



An
Bord
Pleanála

Inspector's Report ABP-319997-24

Development

RETENTION PERMISSION for 1)
extension to existing warehouse, 2)
prefab offices, 3) storage shed, 4) site
prefab and steel container, 5) truck
wash area, 6) diesel storage tank, 7)
revised site boundaries and
PERMISSION to install a waste water
treatment and disposal system
including all associated site works.

Location

Clonan, Roscrea, Co. Tipperary.

Planning Authority

Tipperary County Council

Planning Authority Reg. Ref.

2460234

Applicant(s)

Gerard Coughlan Haulage Limited.

Type of Application

Permission.

Planning Authority Decision

Refusal

Type of Appeal

First Party

Appellant(s)

Gerard Coughlan Haulage Limited

Date of Site Inspection

11th of March 2025

Inspector

Caryn Coogan

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1.0 Site Location and Description

- 1.1. The subject site is 1.34Ha, located in the townland of Clonan, 0.5km south of Roscrea town in Tipperary.
- 1.2. The site is directly accessed off the N62 from a private lane within the 100kmph speed limit. The site is flat and is partially visible from the N62. It does slope gradually in a south-easterly direction towards. The N62 joins the M7 motorway further south from the site.
- 1.3. The site contains a shed, and 2No. warehouses, a wash bay area and a portacabin (office) and parking. The shed is positioned to the north of the site and includes a lean-to shed used for storing a diesel tank with a total floor area of 260sq.m.. The warehousing is positioned along the south-west site boundary.
- 1.4. The subject site also includes hardstanding and parking areas for mainly HGVs.

2.0 Development

- 2.1. According to the public notices, the development consists of RETENTION of the following:
 - Extension to existing warehouse
 - Prefab offices
 - Storage shed
 - Steel container
 - Truck wash area
 - Diesel storage tank
 - Revised site boundaries.
- 2.2 The application documentation included drawings of the development, Traffic Impact Assessment, and a Site Suitability Report along with other correspondence.
- 2.3 The planning application states the gross floor area of the existing buildings is 1,999sq.m. and the gross floor area of the floors to be retained is 1,049sq.m.

3.0 Planning Authority Decision

3.1. Decision

Tipperary Co. Co. refused the development for one reason.

Policy 12.4 of the Tipperary County Development Plan 2022-2029 seeks to maintain and protect the safety, capacity and efficiency of Tipperary's roads network and associated junctions in accordance with the Spatial Planning and National Roads Guidelines for Planning Authorities (DECLG 2012) and the Trans-European Networks Regulations and to avoid the creation of additional access points to national roads to which speed limits greater than 60kmph apply. Section 1.5 of the Spatial Planning and National Roads Guidelines for Planning Authorities (DECLG 2012) states that intensification of existing accesses to national roads gives rise to the generation of additional turning movements that introduce additional safety risks for road users.

Having regard to the planning history of the site and the nature and extent of the proposed development, the planning authority considers the traffic movements associated with the proposed development is a significant intensification to the development that was originally permitted. The proposed development is considered to materially contravene Policy 12.4 of the Tipperary County development Plan and is at variance with the Spatial Planning and National Roads Guidelines for Planning Authorities (DECLG 2012). The proposed development is therefore contrary to the proper planning and sustainable development of the area.

3.2. Planning Authority Reports

3.2.1. Planning Reports

- Planning permission was granted for a warehouse (for storage of fertilisers) under planning ref: 510085 therefore the principle of commercial use on the site is permitted.
- The development is located within an area designated as 'open countryside' under the current Tipperary County Development Plan 2022, in the rural area the Planning Authority may consider the commercial element under 'Non-

conforming uses' as per policy 8.6 outlined above. The applicant should note that as per Policy 8.6 states 'Where the enterprise or activity develops to a scale that is inappropriate by virtue of activity or size in its rural context, the Council will encourage its re-location to a more suitable location on zoned land within towns and villages'. The expansion of non-conforming uses can be considered against Policy 8.9 of the TCDP 2022. I consider the proposed use does not result in the loss of amenity to adjoining properties (the site is removed from nearby dwellings), does not present and adverse impact on the environment or give rise to the visual detriment of the area. There are however significant concerns with the impact of the development on the N62 national road arising from intensification of traffic movements from the enterprise onto the N62.

- It is considered that the portacabin offices are acceptable given the nature of the operations on site.
- Having regard to the report and recommendation from Roads, the planning history of the site and nature and extent of development for which permission for retention is sought the proposed development is considered to contravene Policy 12-4 of the TCDP 2022.
- Refusal is recommended.
- AA Screening and EIA Pre-screening

3.2.2. **Other Technical Reports**

- *Roads Report* : The speed limit on the N62 at the entrance is 100kmph. The sightlines are acceptable. Roads Capital determines that the traffic movement associated with the proposed development is a significant intensification to the operation that was originally permitted. It is the aim of the Council to maintain and protect the safety, capacity and efficiency of national roads and associated junctions, avoiding the creation of new accesses and the intensification of existing accesses to national roads. For that reason, Roads Capital Office recommends refusal of this development.

- Submission received from the **HSE** on 07.05.2024 which states:

Rainwater surface runoff and wash water from any, hard standing area used for vehicle wash down, maintenance or parking should be directed through a Class 1 Oil Interceptor prior to emission to surface or groundwater this recommendation is made in the interest of the protection of Population and Environmental Health.

All drinking water points (available in prefab & staff areas) shall be fed directly from the rising mains and be in compliance with Drinking Water Regulations.

3.3. **Prescribed Bodies**

Although the proposal is accessed off a national secondary route (N62), the planning application was not referred to Transport Infrastructure Ireland.

3.4. **Third Party Observations**

None received.

4.0 **Planning History**

4.1 **Planning Ref: 2360142**

Permission for retention sought for 1) extension to existing warehouse 2) Prefab offices 3) Lean-to extension to existing shed 4) Site Prefab and Steel Container 5) Truck wash area 6) Diesel storage tank 7) Revised site boundaries and permission to install a new waste water treatment and disposal system including all associated site work. *Application deemed withdrawn.*

4.2 **Planning Ref: 07511808**

New warehouse with toilets and canteen adjoining existing warehouse and to reposition septic tank on increased site area *Application deemed withdrawn.*

4.3 **Planning Ref: 510085**

Erection of warehouse for storage of raw materials. Permission granted 13.1.1983

4.4 **Enforcement: TUD-22-049**

On-going enforcement case regarding alleged unauthorised development on site

- Extension to shed, hardstanding area and soil berm.

4.0 Policy Context

4.1. Development Plan

5.1.1 The relevant development plan is the ***Tipperary County Development Plan 2022-2028***.

5.1.2 The following are relevant policies:

8.5 Non-conforming uses

In cases where authorised long-established commercial activities are in operation at locations that are not compatible with current planning objectives, the Council will support their continued operation and expansion, provided that it does not result in loss of amenity to adjoining properties, adverse impact on the environment, visual detriment to the area or creation of a traffic hazard.

Policy 8 - 9

Where commercial/industrial enterprises exist as non-conforming but long-established uses, to support their continued operation and expansion, provided such does not result in loss of amenity to adjoining properties, adverse impact on the environment, visual detriment to the character of the area or creation of a traffic hazard.

Roads Network

Policy 12 – 3

Protect the viability of the ‘Strategic Transport Investment’ priorities in the road network as set out in Section 12.5.1 by reserving corridors for the proposed routes free from inappropriate development.

Policy 12 – 4

Maintain and protect the safety, capacity and efficiency of Tipperary’s roads network and associated junctions in accordance with the *Spatial Planning and National Roads Guidelines for Planning Authorities, (DECLG, 2012)* and the Trans-European

Networks Regulations and to avoid the creation of additional access points to national roads to which speed limits greater than 60kmh apply.

5.1.2 Other relevant publications:

- Project Ireland, National Development Plan 2021-2030 sets out key priorities to maintain the existing national road network. The National Strategic Outcome 2 (NSO2) objective is to maintain the capacity of the existing roads. The N80 provides an important regional and interregional connectivity to within and throughout the midlands.
- Section 28 Ministerial Guidelines Spatial Planning and National Roads Guidelines for Planning Authorities state additional accesses are to be avoided on national roads on speeds over 60kmph
- RSA: Our Journey Towards Vision Zero Ireland's Government Road Safety Strategy 2021-2030 indicates the emphasis needs to focus on all elements of the road traffic system
- The Roads Act 1993 (as amended) , Section 19 (1) provides TII authority to design, construct and maintain works to a national road. There are standards to be complied with.

TII Transport Assessment Guidelines and TII National Traffic Model.

4.2. Natural Heritage Designations

4.2.1 Approximately 3km to the east there is the Sheehills Hills Esker pNHA. The Nore Valley Bogs NHA is 8km south east of the site.

4.2.2 There are no European sites within a 15km of the site. The nearest being the Slieve Bloom Mountains SPA to the north east of Roscrea.

4.3. EIA Screening

See completed Appendix 1 - Forms 1 and 2. Having regard to the nature and type of development proposed, it is not considered that it falls within the classes listed in Part 1 or Part 2 of Schedule 5 of the Planning and Development Regulations 2001

(As amended), and as such preliminary examination or an environmental impact assessment is not required.

5.0 The Appeal

5.1. Grounds of Appeal

6.1.1 Site Context

- The site is accessed off an existing junction on the N62 south of Roscrea town. The entrance has existed for over 200 years.
- The applicant, Coughlan Haulage, has operated from this location for 45 years since 1979. Photographs are supplied to illustrate this.
- The site is located in the peri-urban or transitional area of the town

6.1.2 Site History

- Under planning reference 518812 there was planning permission granted for two housing sites, and a store of housing trucks. The family home is located east of the appeal site. The application dated 13th of January 1983 included the warehouse building along with the original hard standing area.
- There was permission granted 200m to the north of the site to Byrne Machinery Sales and Repair business.
- Under planning reference 14/5109988 permission was granted in February 2025 for a new storage shed to extend the business.
- The Spatial Planning and National Roads Guidelines for Planning Authorities (DECLG 2012) was in place. The NRA (TII) was consulted at the time, and it looked for further information. However, permission was granted for an expansion of the neighbouring business onto the national road.

6.1.3 Planning Context

- *National Planning Framework:* The logistics industry has a critical role to play in the national and local economy. The proposal accords to national policy in providing a strong economy, innovation and skills. Significant investment has

been made to ensure high standards on site and quality in terms of storage of materials.

- The opening of the M7 in 2010 to the south and with Intersection 22 only 1.5km from the site, access to the national road network has significantly improved. The M7 also reduces the HGVs within Roscrea town centre.
- *Tipperary County Development Plan 2022-2029* : Roscrea is a District Town and it is an objective of the plan to promote, support and enable sustainable and diverse economic development. Under section 8.5 it states where authorised long established commercial activities are in operation at locations that are not compatible with current planning objectives, the Council will support their continued operation and expansion providing certain criteria are met. Under section 8.9 existing commercial/ industrial uses that exist as non-conforming but long established will be supported by the Council.

6.1.4 **Reasons for Refusal**

- The proposal complies with the development plan.
- The Planner's Report demonstrates the Council had no issues with several aspects of the development.
- The proposal is in compliance with section 8.9 of the development plan.
- The sightlines in both directions are acceptable.
- It will not create a negative visual impact or impact on residential amenities.
- HSE was satisfied with the proposal.
- No third parties objected to the development.
- The TII made no submission on the planning file.
- The traffic has been fully assessed under the submitted Traffic Impact Assessment.

6.1.5 **Reason No. 1**

Policy 12.4 of the Tipperary County Development Plan 2022-2029 seeks to maintain and protect the safety, capacity and efficiency of Tipperary's roads network and associated junctions in accordance with the Spatial Planning and National Roads

Guidelines for Planning Authorities (DECLG 2012) and the Trans-European Networks Regulations and to avoid the creation of additional access points to national roads to which speed limits greater than 60kmph apply. Section 1.5 of the Spatial Planning and National Roads Guidelines for Planning Authorities (DECLG 2012) states that intensification of existing accesses to national roads gives rise to the generation of additional turning movements that introduce additional safety risks for road users.

Having regard to the planning history of the site and the nature and extent of the proposed development, the planning authority consider the traffic movements associated with the proposed development is a significant intensification to the development that was originally permitted. The proposed development is considered to materially contravene Policy 12.4 of the Tipperary County development Plan and is at variance with the Spatial Planning and National Roads Guidelines for Planning Authorities (DECLG 2012). The proposed development is therefore contrary to the proper planning and sustainable development of the area.

- The proposal does not materially contravene policy 12-4 of the county development plan. The proposal does not entail a new access point onto the national route. The existing access has existed for over 45 years. Therefore 12-4 relating to new accesses does not apply.
- Under section 1.5 of the Spatial Planning and National Roads Guidelines for Planning Authorities (DECLG 2012) With regard to access to national roads, all development plans and any relevant local area plans must implement the policy approaches outlined below. Lands adjoining National Roads to which speed limits greater than 60 kmph apply: The policy of the planning authority will be to avoid the creation of any additional access point from new development or the generation of increased traffic from existing accesses to national roads to which speed limits greater than 60 kmph apply. This provision applies to all categories of development, including individual houses in rural areas, regardless of the housing circumstances of the applicant.
- Transitional Zones: Where the plan area incorporates sections of national roads on the approaches to or exit from urban centres that are subject to a speed limit of 60 kmph before a lower 50 kmph limit is encountered –

otherwise known as transitional zones - the plan may provide for a limited level of direct access to facilitate orderly urban development. Any such proposal must, however, be subject to a road safety audit carried out in accordance with the NRA's requirements and a proliferation of such entrances, which would lead to a diminution in the role of such zones, must be avoided.

- The Tipperary Roads Department concluded that application to retain the extension to the permitted store for the housing of trucks and the warehouse for the storage of materials is a significant intensification to the operation originally permitted and as a result is contrary to the policy of the development plan. This assessment is based on the traffic impact that existed and not proposed.
- The decision to provide extra storage on site came during COVID, when extra storage was required. The applicant has a small customer base, but one customer is a large retailer. The storage of goods is more important due to Brexit and blockages along the international routes for the delivery of goods. Many Irish businesses need to stockpile goods in order to mitigate supply delays. Coughlan Haulage made a prompt decision to expand their gross warehousing capacity on site to satisfy their existing customers challenges with the supply chain impacts. The applicant's could have lost their customers otherwise. The increase in floorspace does not translate into pro-rata increase in traffic generation to and from the facility. The additional storage spaces also facilitate more efficient loading and reduces truck journeys and carbon footprint of the business.
- As a long-established non-conforming use in a rural location the development has been assessed by Tipperary Co. Co. in relation to Policy 8-9 and a number of potential aspects including the following:
 - (i) Loss of amenities to adjoining properties- There will be no loss of amenities given the location of the development away from existing houses with the applicant's dwelling being the nearest to the site which is 170m.

- (ii) Adverse Impact on the Environment: There will be no impact on the environment given the nature of the use and its location away from any sensitive ecological areas or protected sites.
- (iii) Visual detriment to the character of the area – there is no visual impact.
- The development has been fully addressed in the Traffic Impact Assessment which was informed by the number of traffic counts and examination of existing traffic. The retention application relates to warehousing uses only and will not result in any additional staff numbers or traffic.
- The junction of the site with the N62 operates within capacity with no queues and minimal delays. The sightlines meet with Tipperary Co. Co. requirements. Therefore planning permission should be granted in accordance with Policy 8-9.
- The Roads Department state there will be a significant increase in traffic as a result of the development. It was concluded that Policy 12-4 of the development plan was contravened which seeks to protect and maintain the safety of roads in Tipperary in association with the national roads guidelines. It is unreasonable to conclude that Policy 12-4 has been contravened by comparing the traffic movements associated with the original permitted development from over 40 years ago.
- It is also unreasonable to require a comparison of the traffic generation of the original facility and current business. All commercial business will have undergone changes and traffic over 40 years.
- A summary of the main points of the TIA are as follows:
 - (i) All the existing exit from Coughlan Haulage onto the N62 with a 215m sightline and a 3m setback in accordance with the TII Standard DN-GEO-03060
 - (ii) Junction analysis was carried out on the existing N62, and it has capacity and no queuing
 - (iii) The junction will have capacity for predicted traffic up to 2028 and 2038.

- The decision o refuse is flawed and based on the incorrect and unreasonable application of Policy 12-4 and the Spatial Planning Guidelines, with full regard of the provisions of Policy 8-9 which supports the continued operation and expansion of existing commercial enterprises that are non-conforming.

5.2. Planning Authority Response

The planning authority had no further response on appeal.

5.3. Further Responses

6.3.1 The Board noted the development involves a direct assess onto a national route. The planning authority had not referred the case to ***Transport Infrastructure Ireland***. The Board referred the case to Transport Infrastructure Ireland, who acknowledged it was not referred the case by the planning authority, however it concurred with the planning authority's decision to refuse the retention of the development. There were no new issues raised in the TII submission, the following points were made:

- Official policy in relation to development involving access to national roads is set out in DoECLG Spatial Planning and National Roads Guidelines for Planning Authorities (2012). The proposal is approved would create an adverse impact on the national road and would in the TII opinion, be at variance with national policy in relation to the control of frontage development on national roads.
- Official policy in relation to development involving access to national roads and development along such roads is set out in the DoECLG Spatial Planning and National Roads Guidelines for Planning Authorities. Section 2.5 of the Guidelines states that the policy of the planning authority will be to avoid the creation of any additional access point from new development or the generation of increased traffic from existing accesses to national roads to which speed limits greater than 60kph apply. The proposal would result in the intensification of an existing direct access to a national road contrary to official policy in relation to control of frontage development on national roads.

- The proposed development located on a national road where the maximum speed limit applies, would endanger public safety by reason of a traffic hazard and obstruction of road users due to character and nature of the traffic generated.

6.0 Assessment

6.1. I visited the subject site and considered the appeal file. The crux of this appeal relates to the access onto the national route, N62, south of Roscrea town where the 100kmph applies.

6.2. The following points are noted:

- **Planning History:** Planning permission for a warehouse (storage of fertilizers) was established over forty years ago under Planning Reference 5100085. The development on the site has expanded since the original permission was executed. Most notably the recent warehouse expansion, a portacabin office the truck wash facility, and expansion of site boundaries/ yard area. The applicant has stated on appeal, the expansion on the site has not resulted in additional traffic but caters for additional storage due to changing dynamics and routes in the haulage business throughout Europe and as a consequence of Brexit.
- **Development Plan Policy:** The site is located in the open countryside on unzoned lands. It is considered to be a non-conforming use (see Section 8.5 Non-conforming uses). **Policy 8-9** states '*Where commercial/industrial enterprises exist as non-conforming but long-established uses, to support their continued operation and expansion, provided such does not result in loss of amenity to adjoining properties, adverse impact on the environment, visual detriment to the character of the area or creation of a traffic hazard.*' It is noted the nearest dwelling to the site is 170metres and it is owned by the applicant. There were no third-party objections to the proposal. I noted a number of commercial sites in the general vicinity particularly north of the site on approach to Roscrea. The yard area is set back a considerable distance from residential developments. The proposal would not result in a loss of

amenities to adjoining properties it is surrounded by green fields on all site boundaries.

- **Impact on the Environment:** The site suitability report submitted with the planning application recommends a secondary treatment system (6000litre tank) and polishing filter. The treatment system is connected to the portacabin. The application was referred to the Environmental Health Office of the HSE for comment. In its letter dated 26th of April 2024, the HSE state the hand standing area at the vehicle washdown area shall be directed through a Class 1 Oil Interceptor prior to discharge to the surface or groundwater. The layout drawing states the drainage of the yard area and washbay area to be piped via a petrol interceptor and to an attenuation tank , with no discharge clarified. There is a circle with soakaway to engineers design. However, I consider these details to be vague. There is no clarification if chemicals are to be used in the washbay area.

7.3 Traffic

7.3.1 Coughlan Haulage is accessed off a priority junction onto the N62. The N62 is 7.2metres in width at the junction to the development and is governed by 100kph speed limit. The site operates 09.00-18.00hours. The planning application was accompanied by a Traffic Impact Assessment. This indicated on a typical day the total number of vehicular trips arriving and departing Coughlan Haulage is 54 vehicular trips. According to the report, 65% of the vehicular trips are cars associated with staff arriving and departing Coughlan Haulage with a small number of visitor trips arriving to and from the site. The remaining 35% of vehicular trips are made up of LGV's and HGV's either delivering or collecting stock from the warehouse facility. The TIA carried out studies of the existing and future capacity of the junction using the PICADY programme for AM and PM peak times (table Page 10 of the TIA). The analysis shows that the existing N62 / Coughlan Haulage Access priority junction currently operates within capacity with no queues and minimal delays. Also the existing N62 / Coughlan Haulage Access priority junction will operate within capacity with no queues and minimal delays with an increase in background flows in 2028 and 2038.

7.3.2 The junction onto the N62 has sightlines of 215m in both directions. I noted the junction has a significant splay. I would consider the junction to be acceptable in terms of its dimensions and sightlines to cater for the development. There is truck parking (15No.) and carparking (17No.) spaces on site.

7.3.3 The Roads Capital Office of the planning authority prepared a report on the case.

Firstly there are no surface water issues associated with the junction of the development onto the N62 because two road gullies have been installed to capture the surface water from the access lane. The sightlines are compatible with development plan standards. However, 'it is the aim of the Council to maintain and protect the safety, capacity and efficiency of national roads and associated junctions, avoiding the creation of new accesses and the intensification of existing accesses to national roads. Roads Capital Office recommends refusal of this development.' The Planning Report supported this recommendation, and a decision to refuse planning permission for the development issued. It cited one reason only which cited Policy 12-4 of the Tipperary County Development Plan and the Spatial Planning and National Roads Guidelines for Planning Authorities, (DECLG, 2012).

7.3.4 Policy 12-4 states '*Maintain and protect the safety, capacity and efficiency of Tipperary's roads network and associated junctions in accordance with the Spatial Planning and National Roads Guidelines for Planning Authorities, (DECLG, 2012) and the Trans-European Networks Regulations and to avoid the creation of additional access points to national roads to which speed limits greater than 60kmh apply.*' The applicant has submitted on appeal, the development does not materially contravene Policy 12-4 of the development plan, because it does not entail a new access point onto the national route. The existing access has existed for over 45 years. The applicant also claims there has been no intensification of use associated with the access as a result of the new developments on site. According to the applicant's appeal submission, the additional storage does not translate as extra traffic.

7.3.5 I refer to Section 12.5.2 of the Tipperary County Development Plan 2022-2028 which relates to *Safeguarding the Strategic Road Network*. I would accept this is not a new access onto the N62. However, the development as presented for retention under this application represents a significant increase from the permitted footprint of development permitted on the site over forty years ago. The content of the Traffic

Impact Assessment is noted. However, the figures are based on the current level of traffic at the site and do not represent the pre-development of the site. I have considered the applicant's case that the development represents an increase in storage on the site and it does not represent an increase in traffic associated with the development. However, this is not based on any technical data. The current application represents a significant increase in the site area, a new portacabin office building, additional parking, and 1049sq.m. of warehousing. Under planning reference 510058 a warehouse was granted planning permission on the site for the storage of fertilizers. Although planning permission exist on the site for a commercial use, the existing business on site is clearly a haulage business, that has been extended significantly on site. I would consider addition, of the items outlined in this application, to be a significant material intensification of the use of the site. The planning authority's refusal of the development is supported by the submission from Transport Infrastructure Ireland's submission to the Board. The development for retention as proposed, results on an intensification of an existing direct access to a national road which is contrary to official policy relating to developments on national roads as set out in section 2.5 of the DoELG Spatial Planning and National Roads Guidelines for Planning Authorities (January 2012). I therefore, recommend the decision to hold the refuse permission for retention of the development based on access issues onto a national route where the maximum speed limit is applicable, to be warranted.

7.0 AA Screening

- 7.1. Having regard to the development of a shed, wash bay area and hardstanding area associated with the family run haulage business, with a portacabin and on-site wastewater treatment system with connection to public water on an established site within a transitional area south of Roscrea town. The nearest European Site is the Slieve Bloom Mountains SPA which lies c.12 km northeast of the subject site. It is considered that no Appropriate Assessment issues arise as the development would not be likely to have a significant impact individually or in combination with other plans or projects on a European site.

8.0 Recommendation

I recommend the planning authority's decision to refuse be upheld by the Board

9.0 Reasons and Considerations

It is considered that the development to be retained would endanger public safety by reason of traffic hazard because the site is located alongside the heavily trafficked National Secondary Road N62 at a point where a speed limit of 100 km/h applies and the traffic turning movements generated by the development would interfere with the safety and free flow of traffic on the public road. Furthermore, the development proposed to be retained would also contravene objectives of the planning authority, as set out in the Tipperary County Development Plan, Policy 12-4 to maintain and protect the safety, capacity and efficiency of Tipperary's national road networks in accordance with the Spatial Planning and National Roads Guidelines for Planning Authorities, (DECLG, 2012) to avoid the generation of increased traffic from existing direct access/egress points to the national road network to which speed limits greater than 60kmph apply. The development proposed to be retained 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.

Caryn Coogan
Planning Inspector

15th of April 2025

Form 1

EIA Pre-Screening

An Bord Pleanála Case Reference	319997-24		
Development Summary	Retention of (i) extension to existing warehouse, (ii) prefab offices, (iii) steel contained, (iv) truck wash area, (v) diesel storage tank, (vi) revised site boundaries		
Development Address	Clonan, Roscrea, Co. Tipperary		
1. Does the proposed development come within the definition of a 'project' for the purposes of EIA? (that is involving construction works, demolition, or interventions in the natural surroundings)		Yes	X
		No	
2. Is the proposed development of a CLASS specified in Part 1 or Part 2, Schedule 5, Planning and Development Regulations 2001 (as amended)?			
Yes		Class 10(a) Industrial estate development projects, where the area would exceed 15 hectares.	Proceed to Q3.
No			
3. Does the proposed development equal or exceed any relevant THRESHOLD set out in the relevant Class?			
Yes			
No	X		Proceed to Q4

4. Is the proposed development below the relevant threshold for the Class of development [sub-threshold development]?			
Yes	X	Class 10(a) Industrial estate development projects, where the area would exceed 15 hectares	Preliminary examination required (Form 2)

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

Inspector: _____ Date: _____

Form 2

EIA Preliminary Examination

An Bord Pleanála Case Reference	ABP-3199997-24
Proposed Development Summary	Retention of (i) extension to existing warehouse, (ii) prefab offices, (iii) steel contained, (iv) truck wash area, (v) diesel storage tank, (vi) revised site boundaries
Development Address	Clonan, Roscrea, Co. Tipperary
<p>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.</p> <p>This preliminary examination should be read with, and in the light of, the rest of the Inspector's Report attached herewith.</p>	
<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 commercial business on site was established over 40 years ago. It is a haulage business. The applicant has expanded the warehousing on site, hard surfaces and provided a truck wash bay and portacabin on site (without planning permission)</p> <p>The effluent from the portacabin will be discharged and treated in an on-site effluent treatment system</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 south of Roscrea town. It is located in the open countryside on the urban fringe. There are no sensitive sites, European sites or development plan designations associated with the site or area.</p>

Types and characteristics of potential impacts (Likely significant effects on environmental parameters, magnitude and spatial extent, nature of impact, transboundary, intensity and complexity, duration, cumulative effects and opportunities for mitigation).		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, and absence of in combination effects, there is no potential for significant effects on the environment factors listed in Section 171A of the Act.
Conclusion		
Likelihood of Significant Effects	Conclusion in respect of EIA	Yes or No
There is no real likelihood of significant effects on the environment.	EIA is not required.	

Inspector: _____

Date: _____

DP/ADP: _____

Date: _____

(only where Schedule 7A information or EIAR required)