



An  
Bord  
Pleanála

## Inspector's Report

### ABP-321020-24

<b>Development</b>	Retention and completion of car parking.
<b>Location</b>	Galway Primary Care Centre, Unit 1, IDA Small Business Park, Tuam Road, Galway, H91 DHE0
<b>Planning Authority</b>	Galway City Council
<b>Planning Authority Reg. Ref.</b>	2360105
<b>Applicant(s)</b>	Dr. Brian Higgins
<b>Type of Application</b>	Permission
<b>Planning Authority Decision</b>	Refuse
<b>Type of Appeal</b>	First Party
<b>Appellant(s)</b>	Dr. Brian Higgins
<b>Observer(s)</b>	None.
<b>Date of Site Inspection</b>	27 <sup>th</sup> January 2025
<b>Inspector</b>	Ian Boyle

## **1.0 Site Location and Description**

- 1.1. The appeal site comprises Galway Primary Care Centre (GPCC), Unit 1, IDA Small Business Park, Tuam Road, Galway, H91 DHE0.
- 1.2. The appeal site is accessed from Connolly Avenue via a priority T-junction leading off the Tuam Road (R336). The junction also provides vehicular access to the wider IDA controlled business park through this same access road. The Tuam Road runs along the western part of the appeal site before meeting the N6 (National Route) roughly 200m to the north.
- 1.3. The PCC building is in the northern part of the appeal site. There is an area of existing surface car parking at the front of the property on a gravelled surface. Further spaces associated with the PCC are positioned perpendicular, along the eastern site boundary, and these are accessed directly from the road. There is no clear formalised vehicular entrance or exit to the gravel car parking area, which does not have planning permission.
- 1.4. The surrounding area is characterised by commercial business, retail, employment and residential type uses. There is a largescale mixed-use scheme under construction to the south of the site ('Crown Square') which consists of apartments, a retail facility, hotel and offices. Mervue Business Pak is to the west of the site.
- 1.5. The site has an area of 0.1ha.

## **2.0 Proposed Development**

- 2.1. The proposed development is for the retention and completion of car parking at the front of the PCC building, ancillary works and the construction of a bicycle shelter.
- 2.2. The Applicant states that the proposal is driven by an increase in patient demand for medical services.
- 2.3. The Planning Authority requested further information on 15<sup>th</sup> December 2023 including details regarding potential impact on the delivery of the NTA Bus Connects Galway Project (Item 1), provision of a revised Mobility Management Plan (MMP) (Item 2), Traffic and Transport Assessment (Item 3), a tabular comparison of car parking standards as set out in the Galway City Development Plan (Item 4), how EV

charging points would be managed and the provision of a Road Safety Audit (1+2) given car parking and charging points would be immediately adjacent a busy junction (Item 5), and that the Applicant is advised that an MMP and TTA is necessary in the context of a highly traffic dependent campus and facility.

### **3.0 Planning Authority Decision**

#### **3.1. Decision**

3.1.1. The Planning Authority refused permission for one reason, which is as follows:

*‘The applicant has submitted insufficient information to enable the Planning Authority to assess the effects of the proposed car park development on the existing road network, junction, proposed major capital transportation and active travel programmes/projects in the vicinity of the site and other road users in the IDA Business Park.*

*It has not been demonstrated to the satisfaction of the Planning Authority that the proposed development of additional car parking spaces, more than the current City Development Plan 2023-2029 maximum car parking standards set out in Table 11.5 - Parking Space Requirement for Different Types of Development, would not endanger public safety by reason of traffic hazard and would not prejudice the delivery of major capital transportation and active travel programmes/projects for the city including a specific development objective under Section 4.8 Specific Objectives Modal Change: Public Transport of the City Development Plan to develop the Tuam Road Multi-modal Corridor from Claregalway to Moneenageisha Cross via Joyces Road in conjunction with Galway County Council and reserve lands accordingly.*

*The proposed development would therefore be contrary to the proper planning and sustainable development of the area.’*

## **3.2. Planning Authority Reports**

### **3.2.1. Planning Reports**

- The site is zoned CI which is to provide for enterprise, light industry, and commercial uses other than those reserved to the CC zone.
- Section 11.2.6 of the Development Plan states that uses which may contribute to the zoning objectives, dependant on the CI location and scale of development, includes car parks (including heavy vehicle parks).
- A specific development objective for secondary bus route under the Galway Transport Strategy (GTS) is along the roadside boundary of the site.
- The Galway Transport Strategy 2016 (GTS) aims to reduce the dominance of car parking within the city by decreasing the use of cars, revising car parking standards and developing mobility management plans.
- Table 11.5 of the CDP sets out that there a maximum car parking requirement of 12 no. car parking spaces should apply to the PCC.
- Section 11.10.1 of the CDP states these figures shall not be exceeded by more than 10% unless an acceptable case demonstrates a need for additional car parking spaces.
- The Transportation Section Report (dated 9<sup>th</sup> of September 2024) states that the Applicant did not provide the requested information and notes no record of any consultation with the Council's Active Travel Unit, which was specifically advised during consultation discussions.
- The report raises concerns regarding EV parking and how such infrastructure would be managed, which was not addressed. The further information provided does not demonstrate an understanding of the impact of mobility management in a congested site in a very car dependant campus.
- A stand-alone, revised and updated Mobility Management Plan (MMP) should be provided.
- The proposed additional and unapproved car parking directly impacts the delivery of a major capital programme, the NTA Bus Connects Galway Tuam

Road Bus Corridor, and the Applicant has not contacted the Active Travel Unit to discuss the junction proposal which forms part of that project.

- Furthermore, a preliminary road design has been drafted for the Tuam Road/Connelly Avenue where it is proposed to install future bus/cycle lanes.
- A Road Safety Audit was not submitted as part of the application. This is required to address issues such as proximity to the Business Park access and avoidance of unnecessary reversing of vehicles onto the road.
- Notes a request of clarification of further information cannot be issued to the Applicant as the time period has passed.
- Recommends that permission be refused.

### 3.2.2. Other Technical Reports

Transportation Section: First report requested further information; second report requested clarification of further information.

Active Travel Unit: Clarification of further information requested.

## 4.0 Planning History

Reg. Ref. 10/234: The Planning Authority **granted permission** in March 2011 for a change of use from small business start-up units to medical centre, and permission for the provision of an additional parking space and two signs.

Reg. Ref. 17/355: The Planning Authority **granted permission** in March 2018 for change of use of an existing medical practice waiting room to a pharmacy and single storey lobby extension to the existing building and elevational changes.

Reg. Ref. 19/209: The Planning Authority made a **split decision** in October 2019, with permission granted for installation of a temporary modular MRI building unit to be contained in an enclosure and related site works; and permission refused for construction of a pharmacy retail unit and additional car parking spaces.

ABP Ref. 317801-23 (Reg. Ref. 22/284): The Planning Authority **refused permission** in July 2023 for the retention, completion, and alterations to existing car park and grassed area. The Applicant made a subsequent appeal made to An Bord Pleanála. However, this was invalid (late).

## 5.0 Policy Context

### 5.1. Galway City Development Plan 2023-2029

#### Background

- 5.1.1. The Galway City Development Plan 2023-2029 ('Development Plan' / 'CDP') sets out the policies and objectives for the development of Galway City over the plan period. The Elected Members of Galway City Council adopted the CDP at a Full Council Meeting held on the 24<sup>th</sup> November 2022.
- 5.1.2. The CDP came into effect on the 4<sup>th</sup> of January 2023.

#### Zoning

- 5.1.3. The appeal site is zoned CI – Enterprise, Light Industry and Commercial, which has the objective 'to provide for enterprise, light industry and commercial uses other than those reserved to the CC zone'.
- 5.1.4. Note: The CC zone is 'to provide for city centre activities and particularly those, which preserve the city centre as the dominant commercial area of the city.'

#### Specific (Map-Based) Objectives

- 5.1.5. The Land Use Zoning Map A identifies the following specific objectives:
- 'Road Improvements' (denoted by a broken magenta line): applies to the section of road along the western boundary of the site.
  - 'Bus Routes' (denoted by a broken light blue line): applies to the section of road along the southern and southwestern boundaries of the site.
  - Primary Cycle Network (denoted by a broken red line): applies to the N6 (National Route) roughly 200m to the north of the site.
  - Multi-Model Corridor (denoted by a broken dark blue line): applies to the section of the N83, running in a north-south direction, north of the junction with the N6 (roughly 200m to the north of the site).

## Section 11.11: Transportation

- Section 11.11.1 is in relation to **‘Parking Space Requirement’**. It states *inter alia* that:

*‘Car parking standards will be applied using performance-based criteria appropriate to general location... These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes. The car parking standards adopt this approach and are reflected in Table 11.6. This performance-based approach will enable the level of public transport service to improve as more development occurs and vice-versa. There will be a presumption against a car parking requirement for new development in the city centre unless a justifiable case for minimum requirements is acceptable to the City Council. In this regard maximum standards will apply in accordance with Table 11.6.’*

- Table 11.6 is in relation to **‘Parking Space Requirement for Different Types of Development: Maximum Standards’**. It indicates that the car parking requirement for surgeries, clinics, group medical practices is 2 spaces per consulting room.
- Section 11.11.2 is in relation to **Electric Vehicle (EV) Parking**.
- Section 11.11.3 is in relation to **Travel Plans**.

## 5.2. Galway Transport Strategy 2016

### Background

- 5.2.1. The Galway Transport Strategy, 2016 (‘GTS’) sets out a series of actions and measures, covering infrastructural, operational and policy elements to be implemented in Galway over the next 20 years. It provides a framework to deliver projects in a phased manner.
- 5.2.2. The GTS provides further information in relation to the map-based objectives set out above. The GTS provides a preliminary road design for the ‘Tuam Road/Connelly Avenue Junction’ and includes plans to install future bus lanes and cycle lanes in this location.

### 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 as follows:

- Galway Bay Complex SAC (Site Code: 000268), roughly 900m to the south.
- Lough Corrib SAC (Site Code: 000297), roughly 1.9km to the west.
- Inner Galway Bay SPA (Site Code: 004031), roughly 900m to the south.
- Lough Corrib SPA (Site Code: 004042), roughly 3.8km to the northwest.

### 5.4. EIA Screening

5.4.1. Having regard to the nature and scale of the proposed development, which is for the retention and completion of car parking and ancillary site 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.

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

#### Planning Appeal Letter

The main grounds of appeal are as follows:

- There were originally 13 no. car parking spaces directly in front of the GPCC (see drwg no. 22040\_PL\_002) for patients, visitors and emergency response. Clients could also use a separate staff car park (IDA owned).
- Covid created a spike in demand for extra spaces, and this has continued with the recent increase in refuge attendance.
- The IDA car park is no longer available for use by the PCC.



- Previous applications have been made to Galway City Council to retain and complete the changes at the existing car park; however, these were refused permission.
- The issue can be easily dealt with and has been addressed by the enclosed traffic report.
- Any further reports, including a more detailed Mobility Management Plan, can be addressed by condition.
- There are no EV charging points included as part of the proposed scheme.

#### Traffic Report

- The appeal is accompanied by various drawings and traffic reports. It includes a 'Traffic Report as First Party Appeal Submission', prepared by TPS & Associates (dated July 2023) ('Traffic Report').
- The Traffic Report was prepared in support of a First Party Appeal for a previous, similar application (Reg. Ref. 22/284). This appeal was declared invalid by the Board (late) (ABP Ref. 317801-23 refers).
- The Applicant maintains there are similar issues arising between the appeal case (ABP Ref. 321020) and previous application.

## **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:

- Provision of Car Parking and Road Safety
- Future Planned Transportation Projects

### **7.1. Provision of Car Parking and Road Safety**

- 7.1.1. The appeal site accommodates an existing Primary Care Centre (PCC) and associated surface car park. The PCC has been operating for a number of years, having been granted permission for a medical centre in c. March 2011. The facility is

on the Tuam Road, a short distance north of Galway City Centre, in an area characterised by commercial businesses, retail, employment and residential uses. The surrounding vicinity is heavily trafficked with large volumes of passing vehicles.

- 7.1.2. The site is accessed from Connolly Avenue via a priority T-junction leading off the Tuam Road. This junction also provides vehicular access to the wider IDA controlled business park campus. The Tuam Road runs along the western part of the property before meeting the N6 (National Route) roughly 200m to the north.
- 7.1.3. The Applicant is seeking permission for the retention and completion of car parking and associated site works. The car parking spaces positioned perpendicular along the eastern boundary of the site are referenced as permitted. The internal spaces on the gravel area are not permitted, however, and it is this parking area that is the subject of this retention application (see Drwg. No. 22040\_PL\_005; Existing and Proposed Site Layout Overlay). The application also seeks permission for a small cycle shelter in the hard landscaping area at the northwest corner of the PCC building.
- 7.1.4. The Planning Authority refused permission for one reason, which is that the Applicant provided insufficient information to enable the Planning Authority to assess the effects of proposed car park development, and that it has not been demonstrated that the additional car parking spaces – which exceed the Development Plan maximum car parking standards – would not endanger public safety by reason of traffic hazard, and or would not prejudice the delivery of a major capital transportation and active travel project for the City, the ‘Tuam Road Multi-modal Corridor’ from Claregalway to Moneenageisha Cross via Joyces Road.
- 7.1.5. The Development Plan under Table 11.6 sets out the maximum car parking requirement for surgeries, clinics, group medical practices as ‘2 spaces per consulting room’. I have reviewed the drawings and historical information relating to the file and note there appears to be six consultation and patient examination rooms included as part of the overall facility. This equates to a maximum requirement of 12 car parking spaces. Therefore, there would be an overprovision of 10 car parking spaces (22 no. proposed spaces vs. 12 no. required spaces). This is not a modest increase compared with the statutory maximum standard, in my opinion, and instead

represents almost a doubling of the amount of car parking envisaged to serve a medical facility of this nature.

- 7.1.6. Before I refer to the Applicant's argument as to why they believe such a high proportion of car parking is justified in this particular case, I would like to briefly draw the attention of the Board to the rationale and adopted strategic approach for setting maximum car parking spaces in the Development Plan.
- 7.1.7. A maximum car parking standard sets an upper limit on the number of parking spaces a development ought to provide. This is in contrast to minimum parking standards, which require a certain number of spaces to be built. There are several reasons for applying a car parking maximum standard; this includes reducing car dependency in a particular location, such as in a city-centre or edge-of-centre environment, encouraging the use of public transport, walking or cycling as an alternative means of travel; easing traffic congestion and queuing of vehicles on busy roads; and as a tool to help achieve lower emissions and to meet climate change targets.
- 7.1.8. The importance of adhering to maximum car parking standards is therefore an important tool in a local planning context. It can help to address traffic safety, ease excessive traffic volumes, improve public transport accessibility in a particular area, and help to reduce vehicle emissions and other airborne pollutants, including greenhouse gas emissions, and those which can have adverse health effects. Whilst a single development proposal may not make a huge difference in and of itself, overtime, and with incremental change, such policies can lead to more significant differences and a gradual step-change
- 7.1.9. In this regard, I note the section of the Development Plan where it is stated changing behavioural attitudes to transport modes can encourage more sustainable travel choices where these are feasible. Travel behaviour changes have proven to help reduce congestion and improve journeys while bringing wider benefits like reducing emissions, both carbon and those impacting air quality, and also wider public health, economic and public realm benefits. I note that the site is within walking distance of several bus stops situated on the Tuam Road. There are regular services running in both directions with a footpath available for pedestrians and good street lighting.

- 7.1.10. The Applicant states that the higher number of spaces is necessary to accommodate an increase in patients, visitors and emergency response requirements. I have reviewed the information received by the Board and note, in particular, the Traffic Report dated July 2023. I have also carefully read the Traffic and Transport Assessment (TTA), prepared by ORS Engineering, and taken this into consideration as part of my assessment of the case. I note that the TTA was prepared as further information with a view to addressing concerns regarding the existing, proposed and future traffic conditions and related transport activity in the area. [The TTA concludes that the proposed works would have no adverse impact on the surrounding area.]
- 7.1.11. The Traffic Report states that additional services demand was originally generated by the Covid-19 emergency, but more recently by patients who have arrived in Ireland as refugees. This increased demand for medical services is cited by the Applicant as the primary reason for more car parking being needed on the site. The Traffic Report states that the parking standard set out in the CDP for medical uses does not recognise the specialised type of services on offer at the GPCC. However, the report does not provide any further detail than this or explain why such services necessitate the amount of car parking that is being sought in this case.
- 7.1.12. The report also goes on to say that the combined car parking layout, together with the additional spaces sought, amount to a limited scale of change in the context of the existing onsite parking arrangement. It also states that the proposed layout has been designed in accordance with the Design Manual for Urban Roads and Streets (DMURS).
- 7.1.13. However, notwithstanding this, I am not satisfied that such a significant departure from the Development Plan car parking standards has been justified in this case. The Applicant has not provided an MMP to the satisfaction of Planning Authority for as part of the application process, and I do not consider that it would be appropriate for this to be conditioned given the concerns raised by the Council's Transportation Section – see report 9<sup>th</sup> Sept 2024. In my view, the proposed scale of change is neither minor nor insignificant – contrary to the Applicant's suggestion – as the number of parking spaces would almost double the maximum standard outlined in the CDP.

- 7.1.14. In relation to the Galway Transport Strategy (GTS), I note that this document seeks to manage travel demand in the city by encouraging a reduction in car use through revised car parking standards and the preparation of mobility management plans / travel plans (MMP's). One of the key tenets of the GTS is to reduce the dominance of car parking within the city. It also places a strong focus on encouraging employment uses to develop a MMP as part of longer-term strategy to address the demand for car parking for the city.
- 7.1.15. I note the concerns raised by the Council's Transportation Section in that the Applicant has chosen not to engage directly with the Active Travel Section, as advised to do so by the Planning Authority during consultation, prior to submitting further information. The Planning Authority raises several concerns regarding compliance with Table 11.6 of the CDP and I do see how the Applicant has addressed this matter as part of their appeal. In this regard, I note the interdepartmental report prepared by the Active Travel Section (dated 6<sup>th</sup> September 2024) which states 'the proposed additional and unapproved car parking directly impacts the delivery of major capital programmes of NTA Bus Connects Galway, Tuam Road Bus Corridor. There is nothing on file to suggest the Applicant has made contact with the Active Travel Unit to try and address this concern directly.
- 7.1.16. I further note that the Applicant confirms there is no intention to provide any EV charging spaces. This is despite Section 11.11.2 of the CDP stating the provision of such recharging infrastructure is required in order to help meet obligations set out under the EU Energy Performance Regulations, 2021.
- 7.1.17. The Development Plan states EU Regulations require the installation of a minimum number of one, or more, recharging points will be required for all existing buildings (other than dwellings) with more than twenty car parking spaces by 1<sup>st</sup> January 2025. It goes on to say that the installation of EV recharging infrastructure will support the Climate Action Plan target of having nearly one million EV to be on the road by 2030 and help to facilitate this transition.
- 7.1.18. I consider this a further deficiency in the car parking strategy developed by the Applicant and that a relatively largescale commercial operation, such as this, should be capable of providing at least one EV recharging space for staff and/or visitors using the facility.

- 7.1.19. In relation to the issue of road safety, the Planning Authority requested a Road Safety Audit (RSA) (Stages 1+2) as part of further information. This was not provided, however. I consider such a request reasonable given the proximity of the car park to the business park entrance, and also because of curvature of the access road on the approach towards the PCC and potential for vehicles to reverse out onto the road. It is my opinion that the completion of an RSA would have been able to address such issues up front as part of the application to the Planning Authority.
- 7.1.20. In summary, I conclude that the proposed development would not be in accordance with the provisions of the Galway City Development Plan 2023-2029, including Section 11.11.1 ('Parking Space Requirement'), Section 11.11.2 ('Electric Vehicle (EV) Parking'), Section 11.11.3 ('Travel Plans'), or Table 11.6 ('Parking Space Requirement for Different Types of Development: Maximum Standards').

## **7.2. Future Planned Transportation Projects**

- 7.2.1. The Galway City Development Plan 2023-2029 identifies several major capital transportation and active travel projects in the vicinity of the site. I note that Land Use Zoning Map A identifies the following specific objectives:
- 'Road Improvements' applies to the section of road along the western boundary of the site.
  - 'Bus Routes' applies to the section of road along the southern and southwestern boundaries of the site.
  - Primary Cycle Network applies to the N6 (National Route) roughly 200m to the north of the site.
  - Multi-Modal Corridor applies to the section of the N83, running in a north-south direction, north of the junction with the N6 (roughly 200m to the north of the site).
- 7.2.2. I also note that there is a Specific Objective (No. 4) under Section 4.8 of the CDP to develop the Tuam Road Multi-modal Corridor from Claregalway to Moneenageisha Cross via Joyces Road in conjunction with Galway County Council and to reserve lands accordingly. This, and the above-listed projects, are in various stages of

progression and development, such that the subject application could have potential implications in terms of traffic flow, land requirements, and road design.

- 7.2.3. In this regard, I would refer the Board to the report by the Council's Active Travel Section. It states that having regard to the Galway Transport Strategy, a preliminary road design has been drafted for the Tuam Road/Connolly Avenue junction whereby it is proposed to install future bus lanes/cycle lanes. The report also says that the Applicant is requested to contact Galway City Council Roads Department to discuss land requirements to facilitate the construction of the project.
- 7.2.4. I acknowledge that the Applicant sought to address these concerns by way of further information. In their response, it is stated that the proposed retention of the additional parking would have no impact on the adjoining road links or junctions. They state that the unauthorised parking area is small in scale and required to cater for patients and staff attending the PCC only. It would therefore not have any strategic or local impact on the adjacent road network. The Applicant states that the proposed bus network for BusConnects Galway will not be implemented until sometime between 2025 and 2026<sup>1</sup>.
- 7.2.5. Notwithstanding this, it is my opinion that the Applicant should engage proactively with the Council's Active Transport Unit to address the potential implications arising from what would be not a small overprovision of car parking in this location. The Planning Authority has indicated they are open to such discussions, and I consider that the Applicant should avail of this opportunity to ensure the delivery of major capital transportation and active travel programmes in this part of the city would not be impeded in any way. This has not happened to date, and it is my submission that such discussions should be held prior to an overprovision of car parking being considered and formally permitted on the site.

## **8.0 AA Screening**

- 8.1. No European designations apply to the site and there are none within its immediate vicinity.

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<sup>1</sup> Note: The BusConnects Galway Cross-City Link Scheme (ABP Ref. 314597) was permitted by the Board in September 2024.

- 8.2. Having regard to the nature and small scale of the proposed development, 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.

## 9.0 Recommendation

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

## 10.0 Reasons and Considerations

- 10.1. Having regard to the provisions of the Galway City Development Plan 2023-2029, including Section 11.11.1 ('Parking Space Requirement') and Table 11.6 ('Parking Space Requirement for Different Types of Development: Maximum Standards'), and the amount of car parking spaces proposed, which is significantly more than the number of spaces set out for this type of land use under the maximum car parking standards, and given the future proposed major capital transportation and active travel programmes/projects in the vicinity of the site, it is considered that the additional car parking spaces sought by the proposed development would not be in the interest of sustainable travel patterns, traffic safety or orderly development and 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.]

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Ian Boyle  
Senior Planning Inspector

29<sup>th</sup> January 2025



# Form 1

## EIA Pre-Screening

<b>An Bord Pleanála</b> <b>Case Reference</b>	ABP-321020-24		
<b>Proposed Development Summary</b>	The proposed development is for the retention and completion of car parking at the front of the primary care centre building and ancillary works and the construction of a covered cycle shelter.		
<b>Development Address</b>	The appeal site comprises Galway Primary Care Centre (GPCC), which has an address at Unit 1, IDA Small Business Park, Tuam Road, Galway, H91 DHE0.		
<b>1. Does the proposed development come within the definition of a 'project' for the purposes of EIA?</b> (that is involving construction works, demolition, or interventions in the natural surroundings)		<b>Yes</b>	✓
		<b>No</b>	
<b>2. Is the proposed development of a CLASS specified in Part 1 or Part 2, Schedule 5, Planning and Development Regulations 2001 (as amended)?</b>			
<b>Yes</b>	✓	10(b) Infrastructure Projects	Proceed to Q3.
<b>No</b>			
<b>3. Does the proposed development equal or exceed any relevant THRESHOLD set out in the relevant Class?</b>			
<b>Yes</b>			
<b>No</b>	✓		

4. Is the proposed development below the relevant threshold for the Class of development [sub-threshold development]?			
Yes	✓	10. Infrastructure Projects  (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.	Preliminary examination required (Form 2)

5. Has Schedule 7A information been submitted?		
No	✓	Pre-screening determination conclusion remains as above (Q1 to Q4)
Yes		Screening Determination required

Inspector: Ian Boyle

Date: 29<sup>th</sup> January 2025

## Form 2

### EIA Preliminary Examination

<b>An Bord Pleanála Case Reference</b>	ABP-321020-24
<b>Proposed Development Summary</b>	The proposed development is for the retention and completion of car parking at the front of the primary care centre building and ancillary works.
<b>Development Address</b>	The appeal site comprises Galway Primary Care Centre (GPCC), which has an address at Unit 1, IDA Small Business Park, Tuam Road, Galway, H91 DHE0.
<p><b>The Board carried 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.</b></p> <p><b>This preliminary examination should be read with, and in the light of, the rest of the Inspector's Report attached herewith.</b></p>	
<p><b>Characteristics of proposed development</b></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>	The nature of the proposed development is not exceptional in the context of the existing environment. It is for the retention of car parking which is part of an existing car park in an established business park area. No significant waste, emissions or pollutants would arise during the operational phase due to the nature of the proposal, which for residential use.
<p><b>Location of development</b></p> <p>(The environmental sensitivity of geographical areas likely to be affected by the development in particular existing and approved land use,</p>	The application site is not within, or immediately adjoining, any protected area(s). There are no waterbodies on the site and there are no hydrological links between the subject site and any European

<p>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>designated site. The site is not considered to be environmental sensitive.</p> <p>The nearest European Sites are as follows:</p> <ul style="list-style-type: none"> <li>• Galway Bay Complex SAC (Site Code: 000268), roughly 900m to the south.</li> <li>• Lough Corrib SAC (Site Code: 000297), roughly 1.9km to the west.</li> <li>• Inner Galway Bay SPA (Site Code: 004031), roughly 900m to the south.</li> <li>• Lough Corrib SPA (Site Code: 004042), roughly 3.8km to the northwest.</li> </ul> <p>It is considered that no Appropriate Assessment issues arise, and 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 any European Site.</p>
<p><b>Types and characteristics of potential impacts</b></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>The site is in an inner urban location within an existing commercial district. The proposal is for the retention of car parking and related site works.</p> <p>I do not consider there is potential for significant impacts.</p>

Conclusion		
Likelihood of Significant Effects	Conclusion in respect of EIA	Yes or No
There is no real likelihood of significant effects on the environment. <b>EIA not required. ✓</b>	EIA is not required.	No. 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)