



An
Bord
Pleanála

Inspector's Report ABP-319274-24

Development	Development of a drive-thru lane for the Costa Coffee unit with alterations to the entire unit, existing car parking and all associated site works.
Location	Costa Coffee Unit, Bray Retail Park, Southern Cross Road, Bray, Co. Wicklow
Planning Authority	Wicklow County Council
Planning Authority Reg. Ref.	2360495
Applicant(s)	MBCC Foods Limited
Type of Application	Permission
Planning Authority Decision	Refuse
Type of Appeal	First Party
Appellant(s)	MBCC Foods Limited
Observer(s)	None
Date of Site Inspection	6th June 2024
Inspector	Ian Boyle

Contents

1.0 Site Location and Description	3
2.0 Proposed Development	3
3.0 Planning Authority Decision	4
4.0 Planning History.....	6
5.0 Policy Context.....	6
6.0 The Appeal	9
7.0 Assessment.....	10
8.0 Recommendation.....	14
9.0 Reasons and Considerations.....	14

Appendix 1 – Form 1: EIA Pre-Screening and Form 2: EIA Preliminary Examination

1.0 Site Location and Description

- 1.1. The appeal site comprises an existing Costa Coffee (coffee shop /café) at Bray Retail Park, Co Wicklow. The unit is positioned in the centre of the surface car park serving the overall retail park. It is a standalone building separate from the main strip / block of commercial retail buildings which are situated towards the eastern portion of the overall retail complex.
- 1.2. The Costa Coffee unit was originally permitted in October 2018 and constructed shortly thereafter. This was when the retail park was known as the Southern Cross Retail Park. The unit is surrounded on its eastern and western sides by existing car parking. There is a small green, grassy area on the southeastern side of the unit and an internal access road is along its northwestern elevation. The unit is single storey and has a gross floor area of approximately 235sqm.
- 1.3. Bray Retail Park lies south of Southern Cross Road (R768), northeast of the N11 and southeast of Bray town centre. Access is provided from the Southern Cross Road. The park appears to be busy with a regular stream of customers entering and exiting the overall development on a frequent basis. It accommodates several large commercial businesses, including Woodies DIY, Harry Corry (Home Décor), Otto Car Parts, Maxi Zoo (Pet Supplies), Flanagan Kerins Furniture and DID Electrical.
- 1.4. The site is roughly 0.93ha.

2.0 Proposed Development

- 2.1. The proposed development is for a drive-through lane for an existing Costa Coffee café), including a canopy and service hatch on the eastern side of the existing building, and ancillary works, such as signage, landscaping and minor elevational changes. The proposal would result in 4sqm increase in floorspace.
- 2.2. The Applicant states that the proposed development is to upgrade the existing Costa Coffee unit, which is now four years old.

3.0 Planning Authority Decision

3.1. Decision

- 3.1.1. The Planning Authority refused permission for 1 no. reason, which is that the proposed drive-thru lane would result in an intensification of the existing café use. This would attract additional vehicle trips unrelated to the retail park away from Bray town centre and other designated centres and would therefore constitute an unsustainable form of development inappropriate for this location. The proposed development would therefore materially contravene objectives TC1 and TC2 of the Bray Municipal District Local Area Plan 2018 (the Bray LAP'), which seek to ensure the continued vibrancy of centres and to protect and promote the vitality and viability of town centres.

3.2. Planning Authority Reports

3.2.1. Planning Reports

- The application is for a drive-thru lane at the existing Costa Coffee unit at the Southern Cross retail park.
- Permission was previously refused for a sit-down and drive-thru restaurant of approx. 240.5sqm (gross floor area) (Reg. Ref. 10/219; PL27.236783). This earlier application related to a site near the entrance to the access road to the retail park.
- A new Bray Local Area Plan was adopted in 2018. The retail park was zoned for 'Retail Warehousing' under the LAP, which is to provide for enterprise and employment development in the form of retail warehousing development.
- Permission Ref. Ref. 18/509 comprises the existing 232sqm standalone café / restaurant in the central section of the car park. Condition 3 restricted the use of the facility 'to a café use only' and that it must not be used as a takeaway for the consumption of hot food off-premises.
- The Applicant has now applied for a drive-thru lane. They state that a considerable number of customers already purchase hot beverages as takeaway and that the drive -thru is a new service offering that will improve

efficiencies. It is stated that the service is ancillary to the main use. Examples are provided of grants of permission for similar drive-thru facilities across the country.

- This site is zoned retail warehousing – it is not a designated centre in the county retail hierarchy. The proposal for the drive-thru to the existing facility would result in an intensification of use that would attract additional vehicle trips, unrelated to the retail park, and would compromise the role and function of the town centre and other centres in the surrounding area.
- In terms of car parking demand, the proposal would remove 7 existing spaces. There is a satisfactory amount of parking available for the needs of the park.
- Objective CPO10.14 relates to fast food / takeaway outlets, including drive-thru facilities. For the purposes of CPO10.14 ‘fast food/takeaway outlet means any outlet which primarily involves the sale of hot or otherwise prepared food that is high in fat, salt or sugar (such food being heated or prepared on the premises comprising of the outlet) for consumption on or off the premises comprising of the outlet. Having regard to this definition and the limitations of condition 3, the unit is a café facility and would not fall under this category.
- The café is within an existing retail park where the objective is E3 Retail Warehousing ‘to provide for enterprise and employment development in the form of retail warehousing development’ within Bray MD LAP 2018. The proposed drive-thru lane to the Costa Coffee unit would result in an intensification of a café use, which would attract additional vehicle trips unrelated to the retail park away from Bray town centre and other designated centres and would therefore constitute an unsustainable form of development inappropriate for this location.
- In summary, the proposed development would materially contravene objectives TC1 and TC2 of the Bray LAP 2018-2024, which seek to ensure the continued vibrancy of centres and to protect and promote the vitality and viability of town centres and should be refused permission.

3.3. Prescribed Bodies

Uisce Éireann: No objection, subject to standard conditions.

Transport Infrastructure Ireland: No objection.

4.0 Planning History

Ref. Ref. 18/509: The Planning Authority **granted permission** in October 2018 for a standalone café / restaurant in the central section of the car park. Condition 3 of that permission restricted the use of the facility 'to a café use only' and that the café must not be used as a takeaway for the consumption of hot food off-premises.

ABP Ref PL27.236783 (Reg. Ref. 10/2191): The Board **refused permission** in September 2010 for the construction of a sit-down and drive-thru restaurant of c, 240.5sqm (gross floor area). The application related to a site near the entrance to the access road to the retail park. The reasons for refusal were that the proposal was considered to materially contravene the E1 employment zoning for the site; and that inadequate information had been submitted in relation to access arrangements and the potential impact of the proposed development on the flow capacity of surrounding roundabouts.

5.0 Policy Context

5.1. Bray Municipal District Local Area Plan 2018-2024

Zoning

The site is zoned 'E3 Retail Warehousing' where the objective is:

'to provide for enterprise and employment development in the form of retail warehousing development'.

The description for this zone is to facilitate the sale of bulky goods within high quality settings and highly accessible locations, with an emphasis on exemplar sustainable design and aesthetic quality.

The Development Plan states that uses generally appropriate for retail warehousing zoned areas includes Car Park, Cash and Carry Outlet, Garden Centre, Motor Sales

Outlet, Public Services, Retail Warehouse, Wholesale Outlet and ancillary development and other appropriate employment uses in accordance with the County Development Plan.

Chapter 5 Town / Neighbourhood Centres & Retail

- **Objective TC1** is to ensure the continued vibrancy and life of centres, to direct new development and investment into settlement centres (i.e. the ‘town centres’ and ‘primary development areas’) in the first instance and to particularly prioritise actions that enhance business, retail, leisure, entertainment and cultural uses, as well as making town centres an attractive place to live.
- **Objective TC2** is to vigorously protect and promote the vitality and viability of town centres. Development proposals not according with the fundamental objective to support the vitality and viability of town centre sites must demonstrate compliance with the ‘sequential approach’ before they can be approved. The ‘sequential approach’ shall be applied and assessed in accordance with the ‘Retail Planning Guidelines, (DoECLG, 2012)’²³. The Planning Authority will discourage new retail development if they would either by themselves or cumulatively in conjunction with other developments seriously damage the vitality and viability of existing retail centres within the District. In the application of the ‘sequential approach’ due regard shall be paid to RT3 below which prioritises the ‘core retail area’ for new retail development.
- **Objective BT1** is to promote Bray town centre as the primary retailing and commercial sector location in the town. Retailing will be promoted as the core function of the town centre. Bray Town Centre consists of the area of land which is zoned ‘TC: Town Centre Uses’, which extends in a north/south direction from the Dublin Road to Market Square, and in an easterly direction, encompassing Quinsborough Road, Florence Road, Bray Dart Station and part of Novara Avenue. It is the area of the town that provides a broad range of facilities and services and which fulfils a function as a focus for both the population of Bray and public transport.

5.2. Wicklow County Development Plan 2022-2028

The Wicklow County Development Plan 2022-2028 ('County Development Plan') took effect on 23rd October 2022.

Chapter 4: Settlement Strategy

- Bray is a Level 1 Metropolitan Key Town.
- It is identified as a Key Town in the Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region. These are identified as 'large economically active service and/or county towns that provide employment for their surrounding areas and with high-quality transport links and the capacity to act as growth drivers to complement the Regional Growth Centres'.
- There is significant potential to deliver compact growth and regeneration in the established town centre and built-up area.

Chapter 10: Retail

- **Objective CPO 10.1** is to ensure the continued vibrancy and vitality of town and village centres, to direct new development and investment into towns and villages in the first instance and to particularly prioritise actions that enhance business, retail, leisure, entertainment and cultural uses, as well as making town and villages centres an attractive place to live.
- **Objective CPO 10.6** is to permit the nature and scale of retail development appropriate to enable each centre to perform its role and function as defined within the County Retail Strategy. The nature and scale of a development proposed (either by themselves or cumulatively in conjunction with other developments) in a centre shall not compromise the role or function of any other centre within the hierarchy, in particular the role and function of a centre that is of a higher level in the hierarchy above that which is being considered.

Other Relevant Chapters

Chapter 7: Community Development

Chapter 8: Built Heritage

Chapter 9: Economic Development

5.3. Natural Heritage Designations

- 5.3.1. No European designations apply to the site and there are none within its immediate vicinity.
- 5.3.2. The nearest European Sites are Ballyman Glen SAC (Site Code: 000713) and Bray Head SAC (Site Code: 000714), which are roughly 2.4km and 2.6km to the east and north, respectively.

5.4. EIA Screening

- 5.4.1. Having regard to the nature and scale of the proposed development, which is drive-through lane for an existing coffee shop and related and ancillary works, there is no real likelihood of significant effects on the environment arising from the proposed development. The need for environment impact assessment can, therefore, be excluded at preliminary examination and a screening determination is not required.
- 5.4.2. See Appendix 1 of this report for further information (EIA Form 1: Pre-Screening and Form 2: EIA Preliminary Examination).

6.0 The Appeal

6.1. Grounds of Appeal

The points raised are summarised as follows:

- The principle of a café has been accepted by the Planning Authority and there is no material increase in floorspace proposed. The proposed drive-through facility is ancillary to the main use and does not have the potential to impact upon the vitality and viability of Bray town centre or to attract customers away from other designated centres.
- The proposal is of a good quality design and does not detract from the appearance of the retail park.
- Additional trade generated would be small and primarily drawn from the existing clientele of the retail park. The intensification of trade would be moderate, with no associated traffic problems, and no adverse impacts on town centres with

the core business of other cafes remaining one that is focused on indoor dining (as opposed to takeaway coffees).

- There would be no impact on vehicular traffic entering or exiting the retail park, or on the provision of car parking, as demonstrated in the accompanying traffic report / letter.
- The refused a fast-food drive-thru restaurant to the north of the site was in a different location and therefore of a different context / nature.
- The drive-through is a new service which is being provided by Costa Coffee in other locations in Ireland where the site location and context allows for such a facility to be provided. [Precedent examples of other similar drive-thru facilities across the country with drive-thru facilities are provided on Pages 9 to 14 of the appeal.]
- In summary, having regard to the location, nature, scale, and design of the proposed development, the provisions of the LAP, and site characteristics, it is considered the drive-through would not injure the residential or visual amenities of the area, or of property in the vicinity, and is acceptable in terms of traffic safety and convenience.

7.0 Assessment

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

- Zoning and Impact on Town Centre
- Appropriate Assessment

7.1. Zoning and Impact on Town Centre

- 7.1.1. The Planning Authority's reason for refusal states that the proposed drive-through facility would result in an intensification of the existing café use. This would attract additional vehicle trips, which are unrelated to the retail park, away from Bray town centre and other designated centres, and would constitute an unsustainable form of

development that is inappropriate for this location. The Planning Authority states that the proposed development would, therefore, materially contravene Objectives TC1 and TC2 of the Bray Municipal District Local Area Plan 2018 ('Bray LAP'), which are in relation to protecting and promoting the vitality and viability of town centres.

- 7.1.2. The café in question concerns an existing Costa Coffee unit in Bray Retail Park, Co. Wicklow. The unit is situated in the centre of the retail park car park. It is a standalone building separate from the main strip / block of commercial retail buildings which are situated towards the eastern portion of the overall retail complex. The park accommodates several commercial operators, including Woodies DIY, Harry Corry (Home Décor), Otto Car Parts, Maxi Zoo (Pet Supplies), Flanagan Kerins Furniture and DID Electrical. On the day of my site visit, it was busy with a steady stream of cars entering and exiting the overall complex.
- 7.1.3. The proposed drive-through would be on the eastern side of the existing Costa Coffee unit. A row of existing car parking spaces is required to be removed to accommodate the drive-through lane and its related works. The plans and particulars accompanying the application also show minor elevational changes to the existing building, signage, an order / pay station, a service hatch for handing over goods to customers (coffee, snacks, etc.), queuing space for cars and road markings.
- 7.1.4. The appeal site is zoned 'E3 Retail Warehousing' under the Bray Municipal District Local Area Plan 2018-2024 ('Bray LAP'). The zoning objective is to provide for enterprise and employment uses in the form of retail warehousing development. The description for this zone is to facilitate the sale of bulky goods within high quality settings and highly accessible locations, with an emphasis on exemplar sustainable design and aesthetic quality. I note that Objective TC1 of the Bray LAP is to ensure the continued vibrancy and life of centres, to direct new development and investment into settlement centres (i.e. town centres and primary development areas) in the first instance and to particularly prioritise actions that enhance business, retail, leisure, entertainment and cultural uses, as well as making town centres an attractive place to live. Objective TC2 seeks to vigorously protect and promote the vitality and viability of town centres. It also states that development proposals not according with the fundamental objective to support the vitality and viability of town centre sites must demonstrate compliance with the 'sequential approach' before they can be approved... (see Section 5.1 above for the full wording of this objective).

- 7.1.5. The Applicant submits that the proposed drive-through facility would be ancillary to the main café / coffee shop. Therefore, the argument is that it would not impact upon the vitality and viability of Bray town centre, or attract customers away from other designated centres, including Bray town centre. The Applicant's main contention is that any additional trade generated by the drive-through would be negligible and that the clientele would be people who are already visiting other businesses in the retail park, or using the café regardless of whether a drive-through laneway exists, or not.
- 7.1.6. I note that the existing Costa Coffee unit was permitted in October 2018 and constructed shortly afterwards (Ref. Ref. 18/509 refers). However, the Planning Authority under condition (No. 3) restricted the use of the facility 'to a café only', such that it cannot be used as a takeaway for the consumption of hot food off the premises. The Applicant (MBCC Foods Limited) chose not to appeal the decision; presumably wishing to construct and operate the coffee shop as soon as possible and to seek a separate permission for the drive-through component at a future date. As part of my assessment, I have referred to the Planner's Report for this earlier application and note where it states 'it may be prudent to attach a condition to restrict the use of the building to café use only and while a cafe use would provide for the casual passing trade of customers / employees, a destination use that would result in vehicle trips unrelated to the retail park would not be preferable'. I note that this was also critical issue raised in the Board's refusal of ABP Ref. PL27.236783¹ (Reg. Ref. 10/2191), which comprised an application for the construction of a sit-down and drive-thru restaurant on a site near the retail park entrance.
- 7.1.7. I note that the subject café was deemed acceptable to the Planning Authority and that this was partly because it would be ancillary to the retail park. Part of the rationale for this conclusion was that the unit would not have a drive-through, or operate as a part-takeaway, and would therefore be unlikely to have a material impact on the vitality or viability of Bray town centre, or other centres.

¹ The Board refused permission in September 2010 for the construction of a sit-down and drive-thru restaurant on a site near the entrance to the retail park. The Board's reasons for refusal were that the proposal would materially contravene the E1 employment zoning for the site; and that inadequate information had been submitted in relation to access arrangements and the potential impact of the proposed development on the flow capacity of surrounding roundabouts.

- 7.1.8. It is my opinion that the addition of a drive-through component as part of the existing café use, in this location (i.e., a retail park), would have a potential negative impact on Bray and potentially divert foot traffic and customers away from its town centre; therefore, undermining the Planning Authority's efforts to support local businesses and to maintain a thriving, pedestrian-orientated environment on the high street. In this regard, I have reviewed the traffic and transport note prepared by the Applicant's traffic engineer. I acknowledge that the proportion of custom generated by the drive-through would likely be modest (roughly 15 – 25% of total sales of the existing facility). However, I do not accept that the drive-through component would not generate any new trips and that it would function solely as a convenience for customers who prefer not to park and use the existing walk-in service. I would highlight the example provided in the report in relation to Portlaoise Retail Park. Here, it is stated that before the drive-through lane was added to a stand-alone café, there were roughly 2,189 transactions per week, but that this has grown to 2,474 since the drive-through has opened. Whilst the increase in transactions could be said to be slight or moderate only, it still suggests that the addition of a drive-through lane has resulted in attracting new trade and customers.
- 7.1.9. The existing coffee shop unit comprises a 232sqm standalone café near the centre of the retail park car park. I consider that the inclusion of a drive-through facility in this particular context could potentially lead to the café becoming a destination in its own right and, therefore, draw a certain amount of trade away from Bray town centre. It is likely, in my view, that a certain number of trips would be made solely to utilise the drive-through component – trips which would be unrelated to the other uses and businesses in the retail park – and it is my opinion that such an activity would be an undesirable and unsustainable form of development.
- 7.1.10. I also note the contention by the Applicant that there would be no adverse impacts on the town centre as the core business of other cafés remains one that is focused on indoor dining (as opposed to providing takeaway coffees). Having visited Bray town centre as part of my assessment, I observed several cafés and coffee shops on Main Street, and along other streets, which have a relatively small floorspace / seating area, and that a considerable proportion of trade appeared to be generated from takeaway sales, including the consumption of coffee and other related products off premises.

7.1.11. In summary, I consider that the proposed development would potentially draw custom away from the catchment of Bray town centre leading to the existing café at Bray Retail Park potentially becoming a destination in its own right, such that it would no longer function as the ancillary use it was intended to be when permission was first granted. I conclude that the proposal does not align with Objectives TC1 and TC2 of the Bray LAP, which seek to ensure the continued vibrancy and life of town centres, and to vigorously protect and promote the vitality and viability of town centres, respectively.

7.2. Appropriate Assessment

- 7.2.1. No European designations apply to the site and there are none within its immediate vicinity.
- 7.2.2. Having regard to the nature and small scale of the proposed development, which is a drive-through lane for an existing café, within an urban and serviced area, and the distance from the nearest European site; no Appropriate Assessment issues arise. Therefore, it is not considered that the proposed development would be likely to have a significant effect, individually, or in combination with other plans or projects, on a European site.

8.0 Recommendation

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

9.0 Reasons and Considerations

- 9.1. Having regard to the provisions of the Bray Municipal District Local Area Plan 2018-2024, including the zoning objective for the site (E3 – Retail Warehousing); and Objectives TC1 and TC2, which seek to ensure the continued vibrancy and life of centres, and to vigorously protect and promote the vitality and viability of town centres, respectively; and the planning history of the site; it is considered that, subject to compliance with the conditions set out below, the proposed development would attract additional vehicular trips and customers, unrelated to the retail park,

away from town centres, and would therefore negatively impact upon the vitality and viability of Bray Town Centre. The proposed development would, therefore, be contrary to the proper planning and sustainable development of the area.

[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.]

Ian Boyle

Senior Planning Inspector

25th July 2024

Appendix 1 - Form 1

EIA Pre-Screening

[EIAR not submitted]

An Bord Pleanála Case Reference	ABP-319274-24		
Proposed Development Summary	<p>The proposed development is for a drive-thru lane for an existing Costa Coffee (café), including a canopy and service hatch on the eastern side of the unit, and ancillary works, such as signage, landscaping and minor elevational changes. The proposal would result in 4sqm increase in floorspace.</p> <p>The Applicant states that the proposed development is to upgrade the existing Costa Coffee unit, which is now four years old.</p>		
Development Address	<p>The appeal site comprises an existing Costa Coffee (coffee shop / café) at Bray Retail Park, Co Wicklow. The unit is positioned near the centre of the surface car park serving the overall retail park. It is a standalone building separate from the main strip / block of commercial retail buildings which are situated towards the eastern portion of the overall retail complex.</p>		
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	✓
		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			EIA Mandatory EIAR required
No	✓		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		N/A		No EIAR or Preliminary Examination required
Yes		10. Infrastructure Projects (b)(i) Construction of more than 500 dwelling units. (iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.		Proceed to Q.4

4. Has Schedule 7A information been submitted?		
No	✓	Preliminary Examination required
Yes		Screening Determination required

Inspector: Ian Boyle

Date: 25th July 2024

Form 2

EIA Preliminary Examination

An Bord Pleanála Case Reference	319274-24	
Proposed Development Summary	<p>The proposed development is for a drive-thru lane for an existing Costa Coffee (café), including a canopy and service hatch on the eastern side of the unit, and ancillary works, such as signage, landscaping and minor elevational changes. The proposal would result in 4sqm increase in floorspace.</p> <p>The Applicant states that the proposed development is to upgrade the existing Costa Coffee unit, which is now four years old.</p>	
Development Address	<p>The appeal site comprises an existing Costa Coffee (coffee shop / café) at Bray Retail Park, Co Wicklow. The unit is positioned near the centre of the surface car park serving the overall retail park. It is a standalone building separate from the main strip / block of commercial retail buildings which are situated towards the eastern portion of the overall retail complex.</p>	
<p>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.</p>		
	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>The nature of the proposed development is not exceptional in the context of the existing environment. It is for a drive-through lane for an existing café in a retail park.</p>	No

<p>Will the development result in the production of any significant waste, emissions or pollutants?</p>	<p>Given the small size and scale of the proposed development, it is not considered that construction and demolition waste arising would be significant.</p> <p>There would be no significant waste, emissions or pollutants arising during the operational phase.</p>	<p>No</p>
<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>The size of the proposed development is not exceptional in the context of its existing environment.</p> <p>Given the location and setting of the site within an existing retail park, and character of the surrounding area, which is mainly commercial retails uses, it is considered that there is no / limited potential for significant cumulative impacts.</p>	<p>No</p> <p>No</p>
<p>Location of the Development</p> <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</p>	<p>No natural heritage designations apply to the subject site. There are also no European Sites in the immediate vicinity of the site.</p>	<p>No</p> <p>No</p>

affect other significant environmental sensitivities in the area?	There is no potential for significant ecological impacts as a result of the proposed development.	
Conclusion		
There is no real likelihood of significant effects on the environment. EIA not required. ✓	There is no real likelihood of significant effects on the environment.	There is no real likelihood of significant effects on the environment.

Inspector: Ian Boyle

Date: 25th July 2024

DP/ADP: _____ **Date:** _____

(only where Schedule 7A information or EIAR required)