategy, were omitted.

The Site was Zoned A1 under 'Drogheda Southern Environs Land Use Zoning Objectives Maps' of the Meath County Development Plan 2013-2019, therefore, the land use zoning is unaffected by the JR decision.

Policies and objectives of relevance to the proposal include the following:

- The site is zoned A1 Existing Residential: to protect and enhance the amenity and character of existing residential communities. Childcare Facility is listed as Open for Consideration on zoned A1 lands.
- Section 7.7.3.3 'Childcare Facilities' recognises childcare facilities as a key piece of social infrastructure and notes increased demand for childcare services. New childcare facilities should not create a nuisance for residents and the provision of set down areas, parking, and play areas is key.
- DM OBJ 89 states that car parking shall be provided in accordance with Table 11.2. For creches, Table 11.2 requires 1 no. parking space per employee, 1 no. space per 4 no. children, and dedicated set down areas. The Guidance Notes state that non-residential car parking standards are maximum standards.
- DM OBJ 96 requires the provision of bike parking in accordance with Table 11.4 Cycle Parking Standards. 'Other Developments' require 1 no. bike space per car space or 10% employee numbers.

Policy relevant to childcare facilities includes:

- SOC POL 20: To encourage, promote and facilitate the provision of quality affordable childcare facilities in accordance with national policy and relevant guidelines and in consultation with Meath County Childcare Committee.
- SOC POL 21: To support the provision of childcare facilities of an appropriate type and scale at the following locations:
 - Areas of concentrated employment and business parks;
 - Neighbourhood centres;
 - Large retail developments;
 - Schools or major educational facilities;
 - Adjacent to public transport nodes;
 - Villages and Rural Nodes; and
 - Within new and existing residential developments.
- SOC POL 22: To permit childcare facilities in existing residential areas provided that they do not have a significant negative impact on the character or amenities of

an area, particularly with regard to car parking, traffic generation and noise disturbance.

5.2. Section 28 Guidelines

Childcare Facilities Guidelines for Planning Authorities 2001 are the relevant Guidelines in this instance. Relevant provisions include the following:

- Section 2.3 seeks to promote childcare facilities in the following locations:
 - residential areas
 - places of employment
 - educational establishments
 - city and town centres
 - neighbourhood and district centres
 - convenient to public transport nodes.
- Appendix 1 General Standards requires a minimum of 2.32 sq.m. of floorspace per child in full day-care, exclusive of kitchen, bathroom and hall, furniture or permanent fixtures.
- The Guidelines refer to the Child Care (Pre-School Services) Regulations, 1996, in respect of minimum clear floor space per child by age. I note that these Regulations have been superseded by the Child Care Act 1991 (Early Years Services) Regulations 2016.
- Appendix 3 lists the information that should be submitted with an application for a childcare facility, including the following:
 - Nature of the facility (i.e. Full day care, Sessional, Drop In, After School Care)
 - Numbers of children being catered for.
 - Parking provision for both customers and staff.
 - Proposed hours of operation.
 - Open space provision and measures for management of same.

5.3. **Natural Heritage Designations**

The subject site is not within or immediately adjacent to any designated areas or Natura 2000 sites. The subject site is circa 900 metres to the south of the River Boyne and River Blackwater Special Area of Conservation (SAC) (site code 002299), circa 1.8 km to the west of the Boyne Estuary Special Protection Area (SPA) (site code 004080). The Boyne Coast and Estuary proposed Natural Heritage Area (pNHA) (Site Code 001957) is 3 km to the northeast of the site, and the Boyne River Islands pNHA (Site Code 0018962) is 3.4 km to the northwest. The North-West Irish Sea SPA (Site Code 004236) is circa 7 km to the east of the site.

5.4. **EIA Screening**

See completed Form 1 Appendix 1. The proposed development comprises the intensification of an existing childcare use and the provision of additional ancillary car parking within the existing built footprint of the site. These works do not fall into a class of use under Schedule 5 of the Regulations and, therefore, I do not consider that EIA or Preliminary Examination for EIA is required in this instance.

6.0 **The Appeal**

6.1. **Grounds of Appeal**

The Appeal submission refers to 5 no. grounds; traffic, parking, access, facilities, balance of policy, and precedent. The key points are summarised below:

- Unnecessary application of maximum car parking standards of the Development Plan and failure to consider the justification for reduced car parking.
- Proposed one-way system will enhance traffic flow and reduce traffic hazard.
- Site complies with Table 4.2 and Figure 4.6.3 of DMURS in respect of sightlines. Suggested yellow boxes would further reduce traffic impacts.
- Proximity to school facilitates 'one-stop' journeys for parents and guardians.
- Facility operates staggered drop-off and pick-up times.

- Failure to assess the 2 no. parking options presented in Site Layout and swept-path analysis, or traffic data submitted.
- Part M accessible space is provided.
- Assessment was not based on the 2022 Tusla Audit.
- Failure to acknowledge Development Plan provisions and statistics in respect of childcare demand and cost.
- Demand for after school child-care arising from the nearby school.
- The facility has a 2-year waiting list, which is typical for this area.
- Issues could have been addressed by Further Information.
- Different approach taken in the assessment of similar developments.
- Requests consideration of conditions proposed by MCC Transportation Section.

6.2. Planning Authority Response

A response has been received from the Planning Authority dated 12 December 2022. The main points are summarised below:

- The Transportation Section of Meath County Council recommended refusal.
- Proposed amendments to the vehicular entrance and staggered drop-off times are not sufficient to address traffic concerns.
- Doubling of capacity in the childcare facility is excessive and will increase traffic movements and the potential for a traffic hazard.
- Car parking provision does not comply with Development Plan standards.
- Flexibility in car parking provision is not appropriate owing to the increased capacity sought.
- Stacked car parking is not appropriate.
- Previous application, Ref. LB171271, was refused based on traffic considerations.
- Floor area of the facility may not be sufficient.

The Planning Authority requests that the Board upholds their decision to refuse planning permission for the subject development.

7.0 Assessment

Having examined the application details and all other documentation on file, including the submissions received in relation to the appeal, and inspected the site, and having regard to relevant local, regional and national policies, I consider that the main issues in this appeal are as follows:

- Access & Parking
- Layout & Operating Hours

7.1. Access & Parking

- 7.1.1. The proposed development includes the provision of an additional vehicular gate onto Blackbush Lane to facilitate a one-way traffic system at the site. 4 no. stacked parking space are proposed to provide 8 no. staff parking spaces. 5 no. standard drop-off spaces are proposed, inclusive of 1 no. accessible space. 2 no. options for drop-off spaces at the eastern boundary of the site were presented by the Applicant in the initial application; the first option comprises 7 no. extra wide spaces and the second option comprises 11 no. standard width spaces.
- 7.1.2. The MCC Transportation Section in their report dated 27 September 2022 found that this part of Blackbush Lane is heavily trafficked due to the proximity of St. Mary's Parish National School and noted that any increase in vehicular movements would negatively impact upon carrying capacity. This report found that the proposal required 29 no. car parking spaces with reference to Table 11.1 of the Development Plan, while 20 no. spaces are proposed. A refusal of planning permission was recommended.
- 7.1.3. The site is located proximate to a residential population and educational facilities, as per Policy SOC POL 21 of the Development Plan and Section 2.3 of the Childcare Guidelines. Owing to its proximity to the National School and the large residential population in the area, I consider that the site facilitates multi-purpose journeys. The site is within 900 meters of the train station and within 150 metres of the Meadow

View stop on the 173S Drogheda Town bus service, and is, therefore, reasonably well serviced by public transportation. There is a bus stop 25 metres to the east of the site which does not appear to be on any Bus Éireann route. Owing to its location, I consider that a proportion of trips to the site will be undertaken on foot, by bike, or by public transport.

- 7.1.4. At the time of the site visit (11:00 on 14 February 2024) Blackbush Lane had low levels of traffic however, I note that this visit was outside of peak commuting times. The trip data provided in the Appeal Statement indicates that drop-offs and pick-ups at the facility are staggered owing to the sessional and part-time services provided. The busiest time at the facility is shown as 9:00, which would have a maximum of 35 no. drop-offs based on the increased capacity sought. The Applicant has not submitted existing drop-off rates for comparison however, for the purposes of this assessment I consider that the additional capacity sought would comprise circa 50% of the total trips predicted. Notwithstanding that a proportion of these trips would not be undertaken by car, I do not consider that 17 no. additional trips would have a significant negative impact on traffic flow in this residential area. Submitted Drawing No. 2-DWG-002 shows suggested yellow boxes on Blackbush Lane, which Meath County Council may choose to provide if required.
- 7.1.5. In the current arrangement, I note that vehicles must turn within the site to exit in a forward direction. I consider that the proposed amendments would reduce reversing movements within the site, which would aid the flow of cars. The MCC Transportation Section similarly found that the proposed one-way system would reduce congestion issues at the site. Drawing from the above, I consider that the proposed access arrangement is acceptable.
- 7.1.6. I consider that the subject site is dominated by car parking, which I consider an inefficient use of urban land. As is discussed in Section 7.1.3 of this report, I consider that the site is well located to facilitate trips on-foot, by bike, or by public transport, and therefore, I do not consider that the maxima standards in Table 11.2 of the Development Plan are warranted in this instance. Details of staffing levels and the staggered drop-offs provided in the Appeal statement indicates that a maximum of 18 no. car parking spaces are required, comprising 5 no. staff spaces and 13 no. drop-off spaces. I consider the provision of 18 no. car parking spaces is appropriate at this location, based on the information submitted.

- 7.1.7. I do not consider it appropriate to reduce the size of the current outdoor play area to provide additional car parking at the site. In this way, I consider that proposed car parking spaces 1/2 and 3/4 should be omitted by condition to retain the existing play area. I agree with the P.A. assessment that stacked parking would be unsuitable at this location. For ease of access, I consider that staff parking should be provided in the form of standard car parking spaces. Having reviewed the site layout and swept path details submitted, I consider that sufficient car parking can be provided by implementing the option for 11 no. standard width spaces at the eastern boundary. I consider that the standard width spaces would provide sufficient access for families and, on balance, make the most efficient use of the existing car parking space available. If the Board is minded to grant planning permission for the proposed development, I recommend that a condition be attached to retain the existing footprint of the outdoor play area and to provide a maximum of 18 no. car parking spaces comprising 3 no. spaces in the front and 15 no. standard spaces at the eastern boundary.
- 7.1.8. I note that bike parking is not proposed at the site, which I do not consider acceptable with reference to Section 11.9.3 of the Development Plan. Table 11.4 of the Plan does not list specific standards for Childcare Facilities, and I do not consider that the general standards of 1 no. bike space per car space or 10% of staff levels are appropriate in this instance. Having undertaken a site visit, and with reference to Table 6.1 of the Cycle Design Manual (2023) and the swept path analysis submitted, I consider that 1 no. extra-long bike space could be accommodated to the east of the front door and at least 2 no. standard bike spaces could be accommodated to the west of the front door without impacts on vehicle circulation areas. I consider that secure staff bike parking could be provided to the side of the building, in the vicinity of the refuse area shown. If the Board is minded to grant planning permission for the proposed development, I recommend that a condition be attached to require the provision of at least 2 no. drop off bike spaces and 1 no. staff bike parking space.
- 7.1.9. Drawing from the above, I consider that the childcare facility is well located proximate to residential areas, educational facilities, and public transport services to accommodate reduced car parking rates, as facilitated under the Development Plan. I consider that the proposed one-way system would reduce potential for traffic

congestion arising from the increased capacity sought. In this way, I consider the proposed development acceptable in this instance.

7.2. Layout & Operating Hours

- 7.2.1. The subject development seeks to increase the capacity of the existing childcare facility from 40 no. children to 72 no. children, and to bring the opening time forward 1 hour to 07:00 am.
- 7.2.2. The P.A. in their report and response to the Appeal raise concerns regarding the floor area of the existing facility, and its ability to accommodate 72 no. children with reference to Tusla Guidance. Reference is made to limited capacity permitted under Ref. SA50496. From my review of P.A. report dated 27 April 2006 in respect of Ref. SA50496, I note that the maximum capacity of the facility appeared to be based on car parking at the site, without reference to the internal dimensions of the building.
- 7.2.3. The submitted Design Statement gives a breakdown of the proposed capacity increase with reference to the relevant standards in the Child Care Act 1991 (Early Years Services) Regulations 2016, in respect of sessional and full childcare. From the submitted information, the existing facility appears to meet and exceed the minimum floor area requirements of Schedule 7 of the Regulations. Tusla information submitted in the Appeal Statement illustrates that the facility has an audited capacity for 70 no. children. Drawing from the information submitted, I consider that the proposed increased capacity is acceptable.
- 7.2.4. In their assessment, the P.A. found the amended 07:00 am opening time appropriate with reference to commuting patterns in the locality. I agree with this assessment and note that the extended opening hours will further stagger drop-offs by car during the a.m. peak.
- 7.2.5. In light of the above, I consider the proposed increase in childcare capacity and the amended opening hours acceptable.

8.0 Appropriate Assessment Screening

- 8.1.1. The nearest designated site to the subject site is the River Boyne and River Blackwater Special Area of Conservation (SAC) (site code 002299), which is

approximately 900 metres to the north. The Boyne Estuary Special Protection Area (SPA) (site code 004080) is approximately 1.8 km to the northeast. The North-West Irish Sea SPA (Site Code 004236) is circa 7 km to the east of the site.

- 8.1.2. Owing to the nature and small size of the proposed development, the distance of the site from the North-West Irish Sea SPA and lack of direct hydrological or over-land connections, I consider that this site can be screened out from further assessment. The Conservation Objectives for the River Boyne and River Blackwater SAC and Boyne Estuary SPA are set out below.

Natura 2000	Site Code	Conservation Objectives
River Boyne and River Blackwater Special Area of Conservation SAC	002299	To maintain or restore the favourable conservation condition of the Annex I habitat(s) and/or the Annex II species for which the SAC has been selected.
Boyne Estuary SPA	004080	To maintain the favourable conservation condition of species and habitats in Boyne Estuary SPA.

- 8.1.3. During the site inspection I did not see any evidence of waterbodies/course at the subject site and the EPA mapping does not show any waterbodies within or immediately adjoining the site. The subject site is separated from River Boyne and River Blackwater SAC and Boyne Estuary SPA by existing urban development, and there are no direct hydrological connections between these sites and the subject site. I note that the site is served by mains surface and foul water infrastructure. In this way, there are no direct source receptor pathways between the subject site and any designated areas.
- 8.1.4. The proposed development does not include any increase in hard surfaces, and in this way, no direct habitat loss would occur at the site. Given the existing pattern of development in the locality, and the size and nature of the proposal, I consider that likely significant ex-situ effects on QIs (habitats and species) will not occur during the construction or operational phases of the development.
- 8.1.5. The proposed development was 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, it has been concluded that the proposed

development individually or in combination with other plans or projects would not be likely to have a significant effect on River Boyne and River Blackwater SAC, Boyne Estuary SPA or any other European site, in view of the site's Conservation Objectives, and Appropriate Assessment (and submission of a NIS) is not therefore required.

8.1.6. This determination is based on the following: the lack of hydrological connections to the designated sites, the fully serviced nature of the site and the urban character of the surrounding area.

8.1.7. This screening determination is not reliant on any measures intended to avoid or reduce potentially harmful effects of the project on a European Site.

9.0 Recommendation

9.1. I recommend that planning permission should be granted, subject to conditions.

10.0 Reasons and Considerations

Having regard to the policies and objectives of the Meath County Development Plan 2021-2027, the existing use of the site and its location relative to residential areas, schools, the Town Centre and public transportation, I consider that, subject to compliance with the conditions set out below, the proposed development would not seriously injure the residential amenities of the locality, would not create a traffic hazard and would constitute an acceptable form of development at this location. 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, except as may otherwise be required in order to comply with the following conditions. Where such conditions require details to be agreed with the planning authority, the developer shall agree such details in writing with the planning authority prior to commencement of development and the development
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	<p>shall be carried out and completed in accordance with the agreed particulars.</p> <p>Reason: In the interest of clarity.</p>
2.	<p>The subject development shall be amended as follows:</p> <ul style="list-style-type: none"> a) A total of 18 no. car parking spaces shall be provided at the site, inclusive of 1 no. accessible space. b) The option for 11 no. standard width car parking spaces at the eastern boundary submitted to the Planning Authority 01 September 2022 in Drawing No. 2-DWG-002 sub drawing '8. Proposed Site Layout & Parking', shall be implemented. c) The footprint of the existing outdoor play area shall not be reduced, to safeguard the amenity value of this area. d) Stacked car parking shall not be provided due to potential impacts on accessibility. e) A minimum of 2 no. standard drop-off bike spaces, 1 no. extra-long drop off bike space and 1 no. staff bike stand shall be provided at the site. Prior to the commencement of development, a revised layout plan inclusive of bike parking shall be agreed in writing with the Planning Authority. f) Staggered drop-offs, as per the documentation submitted, shall be implemented to reduce congestion on the surrounding road network. <p>Reason: To control car parking and traffic movements, and to support sustainable transport modes.</p>
3.	<p>The childcare facility shall have maximum capacity of 72 no. children and shall be operated in accordance with the plans and particulars submitted.</p> <p>Reason: In the interest of clarity.</p>
4.	<p>The childcare facility shall not operate outside the period of 0700 to 1800 hours Monday to Friday inclusive, and shall not operate on Saturdays, Sundays or public holidays.</p>

	Reason: In the interest of residential amenity.
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I confirm that this report represents my professional planning assessment, judgement and opinion on 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.

Sinead O'Connor

Sinead O'Connor
Planning Inspector

16th of February 2024

Appendix 1 - Form 1

EIA Pre-Screening

[EIAR not submitted]

An Bord Pleanála Case Reference	315125-22		
Proposed Development Summary	Increased childcare capacity to 72 and revised opening hours.		
Development Address	Daisychain Childcare Facility, 4 Blackbush Lane, Drogheda, Co. Meath, A92 NX40		
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	No further action required
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		Class.....	EIA Mandatory EIAR required
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)
			Conclusion
No	X	N/A	Childcare Facility is not a type of development described in this Part.
Yes		Class/Threshold.....	Proceed to Q.4

4. Has Schedule 7A information been submitted?

No	X	Preliminary Examination required
Yes		Screening Determination required

Inspector: Sinead O'Grady

Date: 13/02/2024