



An
Bord
Pleanála

Inspector's Report ABP-321556-24

Development	Retention permission for existing foundations as built (Planning Ref: 02/384) and planning permission for the construction of a two storey dwelling on existing foundations and all associated site works.
Location	Creggane, Bruree, Co. Limerick.
Planning Authority	Limerick City and County Council
Planning Authority Reg. Ref.	2460874
Applicant(s)	Column Quain and Ruth Quirke
Type of Application	Permission
Planning Authority Decision	Grant Permission
Type of Appeal	Third Party
Appellant(s)	Transport Infrastructure Ireland (TII)
Observer(s)	None
Date of Site Inspection	7 th March 2025

Inspector

Matthew McRedmond

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1.0 Site Location and Description

- 1.1. The subject site is located at Creggane, Bruree, Co. Limerick, to the east side of the N20, approximately at the halfway point between Bruree and Charleville. The site is accessed via a private laneway that enters directly from the N20, which is a 100km road. The site currently consists of an existing dwelling house at the road boundary, and farm/agricultural buildings located approximately 350m to the east along an existing laneway. The surrounding area is predominantly characterised by agricultural lands.

2.0 Proposed Development

- 2.1. Permission is sought for retention of the existing foundations that were constructed under Reg. Ref. 02/384 and planning permission for the construction of a two-storey dwelling on the retained foundations, sewage treatment system and all associated site works. Permission is also sought to convert the existing roadside dwelling to a store building.

3.0 Planning Authority Decision

3.1. Decision

On the 27th November 2024, Limerick City and County Council granted retention permission and permission for the proposed development subject to 10no. conditions. The relevant conditions of note are as follows:

Condition 2 – Applicant to enter into a section 47 agreement to restrict the use of the existing dwelling to non-residential storage use.

Condition 3 – Revised design to be submitted for front façade with more traditional treatment.

Condition 5 – Sight distance triangles to be maintained.

Condition 9 – Ducting to be provided to accommodate a future electric vehicle charging point.

3.2. Planning Authority Reports

3.2.1. Planning Reports

The Planning Authority had regard to the National and Local Planning context, the setting of the site, the documents submitted with the application and any referral responses received. Their assessment included the following:

- The planning history for the site is noted, whereby previous applications by the current applicant include Ref. 20/611 that was refused for 5 no. reasons including traffic safety and design, and Ref. 22/1103 that was withdrawn by the applicant. Ref. 02/384 was permission for a dwelling for the applicant's father at the same site, which was granted permission.
- The current proposal differs from previous applications as the existing family home adjacent to the N20 is to revert to a store, however traffic safety and design matters have not been appropriately addressed.
- New or intensified use of access points on to the N20 National route are only permitted in exceptional circumstances. This is in line with the Spatial Planning and National Roads Guidelines and Objective 039 of the Limerick City and County Development Plan.
- Having regard to the submission of TII and the fact the new house/private laneway will access on to the N20 in contravention of national policy, and the Council Roads section report that states sightlines cannot be achieved, the proposal is not acceptable.
- The proposed house design is the same as refused under Reg. Ref. 20/611 with mock Georgian detail and front projections which is out of character within this rural area. The proposed house design is therefore not appropriate for this setting.
- Following the preparation of the Planner's Report, the Director of Services Planning and Place-Making at Limerick City and County Council prepared a subsequent report that noted the concerns outlined in the Planner's report, but considered that the access is already in use for the family farm at this location and given the existing cottage will revert to an ancillary use, the proposal does not represent a new or intensified access. Regard was also had to the

housing needs of this farming family at a remove from the national primary road and the previous permission for a dwelling at this location under Ref. 02/384.

3.2.2. Other Technical Reports

- Environment – No objection to the proposal subject to conditions.
- Roads Section – Recommends refusal on the basis of public safety and traffic hazard caused by the extra traffic generated by the proposal. Sightlines would also be difficult to achieve in both directions.

3.3. Prescribed Bodies

Mid-West National Road Design Office – No observations to make in relation to the proposed development.

Transport Infrastructure Ireland (TII) – The subject proposal is at variance with official policy in relation to control of development affecting national roads as outlined in ‘Spatial Planning and National Roads, Guidelines for Planning Authorities’. The proposed development, located on a national road where the maximum speed limit applies, would endanger public safety by reason of traffic hazard and obstruction of road users due to the movement of the extra traffic generated.

Uisce Eireann (UE) – No objection in principle to the proposed development. Standard requirements set out if the proposed development is to connect to the Uisce Eireann Network.

3.4. Third Party Observations

There were no third-party observations on the subject application.

4.0 Planning History

LCCC Ref. 02/384 – Permission granted for a two-storey dwelling and septic tank.

LCCC Ref. 20/611 – Permission refused to the current applicant for construction of a two-storey dwelling, treatment system and associated works. Reasons for refusal included traffic safety and design.

5.0 Policy Context

5.1. National and Regional Planning Policy

5.1.1. National Policy Objective 19 reads as follows:

Ensure, in providing for the development of rural housing, that a distinction is made between areas under urban influence, i.e. within the commuter catchment of cities and large towns and centres of employment, and elsewhere:

- In rural areas under urban influence, facilitate the provision of single housing in the countryside based on the core consideration of demonstrable economic or social need to live in a rural area and siting and design criteria for rural housing in statutory guidelines and plans, having regard to the viability of smaller towns and rural settlements;*
- In rural areas elsewhere, facilitate the provision of single housing in the countryside based on siting and design criteria for rural housing in statutory guidelines and plans, having regard to the viability of smaller towns and rural settlements.*

5.1.2. The subject site is located in 'Rural areas elsewhere'.

5.2. Sustainable Rural Housing Guidelines (2005)

5.2.1. The Guidelines identify a number of rural area typologies, provides an overview and related policies for each, and also includes other planning policy considerations. It is noted from the Guidelines that the development plan process should be used to identify different types of rural area.

5.3. Spatial Planning and National Roads (Guidelines for Planning Authorities)

5.3.1. One of the key principles of the Spatial Planning and National Roads Guidelines is to ensure proper planning is central to ensuring road safety. In this regard the Guidelines specify: *'The creation of new accesses to and intensification of existing accesses to national roads gives rise to the generation of additional turning movements that introduce additional safety risks to road users. Therefore, from a road safety perspective, planning authorities, the NRA, road authorities and the Road Safety Authority must guard against a proliferation of roadside developments*

accessing national roads to which speed limits greater than 50-60 kmh apply as part of the overall effort to reduce road fatalities and injuries.'

5.3.2. Chapter 2 of the Guidelines also state:

'Development plans must include policies which seek 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 where a speed limit greater than 50 kmh applies.'

5.3.3. Section 2.5 of the Guidelines includes the following policy approach:

"Lands adjoining National Roads to which speed limits greater than 60 kmh 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 kmh apply. This provision applies to all categories of development, including individual houses in rural areas, regardless of the housing circumstances of the applicant."*

5.4. Limerick City and County Development Plan 2022-2028

5.4.1. The appeal site is located within a 'Rural Elsewhere' Area as specified in Map 4.1 of the Limerick City and County Development Plan.

5.4.2. **Objective HO 021** relates to 'Rural Areas Elsewhere' and states: *"It is an objective of the Council that to help stem the decline and strengthen Rural Areas Elsewhere, in general demand for permanent residential development should be accommodated, subject to meeting normal planning and environmental criteria."*

5.4.3. **Objective TR 039** relates to 'National Roads' and specifies:

'It is an objective of Council to:

a) Prevent, except in exceptional circumstances and subject to a plan-led evidence-based approach, in consultation with Transport Infrastructure Ireland, in accordance with the Section 28 Ministerial Guidelines Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG, 2012), development on lands adjacent

to the existing national road network, which would adversely affect the safety, current and future capacity and function of national roads and having regard to reservation corridors, to cater for possible future upgrades of the national roads and junctions;

b) Avoid the creation of any new direct access points from development, or the generation of increased traffic from existing direct access/egress points to the national road network, to which speed limits greater than 60km/h apply;

c) Facilitate a limited level of new accesses, or the intensified use of existing accesses, to the national road network on the approaches to, or exit from, urban centres that are subject to a speed limit of between 50km/h and 60km/h. Such accesses will be considered where they facilitate orderly urban development and would not result in a proliferation of such entrances;'

5.5. Natural Heritage Designations

- 5.5.1. There are no European sites or sites that are part of the Natura 2000 Network that are relevant to the subject proposal.

5.6. EIA Screening

- 5.6.1. There is no real likelihood of significant effects on the environment based on the nature, size and location of the proposed development and therefore no EIA is required in this instance. See completed EIA Pre-Screening and Preliminary Screening attached in Appendix 1 and 2 below.

6.0 The Appeal

6.1. Grounds of Appeal

There was 1 no. third-party appeal from Transport Infrastructure Ireland (TII). The main issues can be summarised as follows:

- The subject proposal is contrary to national policy as outlined in Spatial Planning and National Roads Guidelines. It is a concern of TII that adequate sightlines cannot be achieved and therefore road safety would be compromised. Multiple accesses from the existing dwelling and the existing

laneway are also a concern in terms of conflicting turning movements that would lead to traffic safety issues on a national road.

- Official policy identifies the creation of new accesses and an intensification of existing accesses to national roads, give rise to the generation of additional turning movements that introduce additional safety risks to road users.
- The proposal is also contrary to Limerick Development Plan Policy including Core Strategy Policy CS P5 which requires the maintenance of the strategic function, capacity and safety of national roads.
- Policy TR O39 is also contravened as the proposal provides multiple access points to the national road, without adequate sightlines.
- If permitted, the subject proposal would give rise to an undesirable planning precedent, would endanger public safety by reason of traffic hazard due to the additional traffic that would be generated onto the national primary route N20 at a point where a speed limit of 100km/h applies, where the provision of required sightlines has not been demonstrated and where multiple accesses serving the development are located in proximity to each other and as such, would interfere with the free-flow of traffic and levels of safety on the national road. No exceptional circumstances have been outlined to justify a departure from official policy.
- The proposed development would undermine investment in public projects which is contrary to National Strategic Outcome 2 of the National Planning Framework.

6.2. Applicant Response

The applicant provided a response to the appeal, which can be summarised as follows:

- The applicants currently reside in the existing dwelling adjacent to the N20.
- The current dwelling is not fit for purpose as it is located 4.5m from the N20 and does not have much room around it for modernisation or further development.

- The applicant's own the farm to the rear and require access at various times of the day and night due to calving and other farm activities.
- It was agreed with Limerick City and County Council that the existing house would be converted to a store if the subject application is granted permission. This would ensure turning movements are not increased as the subject proposal would be a replacement for the existing dwelling and therefore no additional turning movements would arise.
- The alternative of buying/building a house elsewhere would result in a far greater number of turning movements to and from the N20 due to daily farm access requirements at various times of the year.
- TII refer to the existing access from the existing house to the N20. This access is never used and the applicants agree to close this entrance if considered necessary to address TII concerns.

6.3. Planning Authority Response

No response.

6.4. Observations

No observations on file.

6.5. Further Responses

The third-party appellant, TII, provided a further response to the applicant's response, which may be summarised as follows:

- The initial appeal referred to Condition 5 that required sight triangles to be maintained and kept free from vegetation or other obstructions. The Council Roads Section report outlined concerns in relation to achieving sightlines at this location. This matter does not appear to have been addressed in the application or in the response to appeal provided by the applicant.

- The proposal to close the existing direct access from the existing dwelling onto the N20, as provided for in the applicant's response, will improve traffic safety on this stretch of the N20.
- TII notes the position of Limerick City and County Council that the subject development represents a replacement house in lieu of the existing dwelling adjacent to the N20, which will revert from permanent residential occupation to a 'non-residential storage use' only.
- TII considers that adequate sightlines from the private lane access to the N20 should be demonstrated to the satisfaction of An Bord Pleanála prior to any decision on the application, in the interests of road safety.

7.0 Assessment

7.1.1. Having reviewed the details and appeal documentation on the file, the submissions made, having inspected the site, and having regard to relevant local and national policy and guidance, I conclude that the main issues to be addressed in this appeal are the following:

- Road Safety
- Design

7.2. Road Safety

- 7.2.1. The concerns raised by TII in the appeal, and by the Roads Section of Limerick City and County Council at application stage, state that inadequate sightlines are available or cannot be achieved at this location and would result in traffic safety issues. TII also refer to policy guidance that restricts new or intensified access on to National roads.
- 7.2.2. The speed limit on the N20, adjacent to the subject site, is 100km/h. I refer to the TII publication '*Geometric Design of Junctions (priority junctions, direct accesses, roundabouts, grade separated, and compact grade separated junctions)*' May 2023 [DN-GEO-03060], which requires a minimum sightline of 215 metres for safe stopping distances at a design speed of 100km/h.

- 7.2.3. The distance back along the minor road or direct access from which the full visibility is measured is known as the 'x' distance. The 'x' distance on the minor road for visibility measurements shall be 3.0m as a desirable minimum.
- 7.2.4. The applicant has provided drawings 'Site Entrance 1' and 'Site Entrance 2' with the application, that illustrate sight distance of 215m left (south) and right (north) from 3m back on the existing private laneway.
- 7.2.5. Having visited the site and reviewed the submitted drawings I consider that adequate sightlines can be achieved due to the relatively straight geometry of the road to the north (right) and the curve in the road to the south (left), as well as the absence of any hedgerow on the west side of the N20 as a vehicle driver exiting the private laneway looks to the left. The Council Roads Report nor the TII submission make reference to the submitted Site Entrance drawings, and I consider the details provided show adequate sightlines can be achieved. Given the concerns raised by the Planning Authority Roads Section I consider it reasonable that final sightline details can be agreed with the Planning Authority prior to the commencement of development.
- 7.2.6. Given this is an existing access point already in place, and operational for both the existing cottage and for farm purposes, I do not consider there to be any additional vehicle movements arising from the subject proposal that would add or intensify the number of vehicles using this junction, as this is a replacement dwelling that will see a continuation of existing vehicular movements at this location. There is an identified need for a dwelling to be co-located with the existing farm and I accept that an alternative dwelling located away from the farm would result in an increase in turning movements at the private lane junction with the N20.
- 7.2.7. Based on the foregoing, I do not consider there to be any conflicts with National Planning Policy or the Spatial Planning and National Roads Guidelines as there is no new accesses or intensification of accesses on to the National Road. I have had regard to CDP Policy TR O39 and consider the subject proposal to be consistent with this policy as no new access points are proposed.
- 7.2.8. The comments of TII in relation to the existing access directly on to the N20 from the existing cottage are noted. I also note the comments of the applicant that this access is not used and would accept a condition to permanently close this access.

- 7.2.9. Based on the submitted information, I am satisfied that the existing cottage/dwelling will be converted to a storage use which would be ancillary to the farm and proposed new dwelling. The existing access directly on to the N20 from the existing cottage can be permanently closed off by way of condition, making the private laneway access the only possible access to this landholding.
- 7.2.10. In conclusion, as the existing direct access to the cottage can be permanently closed, use of the private lane access to the N20 will continue existing practices where adequate sightlines appear to be achievable, I therefore do not consider that a refusal of permission on the grounds of traffic safety is merited in this instance.

7.3. Design

- 7.3.1. I note the proposed house design is the same as proposed and granted permission under Reg. Ref. 02/384 and proposes to use the foundations that were poured for that house, by seeking retention permission for the foundations as they currently exist. The Local Authority Planner's Report notes this house design was also refused permission under a more recent application, Reg. Ref. 20/611 for reasons related to design as well as traffic safety.
- 7.3.2. The initial Planning Authority Planner's Report on this application recommended refusal on two separate issues of traffic safety and dwelling design. The Director of Services report on the subject application recommends that a revised design be submitted by the applicant by way of compliance to provide more traditional details to the front façade.
- 7.3.3. Having regard to Table DM 5 of the Limerick Development Plan and the design guide 'Rural Design Advice for Individual Houses in the Countryside (Limerick County Council 2012)', I consider the provision of a two-storey dwelling at this location would not be at odds with rural housing design, which is regularly seen in country house type designs. The siting of the proposed dwelling is setback over 300m from the public road and located within wider agricultural lands to allow a building of two-storey scale to be effectively absorbed into the landscape. The surrounding landscape is relatively flat, so the proposed dwelling would not be afforded undue prominence within the landscape.
- 7.3.4. The details provided in the elevation drawings submitted with the application provide for mock Georgian design including entrance doors and windows, which would not

be consistent with the character of this rural area. However, the general form of the building is acceptable, and I am satisfied that the materials and simplified final elevation details can be agreed with the Planning Authority by way of condition.

8.0 AA Screening

- 8.1. Having regard to the nature and scale of the proposed development, nature of the receiving environment and proximity to the nearest European site, I am satisfied 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 a European site.

9.0 Recommendation

I recommend that retention permission and planning permission be granted for the proposed development having regard to the reasons and considerations and subject to conditions as set out below.

10.0 Reasons and Considerations

Having regard to the nature and scale of the proposed development, the pattern of development in the vicinity and the policies of the Limerick City and County Development Plan 2022-2028, it is considered that, subject to compliance with the conditions set out below, the proposed development would not have a significant adverse effect on traffic safety on the N20 National Route, and would be appropriate in terms of a replacement rural house whereby the existing cottage will become a non-residential, ancillary storage use. The proposed development would, therefore, be in accordance with the proper planning and sustainable development of the area.

11.0 Conditions

1.	The development shall be carried out and completed in accordance with the plans and particulars lodged with the application, as submitted on the 2 nd September 2024, except as may otherwise be required in order to comply with the following conditions. Where such conditions require details
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	<p>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>Prior to the commencement of development, the developer shall submit a revised design with a more traditional front façade, fenestration and materials for the written agreement of the Planning Authority.</p> <p>Reason: In the interest of visual amenity.</p>
3.	<p>Prior to the commencement of development, the applicant shall enter into a Section 47 Agreement in accordance with the Planning and Development Act 2000 (as amended) to restrict the use of the existing dwellinghouse to non-residential storage use. The existing house shall be used for ancillary storage only upon first occupation of the new dwelling and in perpetuity.</p> <p>Reason: In the interests of residential amenity.</p>
4.	<p>Sightlines shall be agreed in writing with the Planning Authority prior to the commencement of development. Sight distance triangles shall be maintained and kept free from vegetation or other obstructions that would reduce the minimum visibility required.</p> <p>Reason: In the interest of traffic safety.</p>
5.	<p>Details of the materials, colours and textures of all the external finishes to the proposed development, shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.</p> <p>Reason: In the interest of visual amenity.</p>
6.	<p>The site shall be landscaped, using only indigenous deciduous trees and hedging species, in accordance with details which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. This scheme shall include the following:</p>

	<p>(a) the establishment of a hedgerow along all side and rear boundaries of the site.</p> <p>Any plants, trees or hedging which die, are removed or become seriously damaged or diseased, within a period of five years from the completion of the development, shall be replaced within the next planting season with others of similar size and species, unless otherwise agreed in writing with the planning authority.</p> <p>Reason: In order to screen the development and assimilate it into the surrounding rural landscape, in the interest of visual amenity.</p>
7.	<p>Water supply and drainage arrangements, including the attenuation and disposal of surface water, shall comply with the requirements of the planning authority for such works and services.</p> <p>Reason: In the interest of public health.</p>
8.	<p>(a) The wastewater treatment system hereby permitted shall be installed in accordance with the recommendations included within the site characterisation report submitted with this application on 4th September 2024 and shall be in accordance with the standards set out in the document entitled “Code of Practice - Domestic Waste Water Treatment Systems (Population Equivalent ≤ 10)” – Environmental Protection Agency, 2021.</p> <p>(b) Treated effluent from the wastewater treatment system shall be discharged to a percolation area which shall be provided in accordance with the standards set out in the document entitled “Code of Practice - Domestic Waste Water Treatment Systems (Population Equivalent ≤ 10)” – Environmental Protection Agency, 2021.</p> <p>(c) Within three months of the first occupation of the dwelling, the developer shall submit a report to the planning authority from a suitably qualified person (with professional indemnity insurance) certifying that the wastewater treatment system and associated works is constructed and operating in accordance with the standards set out in the Environmental</p>

	<p>Protection Agency document referred to above.</p> <p>Reason: In the interest of public health and to prevent water pollution.</p>
9.	<p>All public service cables for the development, including electrical and telecommunications cables, shall be located underground throughout the site. Under no circumstances shall the applicant/developer cut or otherwise interfere with the public road for the purposes of connection to public services without a road opening license.</p> <p>Reason: In the interests of public safety and visual amenity.</p>
10.	<p>An external wall of the dwelling shall have appropriate ducting so as to be capable of accommodating a future electric charging point for electrically operated vehicles.</p> <p>Reason: In the interest of climate change, energy efficiency and the proper planning and sustainable development of the area.</p>
11.	<p>The developer shall pay to the planning authority a financial contribution in respect of public infrastructure and facilities benefiting development in the area of the planning authority that is provided or intended to be provided by or on behalf of the authority in accordance with the terms of the Development Contribution Scheme made under section 48 of the Planning and Development Act 2000, as amended. The contribution shall be paid prior to commencement of development or in such phased payments as the planning authority may facilitate and shall be subject to any applicable indexation provisions of the Scheme at the time of payment. Details of the application of the terms of the Scheme shall be agreed between the planning authority and the developer or, in default of such agreement, the matter shall be referred to An Bord Pleanála to determine the proper application of the terms of the Scheme.</p> <p>Reason: It is a requirement of the Planning and Development Act 2000, as amended, that a condition requiring a contribution in accordance with the Development Contribution Scheme made under section 48 of the Act be applied to the permission.</p>

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.

Matthew McRedmond
Senior Planning Inspector

11th March 2025

Form 1

EIA Pre-Screening

An Bord Pleanála Case Reference	ABP-321556-24		
Proposed Development Summary	Retention permission for existing foundations and permission for a two-storey dwelling, sewage treatment system and all associated site works.		
Development Address	Creggane, Bruree, Co. Limerick		
1. Does the proposed development come within the definition of a 'project' for the purposes of EIA? (that is involving construction works, demolition, or interventions in the natural surroundings)		Yes	√
		No	
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(b)(i) – Part 2 of Schedule 5	Proceed to Q3.
No			
3. Does the proposed development equal or exceed any relevant THRESHOLD set out in the relevant Class?			
Yes			
No	√		Proceed to Q4

4. Is the proposed development below the relevant threshold for the Class of development [sub-threshold development]?			
Yes	√	This proposed single unit development is considerably below the 500 unit EIAR Threshold.	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: _____ **Date:** _____

Form 2

EIA Preliminary Examination

An Bord Pleanála Case Reference	ABP-321556-24
Proposed Development Summary	Retention permission for existing foundations and permission for a two-storey dwelling, sewage treatment system and all associated site works.
Development Address	Creggane, Bruree, Co. Limerick
<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>	Single unit residential development is not out of context at this rural location and will not result in any significant waste or pollutants.
<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>	Site is adequately removed from European Sites on the Natura 2000 network and is adequately setback from protected structures in the vicinity to minimise any potential impacts.

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).		Single unit residential development is not likely to give rise to any significant impacts locally or transboundary. Construction impacts will be short term and temporary and can be adequately mitigated and managed.
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.	No
There is significant and realistic doubt regarding the likelihood of significant effects on the environment.	Schedule 7A Information required to enable a Screening Determination to be carried out.	
There is a real likelihood of significant effects on the environment.	EIAR required.	

Inspector:

Date:

DP/ADP: _____

Date: _____

(only where Schedule 7A information or EIAR required)