



An
Coimisiún
Pleanála

Inspector's Report

PL-500438-DR-25

Development	Placement of mobile coffee van in car park, with seating and associated works.
Location	2, Coliemore Road, Dalkey, Dublin
Planning Authority	Dun Laoghaire Rathdown County Council
Planning Authority Reg. Ref.	D25A/0718/WEB
Applicant(s)	Aughoose Ltd.
Type of Application	Permission
Planning Authority Decision	Grant Permission + Conditions
Type of Appeal	Third Party Normal Planning Appeal
Appellant(s)	Lucy Turley
Observer(s)	None
Date of Site Inspection	13 th February 2026
Inspector	Aoife McCarthy

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Appendix 1 – Form 1: EIA Pre-Screening

Form 2: EIA Preliminary Examination

1.0 Site Location and Description

- 1.1. The site has a stated area of 0.011 hectares (108.5m²), and is located at Coliemore Road, Dalkey, Co. Dublin.
- 1.2. The site comprises the surface car park of a licensed public house, The Club Bar located to the southeast of Coliemore Road.
- 1.3. The site lies to the northwest of Coliemore Road and is bound by the grounds of a terrace of period dwellings to the northeast; and by a single storey dwelling with rear extension, to the southwest.
- 1.4. The site forms of a wider car park which egresses to Convent Road.
- 1.5. The site is located within 50m of Dalkey Village to the west.

2.0 Proposed Development

- 2.1. The proposed development consists of the placement of a mobile coffee van and the with associated outdoor seating area; the reconfiguration of the existing car park including the extinguishment of 3 no. car parking spaces, the installation of picket fencing, bicycle parking, waste bins and 2 no. bollards and all ancillary works.

3.0 Planning Authority Decision

3.1. Decision

- 3.1.1. The local authority issued a Notification of a Decision to Grant Permission for temporary period of 5 years on the 10th November 2025, subject to 9 No. Conditions.
 - Condition 2 limits the duration of the permission to a temporary period of 5 years.
 - Condition 3 limited the duration of operation from between 8am to 6pm 7 days per week.
 - Condition 4 requires that the outdoor seating is used solely by customers of the coffee van and only for the consumption of items purchased from the coffee van.
 - Condition 5 requires that the site shall be closed and secured outside of operating hours.

3.2. Planning Authority Reports

3.2.1. Planning Report

3.2.2. The report includes a description of the site, planning history; and includes the following assessments:

- The proposed coffee van and seating area represent a small-scale commercial use that aligns with the Objectives Of the 'NC' zoning. The scheme would contribute to the vibrancy and vitality of Dalkey Village.
- Given the modest scale the development would not adversely impact the existing commercial environment or result in an over-provision of similar uses.
- It is considered appropriate to grant permission for a temporary period of five (5) years to enable a review of the proposal's contribution to the objectives of the 'NC' zoning and its effect on residential amenity.
- The scheme must be assed against s.13.1.2 of the Development Plan, relating to Transitional Zonal Areas (TZAs).
- The Planning Authority does not consider that the development would result in any unacceptable overshadowing or overbearing impacts.
- The site benefits from a strong boundary treatment to the east, significantly distanced from other residential properties, the proposal does not introduce new opportunities for overlooking.
- Section 12.9.3 of the Development Plan outlines that development proposals should not generate unacceptable noise levels; the low intensity use limited to daytime hours is as an appropriate use in the context of the surrounding residential environment and late-night activity.
- Planning Authority acknowledges that noise levels associated with customer behaviour can be variable and difficult to predict, the nature and scale of the proposed use, as a daytime coffee service, is not considered likely to give rise to undue impacts on residential amenity.
- It is considered appropriate to attach conditions limiting the hours of operation to those as stated; limit the use of the seating area to customers of the coffee van only and to ensure the site is closed and secured after operating hours.

- The PA is satisfied that the proposal would not adversely impact the amenities of adjacent residential properties; and would comply with the relevant provisions of the Development Plan.
- The proposal is visually discreet, well-integrated, and sympathetic to its context; and as a result, does not detract from the existing streetscape character or the setting of the Dalkey Village ACA and is therefore considered acceptable.
- The Planning Authority has had regard to Section 7.2.3.2: Policy Objective MFC2 of Development Plan, which promotes accessibility to Neighbourhood Centres by sustainable modes of transport. Lower-tier centres such as Dalkey Village should be readily accessible by walking and cycling from the local catchment.
- The installation of two Sheffield-type bicycle stands, aligns with Development Plan objectives to promote cycling infrastructure and serves to counterbalance the loss of three on-site car parking spaces.
- The current proposal is entirely contained within the red-line boundary, eliminating the need for pedestrian crossings and thereby addressing the previous reason for refusal.
- Having regard to reduced volume of vehicular movements, the Planning Authority does not consider that the proposal would result in a significant intensification of use of the entrance/exit at Convent Road to the extent that it would endanger or inconvenience vehicular, pedestrian, or cycle traffic in the area.

3.2.3. Other Technical Reports

- **Drainage Planning:** No objection subject to condition.
- **Transportation Planning:** No objection subject to condition.

3.3. Prescribed Bodies

- **Environmental Health Office:** No objection, subject to condition.

3.4. Third Party Observations

3.4.1. A total of 11 no. submissions has been received on the appeal. The majority of submissions are on behalf of the residents/family of No. 4 Coliemore Rd, with others on from residents of 'Son na Mara' on the southern side of Coliemore Road. The concerns raised in the submissions are generally similar and can be summarised collectively below:

Principle of Development

- The core issues previously identified remain fundamentally unchanged from the previous application; the grounds of refusal of the previous decision remain fully applicable; notably with respect to location adjoining a residential area protection of existing residential amenities.
 - concerns regarding the nature/tenure of the permission.
 - There is a saturation of coffee provides within 5 mins of this site.

Residential Amenity

- The proposal constitutes overdevelopment of this site.
- Site's location within the TZA, commercial activities generating congregation, traffic and noise would affect residential amenity.
- The proposal is not small scale, introducing a de facto outdoor café a significant intensification of use on a site adjoining residential properties.
- The proposal would generate a constant noise relating to chatter, contravenes 13.1.2 of the Development Plan.
- The proposal would erode the residential character of this part of Coliemore Road.
- The location of the coffee van and seating directly adjoining the garden wall of neighbouring property would create unacceptable disturbance from early morning setup, customer chatter and increased footfall.
- Unacceptable risk of use of the premises by patrons of the licenced premises to consume alcohol on the site; disturbance and antisocial behaviour.
- Refuse and litter food odours would increase.

- Unacceptable noise during sensitive hours.
- There are no public washrooms on site.
- Devaluation of neighbouring residential properties.

Visual Amenity & Built Heritage

- The van and signage are visually obtrusive in this area.

Traffic and Parking

- The additional access and use of the coffee van would further exacerbate concerns relating to vehicular traffic at this location.
- Parking overspill to the surrounding area.
- Delivery and customer traffic would exacerbate existing congestion and safety concerns including for pedestrians
- Increased pedestrian traffic and conflicts with vehicular traffic/cyclists.
- Cycle parking would increase risk of conflict within a pedestrian zone.

4.0 Planning History

4.1. Subject Site

ABP Ref.: 312948-22; P.A. Reg. Ref. D21A/1093: Retention permission refused in May 2003 for development consisting of: Change of use of part of existing Club Bar car park to outdoor dining area, along with associated canopy structure and seating. The application was refused due to predicted noise levels; and as a result of the severance of the site by Colliemore Road.

ENF 24021: Enforcement case opened (September 2021) in respect of the change of use of the car park and creation of outdoor dining space.

P.A. Reg. Ref. D03A/0148: Permission refused (April 2003) for the construction of a basement storage area below existing car park to service The Club Bar. The refusal was based on the presence of a public sewer which traverses the site.

5.0 Policy Context

5.1. Dún Laoghaire Rathdown Development Plan 2022-2028

5.2. Land Use Zoning

- 5.2.1. The site is zoned Objective NC, “To protect, provide for, and/or improve mixed-use neighbourhood centre facilities.’

‘Tea Room/Café’ is Permitted in Principle under this zoning objective.

Tea Room/Café is defined as ‘a building or part thereof used as a small cafe serving tea and light refreshments’.

5.2.2. Policy Objective MFC2: Accessible and Inclusive Multifunctional Centres

It is a Policy Objective of the Council to promote accessibility to Major Town Centres, District Centres and Neighbourhood Centres by sustainable modes of transportation in order to encourage multi-purpose shopping, business and leisure trips as part of the same journey.

Lower tier centres (Neighbourhood Centres and convenience shops) should be readily accessible from the local catchment by sustainable forms of transport, such as walking and cycling.

- 5.2.3. **Policy Objective RET7: Neighbourhood Centres**, it is the policy of the Council to: Support the development of Neighbourhood Centres as the focal point of the communities and neighbourhoods they serve, by way of the provision of an appropriate mix, range and of uses - including retail and retail services - in areas zoned objective 'NC', subject to the protection of the residential amenities of the surrounding area.

5.2.4. Transitional Zonal Areas (Section 13.1.2)

In dealing with development proposals in these contiguous transitional zonal areas, it is necessary to avoid developments which would be detrimental to the amenities of the more environmentally sensitive zone. For instance, in zones abutting ‘residential areas’ or abutting residential development within mixed-use zones, particular attention must be paid to the use, scale and density of development proposals in order to protect the amenities of these residential properties.

5.2.5. **Objective HER3** aims to promote and protect the Historic Town of Dalkey as identified by the Department of Culture, Heritage and the Gaeltacht (DCHG) (consistent with RPO 9.27 of the RSES).

5.2.6. **Policy Objective HER13: Architectural Conservation Areas**

It is a Policy Objective to:

- i. Protect the character and special interest of an area which has been designated as an Architectural Conservation Area (ACA). Please refer to Appendix 4 for a full list of ACAs.
- ii. Ensure that all development proposals within an ACA be appropriate to the character of the area having regard to the Character Appraisals for each area.
- iii. Seek a high quality, sensitive design for any new development(s) that are complementary and/or sympathetic to their context and scale whilst simultaneously encouraging contemporary design which is in harmony with the area. Direction can also be taken from using traditional forms that are then expressed in a contemporary manner rather than a replica of a historic building style.
- iv. Ensure street furniture is kept to a minimum, is of good design and any redundant street furniture removed.
- v. Seek the retention of all features that contribute to the character of an ACA including boundary walls, railings, soft landscaping, traditional paving and street furniture.

5.2.7. Section 12.11.4 New Development within an ACA; states the following:

A sensitive design approach is required for any development proposals in order to respect the established character and urban morphology. Where development is appropriate, the Planning Authority are supportive of contemporary design that is complementary and sympathetic to the surrounding context and scale.

All planning applications for development within an ACA shall have regard to the following criteria:

- All developments within an ACA should be site specific and take account of their context without imitating earlier styles. New developments should be to a

high standard of design and should have a positive contribution to the character of the ACA.

- Demolition of structures that contribute to the streetscape character will not normally be permitted. Where demolition is proposed a key consideration is the quality of any replacement structure and whether it enhances/contributes to the ACA.

5.3. Dalkey Village Conservation Area (ACA) Character Appraisal

5.3.1. The document includes the following with respect to New Development:

- New development should contribute to the visual enhancement and vibrancy of the area whilst respecting its existing physical character.
- New Developments should be of their time and to the highest standards of architectural design. Pastiche should normally be avoided.
- There shall be a restriction on benchmark building height of two-three storeys, as proposed in the Building Height Strategy.

5.3.2. The document includes the following with respect to Shop Front Design and Signage;

- The overall aim should be to reinforce the unity and integrity of the whole elevation and its harmonious integration into the streetscape.
- Shop front colours should be complementary to those of the building and adjoining structures.
- Awnings shall be considered on their merits and should be traditional in style and retractable.
- Hand painted signs will be encouraged.

5.4. Natural Heritage Designations

5.4.1. The closest European site is the Dalkey Island SPA (004172), located c.459m to the northeast of the subject site at it's closest point.

- 5.4.2. The closest designated site is the Dalkey Coastal Zone And Killiney Hill pNHA (001206), located c.311m to the northeast of the subject site at it's closest point.

6.0 The Appeal

6.1. Grounds of Appeal

- 6.1.1. The appeal by an agent on behalf of a local resident is supported by 4 no. third parties to the application. The grounds of appeal are summarised as follows:

Loss of Residential Amenity

- The site lies within a transitional zone.
- The Planning Authority has previously determined that commercial uses generating congregation, traffic, and noise would adversely affect nearby homes.
- The site is unsuitable for commercial development; and reference is made to the previous decision of the Board to refuse permission, having regard to, reasons including the site's location adjoining a residential area. (ABP Ref.: 312948-22; P.A. Reg. Ref. D21A/1093)
- It would be far less intrusive for the residents of No. 4 Coliemore Road if the coffee van was placed on the opposite side of the car park and not sharing their boundary wall.

Noise/Disturbance

- The appellant has experienced repeated disturbance and periods of antisocial behaviour with past commercial activities on the site.
- The proposed operating hours would be disruptive, commencing 30mins in advance.
- Noise generated by estimated 25--30 patrons, in addition to coffee making equipment and general operational activity, would have direct negative impact on adjoining residential properties.
- The development would introduce a new and continuous source of early-morning to evening noise directly adjacent to the Appellant's home.

- A development intended to accommodate 25—30 people on site of this size, in this location, cannot reasonably be considered small-scale.
- The applicant has failed to provide details on how they plan to keep the coffee shop seating area segregated from the patrons of the public house and for no other use when the van is not in use.

Light Overspill

- No details have been provided for commercial lighting but during the winter months they will have to implement public lighting in order to operate, particularly in the early morning hours; with resultant negative impacts by way of light spill from early hours.

Cumulative Impact and Saturation

- The proposed development could mark the beginning of a broader intensification of the site and associated issues that would arise from establishment of commercial activity at this site.
- The proposal would constitute an overprovision of coffee shops/cafes in Dalkey village.
- The proposed development would contribute to cumulative impact in terms of excessive noise, odours, increased traffic and general disturbance which would have a lasting effect on the residential amenity of neighbouring properties; resulting in a reduction in property values and quality of life.

Traffic Hazard and Congestion

- The location is unsuitable, presenting significant concerns regarding potential conflicts between vehicles, cyclists and pedestrians in proximity to busy junctions.
- The loss of three on site parking spaces would result in parking displacement to the adjoining residential streets in an area with limited parking availability.
- The proposal would necessitate frequent crossing of Coliemore Road to utilise the toilets of The Club Bar.
- The pedestrian infrastructure comprising narrow footpaths is not equipped to cater for the projected demand of footfall arising from the proposed

development. Reference is made to the previous decision of the Board (ABP Ref.: 312948-22; P.A. Reg. Ref. D21A/1093)

- Convent Road has been deemed inadequate access route to serve commercial use of the wider site; and would cause significant traffic obstructions /hazards when the coffee van would enter or egress the site.

Safeguarding conditions

- In the event that the Commission grant permission, the appellant has requested that the following conditions are attached to a permission in order to safeguard the appellants amenities and mitigate any adverse impacts arising from the development.
 - 1) No delivery services associated with the coffee van.
 - 2) No hot food sales including any cooking/industrial cooking due to associated smells and waste.
 - 3) Hours of operation shall be between 08:30 and 16.00 hours Monday to Sunday and on Bank Holidays given lack of public lighting and the coffee/caffeine based nature of the van.
 - 4) Detailed waste management arrangements, including the storage, collection and segregation of waste for recycling.
 - 5) No amplified music using speakers to avoid further noise disruption.
 - 6) Details on how the applicant intends to provide adequate segregation between the coffee vans seating area and the adjacent public house shall be submitted to the planning authority.
 - 7) The introduction of security gates for the front boundary from Colimore Road to be closed outside of operational hours to ensure there is no use of the outdoor seating outside of operating hours of the coffee van.
 - 8) Introduction of uncovered temporary seating for the coffee van that can be cleared even evening to prevent misuse of the outdoor furniture.
 - 9) Reduced permission to 1-2 year permission on the basis that this business has in the past has to apply for retention permission for use of this site.

6.2. Applicant Response

6.2.1. A response to the appeal, prepared by an agent on behalf of the applicant is summarised as follows:

- The proposal seeks to replace the established use with a day time use as a low key outdoor coffee dock, compatible with normal activities in towns, attractive to residents and visitors to the town without impacting on re adjoining residential properties, or the need to enter cafes, restaurants and licensed premises to meet over coffee\snacks.
- None of the party live in or claim to own No.4 Coliemoire Road; the property would be under treat of loss of residential amenities arising from the proposed development.
- Reference to criteria for assessing fast food outlets under s.12.6.5 is misleading and does not apply to Tea rooms/Café's.
- The appeal includes inaccurate references from the previous application on a wider site. The PA assessed the application in the context of the ACA and determined it as visually discrete, integrated and sympathetic to the Dalkey ACA.
- With respect to the previous application on the site (ABP 500438-25; P.A. Reg. Ref D21A/1093); the planning application is for a self-contained site on one side of Coliemoire Road and for a particular land use proposal that is significantly different in scale and intent from that previously proposed.

Daytime Noise

- The appellant's home address appeal is not No. 4 Coliemoire Road, it is given as No. 3 White's Villas, which is located 188m (as the crow flies) to the north west of the subject site.
- The eastern boundary comprises a dense, high (approx. 3m) hedge within the application site.
- It is proposed to retain and maintain this hedge; The applicants have traditionally maintained this hedge on the neighbouring property side, No.4 Coliemoire Road with the acquiescence of the owner/occupier.

- No. 4 Coliemore Road is a substantial period house of robust construction, set at a distance from the party boundary. The house is not therefore set on the boundary and is well screened, visually and acoustically.

Commercialisation of land

- The established use is commercial; and every development proposal must be considered on its own merits.
- The PA has taken these significant changes into account and has decided to grant temporary permission noting the benefits to the area of Dalkey including the ACA.
- The suggestion that commercial use is unsuitable for this site, given the NC zoning which applies to the site is erroneous. Tea Room/café use is open for consideration under the A zoning objective; the more sensitive of the two zones in the transitional zone, as referenced by the appellant.
- Hours of operation: commuting from Coliemore Road starts at 6am; it is unreasonable to expect in an urban centre location that nothing happens before 7am; construction activities can commence from this time in urban locations.

Segregation of Uses

- The proposed development is on lands with an established use as a car park associated with the public house, which can operate to licensed hours and beyond.
- Public house use is a licensed activity, confined to the area of the license.
- 'Use as a Public House' is a defined land use category (Class 12) of the Regulations 2001 as amended, defined as the use of a premises that has been licensed for the sale and consumption of intoxicating liquor on-site, as governed by the Licensing Acts 1833 to 2018. The use is confined to the licensed area and to use other land for that purpose would be a material change of use, subject to planning permission and Enforcement Proceedings, if required.

Coffee Hatch

- The Club Bar cannot offer early morning coffee due to restrictions to licensing hours and does not open for business until later in the day, to serve lunchtime demand, due to the current nature of licensed premises demand.
- As The Club Bar is located in an ACA it is not simply possible to open a serving hatch in the front elevation without a prior grant of planning permission.

Cumulative Impact

- Cumulative Impact assessment does not apply to Tea Room/Café use in the Development Plan.

Use of Other facilities

- The Appellant's agents miss the point when they suggest that persons interested in an early morning / daytime coffee in a social setting must access a licensed premises or a restaurant. For instance:
 - Licensed premises, do not open until later in accordance with licensing laws and often don't open until late in the day, whether for lunchtime service, or later if food is not on offer.
 - Restaurants do not open till late.
 - Breakfast cafes expect patrons to order prepared hot food and often require booking in advance.

Traffic Hazard and Congestion

- Blocking up the vehicular access on Coliemore Road in favour of pedestrian/active access would normally be considered as beneficial to all users of Coliemore Road, eliminating a junction hazard and footpath crossover, would facilitate/encourage active travel access to the lands and improve permeability in the urban area.

Coffee Van Movements

- Once brought on site, there is no need for the coffee van/servery to leave the site.

Road Network Inadequacies

- The application was fully and properly assessed by the DLRCC Transport Planning Division and there is no technical evidence submitted to counter the Roads Authority' s assessment.

Safeguarding Conditions

- These conditions are entirely unnecessary and self-serving, particularly when the appellant's given address and that of supporting appellants are not within proximity to the subject development.
- None of the suggested conditions would safeguard amenities that could possibly be under threat from a development of the nature proposed.
- The applicant supports the conditions attached to the planning authority's decision in the event that the Commission decide to grant permission for the subject proposal.

6.3. Planning Authority Response

- 6.3.1. A response was received from the planning authority on 11th December 2025. The grounds of appeal do not raise any matters which, in the opinion of the authority, would justify a change in attitude to the proposed development.

6.4. Observations

- 6.4.1. None received.

6.5. Further Responses

- 6.5.1. None received.

7.0 Assessment

- 7.1. Having examined the application details and other documentation on file, including the report of the local authority, having inspected the site and having regard to the relevant national and local planning policy guidance, I consider the substantive issues in this appeal area as follows:

- Principle of Development

- Residential Amenity
- Built Heritage
- Traffic and Transportation

7.2. Principle of Development

- 7.2.1. The proposed development relates to the placement of a mobile coffee van and associated outdoor seating; the reconfiguration of a car park, extinguishment of 3 no. car parking spaces and all other ancillary works.
- 7.2.2. The site is located on lands which form part of a licensed public house use, The Club Bar) located to the southeast of Coliemore Road. This site forms part of an existing car park which extends and egresses to Convent Lane the northwest.
- 7.2.3. The site is subject to NC zoning objective under the Development Plan; and bounds lands to the northeast which are zoned A (Residential) under the Development Plan which seeks “to provide residential development and improve residential amenity while protecting the existing residential amenities.”
- 7.2.4. Section 13.1.2 of the Development Plan seeks to avoid developments that would be detrimental to the amenities of sensitive uses in Transitional Zonal Areas; and constitutes a primary ground of appeal in this case.
- 7.2.5. Policy Objective RET7 supports the development of Neighbourhood Centres as the focal point of the communities they serve, including the provision of retail services, subject to protection of the residential amenities of the surrounding area.
- 7.2.6. A mobile coffee van is not defined in the Development Plan, however I consider that the use would fall under the definition of a Tea Room/Café use. Tea Room/Café use is a permissible use under the NC land use zoning objective.
- 7.2.7. I consider that the small-scale mobile coffee van aligns with the objectives of the NC zoning.
- 7.2.8. Having regard to the location of the appeal site on a car park for an existing bar, the proposed and the NC zoning on the site, I consider that the proposed development is acceptable in principle, subject to assessment with respect to Development Plan

requirements and the grounds of appeal as raised by the appellant. These are addressed below.

7.3. Residential Amenity

- 7.3.1. The appellant notes that the site is within a transitional zonal area (TZA); and states that the proposal does not comply with this provision of the Development Plan; with specific issues raised relating to overlooking; antisocial behaviour, noise and light pollution and general negative impact on the residential amenity of the surrounding area.

Overlooking

- 7.3.2. The appeal site is bound by the site of a house to both the northeast and southwest. The property to the northeast, the Appellant's property, comprises a two storey residence, and that to the southwest a single storey house.
- 7.3.3. At the outset I note that matters relating to overlooking relate to instances involving back to back rear facing windows of habitable rooms, at first floor level; with a minimum requirement of 22m as set in the Development Plan; and 16m in the Sustainable Communities Guidelines for Planning Authorities 2024.
- 7.3.4. The subject application relates to the provision of a mobile coffee van, 2.71m in height; and as such does not apply to this case.
- 7.3.5. Notwithstanding, the grounds of appeal include loss of privacy by way of overlooking and loss of privacy adjoining property including the rear garden.
- 7.3.6. The property is set back a distance of 14m from the party boundary; which comprises a 3m high dense hedgerow which would be retained and maintained as part of the development. The scheme also includes planters with screen planting throughout the scheme. Having regard to the separation distances detailed above, I consider that the proposed development would not result in adverse impacts with respect to overlooking of this property, including its back garden.
- 7.3.7. No.2 Coliemore Road, a single storey bungalow comprises a gated pedestrian access and 2 no. small windows on the gable elevation; with windows to habitable rooms otherwise opening to Coliemore Road. I note a separation distance of 5.68m between the van and the eastern elevation this property. Seating is aligned along the

eastern side of the site; with separation distance of 2.19m at its closest point. It is proposed that the western boundary would include box planting along the boundary to the main house, with picket fencing to the extension to the rear. Taking account of the location of the mobile van and seating along the eastern site boundary, and screen planting; I do not consider that the proposal would result in adverse impacts with respect to overlooking to this property to the west of the site.

- 7.3.8. Overall, the development would not give rise to significant adverse impacts with respect to overlooking of the adjoining properties.

Noise

- 7.3.9. The appellant states that they have experienced repeated disturbance and periods of anti-social behaviour with past commercial activities on the site; and consider that the proposed development will introduce a new and continuous source of early morning to evening noise directly adjacent to the Appellant's home.
- 7.3.10. In response the first party refers to the 3m high hedgerow, on the eastern boundary, -and the set back to this property from the party boundary, concluding that the development is well screened visually and acoustically.
- 7.3.11. The application was not accompanied by a Noise Impact Assessment.
- 7.3.12. The subject application would be screened to by way of the 3m screened hedgerow along the northeastern boundary; and the property set back a distance of 14m from the party boundary; and would assist in screening the noise from adjoining neighbours sufficiently; noting the location of the site adjacent to public roads with established noise pattern, including from pedestrians. Having regard to the above, I do consider that subject to condition, the proposed development would result significant adverse impacts with respect to noise.
- 7.3.13. The EHO recommended inclusion of a condition relating to BS 4142 Methods for Rating industrial and commercial noise. However, in the interest of clarity, I recommend the condition include a specific maximum noise level.
- 7.3.14. The appellant considers that the proposal would be disruptive with set up commencing c.30 minutes in advance of opening time; with associated noise impacts arising; and recommending hours of operation from 8.30am to 16:00 seven days a week; given the lack of public lighting and nature of the coffee van use.

- 7.3.15. The first party response argues that commuting from Coliemore Road starts at 6am; and that it is unreasonable to expect in an urban location for nothing to commence before 7am; that standard construction works commence from 7am.
- 7.3.16. The local authority has recommended the inclusion of conditions restricting the use from 8am to 6pm 7 days a week. In this context, I consider that the hours of operation as recommended by the Planning Authority would provide suitable hours for the operation of this use at this location, taking account of urban nature of the site, the established movement of cars and pedestrians; a proposal of this scale and nature would not exacerbate any disturbance on the dwellings.
- 7.3.17. The appellant considers that the reasons of refusal in the previous application on the subject site; are equally applicable to this case. The previous application sought to retain the change of use of part of the existing Club Bar car park to outdoor dining area, along with associated seating and canopy structure. The application was refused in part, due to predicted noise levels which would seriously injure the residential amenity of adjoining property, and that the proposed mitigation measures were inadequate to satisfactorily address the impact (ABP Ref.: 312948-22; P.A. Reg. Ref. D21A/1093).
- 7.3.18. The noise levels as assessed related to patrons of an outdoor dining area serving food and alcohol from The Club Bar licenced premises; and that was double the seating / patronage of the current proposal; the nature, scale and hours of operation differing significantly. As such, this case is not relevant as precedence for this proposal; and that each application must be assessed on its own merits.

Light Pollution

- 7.3.19. The Appellant has set out that no details have been provided for lighting as part of the application; during the winter months the applicant would need to implement public lighting in order to operate, with resultant negative impacts by way of light spill from early hours.
- 7.3.20. In this context, from a review of the file, a lighting plan has not been provided, and the local authority has not sought the provision of such a plan during the course of the application. It is possible that the van itself may provide sufficient lighting for operational purposes.

7.3.21. Notwithstanding, given the limited scale and hours of operation, the established boundary treatments, I do not consider that the proposal would result in significant adverse impacts with respect to light pollution.

Conclusion

7.3.22. Having regard to the scale, nature, hours of operation of the proposed development, the proposed development would not give rise to significant adverse impacts with respect to overlooking, overbearing or overshadowing impacts; and would not give rise to significant adverse impacts with respect to noise and light. I therefore consider that, subject to condition, the proposed development would be acceptable with respect to residential amenity of adjoining properties and the wider area.

7.3.23. The proposed would therefore accord with s.13.1.2 of the Development Plan, relating to transitional zonal areas taking account of the use, scale and intensity of this development.

7.3.24. The proposed use would accord with the Policy Objective RET7 of the Development Plan, with respect to the provision of retail services at this NC site. The use would also accord with the NC zoning objective, which relates to site.

7.3.25. The appellant considers that the proposed development would result in the saturation of this use in Dalkey village. From a review of the file, there are a number of facilities providing these services. However, the facility would serve a broad base of customers, given the central location within Dalkey; the NC zoning relating to this site proximity to the Dalkey Station.

7.3.26. Matters relating to traffic and car parking are addressed below.

7.4. Built Heritage

7.4.1. The site is located within the Dalkey ACA, as set out under the Development Plan.

7.4.2. The appellant contends that the subject proposal would significantly detract from the character and setting of the wider Dalkey Village Architectural Conservation Area (ACA); and should be assessed against Policy Objective HER13 of the Development Plan.

7.4.3. There has been no input from the Conservation Office during the course of the subject application.

- 7.4.4. As set out above, Objective HER13 of the Development Plan seeks to protect the character and special interest of an area which has been designated as an ACA; to ensure that new development proposals are suitable to the character of the area having regard to the Character Appraisal for the ACA; to ensure new development is appropriate in terms of the design, including scale, height, mass, density, building lines and materials and to seek a high quality, sensitive design that are complementary and/or sympathetic to their context and scale whilst encouraging contemporary design which is in harmony with the area.
- 7.4.5. The Character Appraisal is not prescriptive with respect to site specific development at the subject site and requires that new development within the ACA should contribute to the visual enhancement and vibrancy of the area; whilst respecting its physical character; and to the highest standards of architectural design.

Assessment – Character to ACA

- 7.4.6. With regard to Policy Objective HER13 of the Development Plan, the subject application relates to the provision of a coffee mobile van with 6 no. tables with parasols on the site of an existing car park location off Coliemore Road.
- 7.4.7. The proposed coffee van has an overall height of 2.7m; located on the eastern side of the site. When viewed from Coliemore Road, the coffee van would sit behind an existing rendered boundary wall (c.1.1m in height), with box hedge timber screening which extends across for a width of 5m. The structure is set back a depth of 3.35m from the southern site boundary.
- 7.4.8. As such, when viewed from the public road to the south; the presentation includes the access way to the site to the west; and structure set behind a low rendered boundary wall with timber associated with proposed box planters above; some screening from the coffee van. In this context, I consider that the retention of the low boundary wall enhances the integration of the scheme with the wider streetscape. I consider that rendered concrete finish and timber box planting would complement the existing palette of materials at this location.
- 7.4.9. There is no direct view from Church Road to the rear of the site. When viewed from the north from the remaining car park, which egresses to Church Road; the mobile coffee van is set behind timber planters with box hedge to screen the seating area, 3.61m in width; and timber picket fencing, extending across the full 6m wide site.

Again, I consider that the use of timber and picket fencing across the rear of the car park; would integrate with the wider palette of materials in the area.

- 7.4.10. In this context, taking account of the set back position and limited visibility of the proposed development in the wider area; I consider that the proposed development would comply with the provisions of the Dalkey ACA Character Appraisal relating to new development.
- 7.4.11. Furthermore, the scale and design including choice of materials would complement the established built context; would accord with the provisions of the ACA; and would therefore accord comply with Policy Objective HER13 of the Development Plan.
- 7.4.12. The plans include a number of mobile coffee vans, indicated as to be agreed as part of the application. The Planning Authority has recommended the inclusion of a condition requiring that all finishes, materials and colours to harmonise with the existing streetscape and the character of the Dalkey Village ACA. Given the location structure within the village, I recommend that this condition requires that these are agreed with the PA prior to commencement of development.

7.5. Traffic and Transportation

Introduction

- 7.5.1. The subject proposal relates to the provision of a mobile coffee van located on a small section of an existing car park (108m²) currently accessed from Coliemore Road to the southeast; and egressing to Convent Road to the northwest. The site is in private ownership, with 3 no. car parking spaces, all serving The Club Bar, itself located to the south of Coliemore Road. The site is located within 450m of Loreto Dalkey, accessed from Convent Road and Coliemore Road.
- 7.5.2. The proposed development includes the introduction removal of the use of the vehicular access from Coliemore Road entrance with the installation of 2 parking bollards; provision of 2 no. cycle stands accommodating 4 no. spaces; the delineation by picket fencing of the site from the remaining car park, and with a noted loss of 3 no. car parking spaces. The coffee van would be served by 6 no. picnic tables, each with capacity for 4 no. persons (a total capacity of 24 no. patrons). The remaining car park, consisting of 8 no. car parking spaces would be accessed from the Convent Road access only.

- 7.5.3. The appellant's concerns relate to traffic safety (conflicts between vehicles, cyclists and pedestrians), pedestrian safety, the loss of three no. car parking spaces; and that Convent Road is unsuitable to serve commercial development having regard to the previous decision on this site.
- 7.5.4. The first party response argues that the closure of the vehicular access on Coliemore Road in favour of pedestrian/active access would normally be considered to be beneficial to all users, eliminating a junction hazard and footpath crossover, would facilitate/encourage active travel access to the site, and improve permeability; and that no technical assessment or data has been provided to justify the claim, that the road network is substandard.

Traffic Hazards

Assessment

- 7.5.5. From a review of the file, the installation of the bollards would remove vehicular access to the appeal site; with the remaining car park served by the Convent Road access only.
- 7.5.6. The application letter set out that delivery of supplies would be managed through the established set up of The Club Bar; both in in the same ownership and that the minivan would be served by 1 no. member of staff; with additional staff/ support from staff members of the Club Bar, during busy periods. The application letter also sets out that it is anticipated that the majority of patrons would arrive on foot.
- 7.5.7. The scheme includes space for 2 no. Sheffield stands (4 no. spaces); aligned to the western site boundary; with a distance of 2.2m and 5m between the bike parking and seating and timber planting to the east of the site, respectively.
- 7.5.8. As such, the use of the bollards create a pedestrian/cyclist development. The development would not generate additional traffic movements as delivery of supplies would be organised by the Club Bar to the south; with no movements associated with the minivan once it is in place.
- 7.5.9. From a review of the plan, sufficient separation distances are provided to access the bicycle stands. Cyclists would need to dismount before entering the proposal from Coliemore Road.

- 7.5.10. The removal of car entry would remove a vehicular use would reduce vehicular movements along this stretch of Coliemore Road.
- 7.5.11. Overall, the scheme would create a pedestrian / cyclist only environment for patrons serving the development, which would not give rise to significant adverse impacts with respect to traffic / pedestrian safety.

Pedestrian Safety

Introduction

- 7.5.12. The appellants note that there are no toilets serving the scheme and that the proposal would result in demand for patrons to use the toilets within the existing pub to the south of Coliemore Road.
- 7.5.13. I note that the development does not include toilets and that the Development Plan does not require the provision of toilets to serve a Tea Room/Café; and this matter has not been raised by the local authority during the course of the application.

Assessment

- 7.5.14. Based on the seating as proposed, the proposal amounts to a maximum of 24 no. patrons, with a requirement to cross the road. I note that the pub/restaurant opens for lunchtime trade, from 12:30pm; and that the closing time of the coffee van is 18:00.
- 7.5.15. Having reviewed this file, the café seating would not necessarily be full at all times; and that all users would need to use a toilet when visiting.
- 7.5.16. Notwithstanding, having regard to the nature, scale, hours of operation, the development would not result in a significant number of crossings over the course of the day; and as referenced above, the pedestrian infrastructure is considered adequate to serve the subject development, noting the short distance involved. The proposed development would not therefore result in the creation of a traffic hazard and would be acceptable with respect to public safety.
- 7.5.17. The appellant argues that the previous grounds of refusal should apply to the subject proposal; that the proposal would necessitate significant pedestrian traffic across Coliemore Road endangering public safety by reason of traffic hazard and would lead to conflict between vehicular traffic, pedestrians and cyclists (ABP Ref.: 312948-22; P.A. Reg. Ref. D21A/1093).

- 7.5.18. I note that the previous application included seating for 48 no. no. customers, with services provided from The Club Bar; food and drinks including alcoholic drinks from 12:30pm to 10pm every day. The subject application relates to a coffee van serving coffee and pastries to 24 no. patrons during daytime hours from within the same site; the need to cross the road to access toilets, as needed only.
- 7.5.19. As outlined above, I consider that the proposed development would not give rise to significant no. of crossings; that the nature, scale and hours of operation associated with an onsite coffee van, would not give rise to significant adverse impacts with respect pedestrian and traffic safety. The projects and precedent are not therefore comparable; should be set aside by the Commission in this case.

Loss of Car Parking

- 7.5.20. The site is currently serving a public house comprising 3 no. car parking spaces.
- 7.5.21. The Development Plan includes a maximum rate of 1 no. space per 50m² for Restaurant, Bar and Tea Room/Café uses in Zone 2. This would generate a demand for a maximum of 2 no. car parking spaces for all uses. Overall, the development would result in a loss of 1 no. car parking space, in the context of the Development Plan requirements.
- 7.5.22. The scheme includes the provision of 2 no. bicycle parking stands; providing 4 no. parking spaces to serve the development. As noted above, the applicant has set out it is anticipated that the majority of users would arrive on foot. The applicant also notes that the existing car park is underused.
- 7.5.23. Section 12.4.5.2 of the Development Plan sets out that in certain circumstances, deviation from the standards will be applied, with reference to meeting a range of criteria; including proximity to public transport, walking and cycling accessibility/viability, the particular nature, scale and characteristics of the proposed development and the range of services available within the area.
- 7.5.24. The site is located at a distance of 450m and 650m (7-minute walk and 9 minute walk) from Dublin Bus route No. 111, 59, 7D and Aircoach bus services operating along Ulverton Road and Dublin Hyde Road. The site is also located a distance of 300m (6 minute walk time) to Dalkey Dart Station.

- 7.5.25. Having regard to the above, I consider the net loss of 1 no car parking space at this urban location, in close proximity to public transport services to be justified in the context of section 12.4.5.2 of the Development Plan; and would accord with Policy Objective MFC2 of the Development Plan which seeks to promote access to centres by sustainable modes of transportation to encourage multi purposes trips.
- 7.5.26. Taking account of the location of the site in close proximity to Dalkey village centre; proximity to public transport services and the mix of services within walking distance of the site; the case as made by the applicant that the park is underused; and the majority of visitors would arrive on foot, I do not consider that the proposal would displace car parking demand to the wider area.
- 7.5.27. The Transportation Section has no objection to the proposed development, subject to condition.

7.6. Other Issues

7.7. EIA Screening

- 7.7.1. The proposed development has been subject to preliminary examination for environmental impact assessment (refer to Form 1 and Form 2 in Appendices of this report). Having regard to the characteristics and location of the proposed development and the types and characteristics of potential impacts, it is considered that there is no real likelihood of significant effects on the environment. The proposed development, therefore, does not trigger a requirement for environmental impact assessment screening and an EIAR is not required.

7.8. Appropriate Assessment Screening

- 7.8.1. Screening the need for Appropriate Assessment: Screening Determination (Stage 1, Article 6(3) of Habitats Directive).
- 7.8.2. I have considered the proposed placement of a temporary coffee van with seating and all ancillary works, in light of the requirements S177U of the Planning and Development Act 2000 as amended.
- 7.8.3. The closest European site is the Dalkey Island SPA (Site Code: 004172), located c.45m to the northeast of the subject site at it's closest point.

- 7.8.4. No nature conservation concerns were raised in the planning appeal.
- 7.8.5. Having considered the nature, scale and location of the project, I am satisfied that it can be eliminated from further assessment because it could not have any effect on a European Site.
- 7.8.6. The reason for this conclusion is as follows:
- The nature of the works proposed which are located on serviced lands.
 - The distance from nearest European site.
 - The screening conclusion of the local authority.
- 7.8.7. I conclude, on the basis of objective information, that the proposed development would not have a likely significant effect on any European Site either alone or in combination with other plans or projects.
- 7.8.8. Likely significant effects are excluded and therefore Appropriate Assessment (under Section 177V of the Planning and Development Act 2000) is not required.

7.9. Water Framework Directive Screening

- 7.9.1. The subject site is located in a built-up area in the Greater Dublin Area, c. 3.1km east of the Kill of the Grange Stream _010 (Site Code: E_EA_10K020200, within the Brewery Stream 0_010 sub basin (Site Code: IE_EA_09B130400).
- 7.9.2. The site is located on top of the ground water body Kilcullen (IE-EA-G-003).
- 7.9.3. The proposed development comprises the placement of a mobile coffee van with associated seating within an existing surface car park.
- 7.9.4. No water deterioration concerns were raised in the planning appeal.
- 7.9.5. I have assessed the development and have considered the objectives as set out in Article 4 of the Water Framework Directive which seek to protect and, where necessary, restore surface & ground water waterbodies in order to reach good status (meaning both good chemical and good ecological status), and to prevent deterioration. Having considered the nature, scale and location of the project, I am satisfied that it can be eliminated from further assessment because there is no conceivable risk to any surface and/or groundwater water bodies either qualitatively or quantitatively.

7.9.6. The reason for this conclusion is as follows:

- the small scale and nature of the development.
- the distance from the nearest water bodies and the lack of hydrological connections.

7.9.7. I conclude that on the basis of objective information, that the proposed development will not result in a risk of deterioration on any water body (rivers, lakes, groundwaters, transitional and coastal) either qualitatively or quantitatively or on a temporary or permanent basis or otherwise jeopardise any water body in reaching its WFD objectives and consequently can be excluded from further assessment.

8.0 Recommendation

8.1.1. I recommend that Permission is granted, subject to conditions, for the reasons and considerations as set out below.

9.0 Reasons and Considerations

Having regard to the location of the site on lands adjoining a residential area, the Neighbourhood Centre zoning objective under the Dún Laoghaire -Rathdown County Development Plan 2022- 2028 which applies to this site, the scale, mass and form of the subject proposal, the location within Dalkey Architectural Conservation Area, it is considered that, subject to compliance with the conditions as set out below, the proposed development would constitute an acceptable form of development, would not adversely impact on the visual or residential amenities of the area, would comply with s.13.1.2 of the Development Plan relating to Transitional Zonal Areas.

The proposed development would therefore be in accordance with the proper planning and sustainable development of the area.

10.0 Conditions

1.	<p>The development shall be carried out and completed in accordance with the plans and particulars lodged with the application on 18th September 2025 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 shall be carried out and completed in accordance with the agreed particulars.</p> <p>Reason: In the interest of clarity.</p>
2	<p>The period during which the development hereby permitted may be carried out shall be 5 years from the date of this Order.</p> <p>Reason: Having regard to the nature of the development and to cater for orderly development of the area, the Board considers it appropriate to specify a period of validity of this permission less than five years.</p>
3	<p>The coffee van shall operate only between the hours of 08:00 and 18:00, seven days a week. No operation shall occur outside these hours.</p> <p>Reason: In the interests of residential amenity.</p>
4	<p>The outdoor seating area shall be used solely by customers of the coffee van and only for the consumption of items purchased from the coffee van. No external food or beverages shall be consumed within the seating area.</p> <p>Reason: In the interest of residential amenity.</p>
5	<p>The site shall be closed and secured outside of operating hours. All seating and associated areas shall be cleared of customers by 18:00 daily and the site shall be secured to prevent unauthorised access.</p> <p>Reason: In the interests of residential amenity and public safety.</p>
6	<p>Prior to commencement of development, the developer shall submit details of all external finishes, materials, and colours of the coffee van, for the written agreement of the planning authority.</p>

	<p>Reason: In the interest of the protection of architectural heritage and visual amenity.</p>
7	<p>All necessary measures shall be taken by the Applicant and Contractor to:</p> <ul style="list-style-type: none"> • prevent any mud, dirt, debris or building material being carried onto or placed on the public road or adjoining properties as a result of the site construction works, • repair any damage to the public road arising from carrying out the works, • avoid conflict between construction activities and pedestrian/vehicular movements on the surrounding public roads during construction works. <p>Reason: In the interest of orderly development.</p>
8	<p>The disposal of surface water shall be in accordance with the requirements of the Planning Authority.</p> <p>(a) All foul sewage and soiled water shall be discharged to the public foul sewer.</p> <p>Reason: In the interest of public health.</p>
9	<p>(a) During the operational phase of the proposed development the noise level shall not exceed (a) 55 dB(A) rated sound level between the hours of 0700 to 1900, and (b) 45 dB(A) 15min and 60 dB LAfmax, 15min at all other times (corrected for a tonal or impulsive component) as measured at the nearest dwelling or at any point along the boundary of the site. Procedures for the purpose of determining compliance with this limit shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.</p> <p>(b) There shall be no emissions of malodours, gas, dust, fumes or other deleterious materials, no noise vibration on site as would give reasonable cause for annoyance to any person in any residence, adjoining unit or public place in the vicinity.</p> <p>(c) Suitable and sufficient refuse facilities including recycling facilities and waste segregation must be provided for the storage of waste material. Such storage facilities must have adequate signage, drainage and lighting. Facilities must be pest proof and secure, the area should be</p>

	<p>located so that it does not cause nuisance by way of smell, noise or attraction of vermin or animals to any area or neighbouring area.</p> <p>Reason: To protect the amenities of property in the vicinity of the site.</p>
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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 me, directly or indirectly, following my professional assessment and recommendation set out in my report in an improper or inappropriate way.

Aoife McCarthy
Planning Inspector

9th April 2026

Appendix 1: Form 1 - EIA Pre-Screening

Case Reference	500438-25
Proposed Development Summary	Placement of mobile coffee van in car park, with seating and associated works
Development Address	2 Coliemore Road, Dalkey, Co. Dublin
	In all cases check box /or leave blank
1. Does the proposed development come within the definition of a 'project' for the purposes of EIA? (For the purposes of the Directive, "Project" means: - The execution of construction works or of other installations or schemes, - Other interventions in the natural surroundings and landscape including those involving the extraction of mineral resources)	<input checked="" type="checkbox"/> Yes, it is a 'Project'. Proceed to Q2.
	<input type="checkbox"/> No, No further action required.
2. Is the proposed development of a CLASS specified in Part 1, Schedule 5 of the Planning and Development Regulations 2001 (as amended)?	
<input type="checkbox"/> Yes, it is a Class specified in Part 1. EIA is mandatory. No Screening required. EIAR to be requested. Discuss with ADP.	
<input checked="" type="checkbox"/> No, it is not a Class specified in Part 1. Proceed to Q3	
3. Is the proposed development of a CLASS specified in Part 2, Schedule 5, Planning and Development Regulations 2001 (as amended) OR a prescribed type of proposed road development under Article 8 of Roads Regulations 1994, AND does it meet/exceed the thresholds?	
<input type="checkbox"/> No, the development is not of a Class Specified in Part 2, Schedule 5 or a prescribed type of proposed road development under Article 8 of the Roads Regulations, 1994. No Screening required.	

<input type="checkbox"/> Yes, the proposed development is of a Class and meets/exceeds the threshold. EIA is Mandatory. No Screening Required	
<input checked="" type="checkbox"/> Yes, the proposed development is of a Class but is sub-threshold. Preliminary examination required. (Form 2) OR If Schedule 7A information submitted proceed to Q4. (Form 3 Required)	Class 10(b)(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– Sub Threshold.

4. Has Schedule 7A information been submitted AND is the development a Class of Development for the purposes of the EIA Directive (as identified in Q3)?	
Yes <input type="checkbox"/>	
No <input checked="" type="checkbox"/>	Pre-screening determination conclusion remains as above (Q1 to Q3)

Inspector: _____ Date: _____

Form 2 - EIA Preliminary Examination

Case Reference	500438-25
Proposed Development Summary	Placement of mobile coffee van in car park, with seating and associated works
Development Address	2 Coliemore Road, Dalkey, Co. Dublin
This preliminary examination should be read with, and in the light of, the rest of the Inspector's Report attached herewith.	
<p>Characteristics of proposed development</p> <p>(In particular, the size, design, cumulation with existing/ proposed development, nature of demolition works, use of natural resources, production of waste, pollution and nuisance, risk of accidents/disasters and to human health).</p>	<p>The nature and size of the development comprising the placement of a mobile coffee van with ancillary seating and all associated works is not exceptional in the context of the existing urban environment.</p> <p>The proposed development will not result in the production of any significant waste, emissions or pollutants. The development, by virtue of its type (Tea Room/Café), does not pose a risk of major accident and/or disaster.</p>
<p>Location of development</p> <p>(The environmental sensitivity of geographical areas likely to be affected by the development in particular existing and approved land use, abundance/capacity of natural resources, absorption capacity of natural environment e.g. wetland, coastal zones, nature reserves, European sites, densely populated areas, landscapes, sites of historic, cultural or archaeological significance).</p>	<p>The site is located within the village of Dalkey, Co. Dublin and is zoned Neighbourhood Centre. The site is within a suburban area, an urban environment; and is removed from sensitive natural habitats, designated sites.</p> <p>The site is located within Dalkey ACA. There are no Protected Structures at the subject site, or within the immediate environs.</p>
<p>Types and characteristics of potential impacts</p> <p>(Likely significant effects on environmental parameters, magnitude and spatial extent, nature of impact, transboundary, intensity and complexity, duration, cumulative effects and opportunities for mitigation).</p>	<p>Having regard to the modest nature of the proposed development, its location removed from sensitive habitats/features, likely limited magnitude and spatial extent of effects, there is no real likelihood of significant effects on the environment arising from the proposed development. There is no real likelihood of significant cumulative effects having regard to existing or permitted projects.</p>

Conclusion	
Likelihood of Significant Effects	Conclusion in respect of EIA
There is no real likelihood of significant effects on the environment.	EIA is not required.
There is significant and realistic doubt regarding the likelihood of significant effects on the environment.	
There is a real likelihood of significant effects on the environment.	

Inspector: _____ **Date:** _____

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

(only where Schedule 7A information or EIAR required)