



An
Coimisiún
Pleanála

Inspector's Report ABP-322517-25

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|-------------------------------------|--|
| Development | Construction of 72 no. residential units and all associated site works and ancillary services. |
| Location | Knocknaconnery, Cregg Road, Carrick on Suir, Co. Tipperary |
| Planning Authority | Tipperary County Council |
| Planning Authority Reg. Ref. | 2460705 |
| Applicant(s) | Luizshire Limited |
| Type of Application | Permission |
| Planning Authority Decision | Grant |
| Type of Appeal | Third Party |
| Appellant(s) | Dolph McGrath |
| Observer(s) | None |
| Date of Site Inspection | 21 st July 2025. |
| Inspector | Catherine Dillon |

1.0 Site Location and Description

- 1.1. The subject site lies approximately 700m to the north of Carrick on Suir town centre's Main Street and to the north of the Limerick to Waterford railway line. It comprises a number of agricultural fields and is to the east of the R697 (Clegg Road).
- 1.2. An ESB substation complex bounds the northwestern boundary of the site. Immediately to the north of the site is a residential development (Clegg Lawns) and to the south another residential development (Cluain Gregg). The site is separated from another residential development to its east by agricultural lands.
- 1.3. The site rises from the south to the north and there is a difference of 9m across the site from the south western boundary to the north eastern boundary. There is a palisade fence along its frontage and the site is divided with field hedgerows within the site. There is an existing narrow agricultural gated vehicular entrance along the southern boundary of the site immediately to the north of the entrance into Cluain Gregg. This laneway accesses into the lands to the east and south of the subject site.
- 1.4. The site has a stated area of 2.857 hectares.

2.0 Proposed Development

- 2.1. The proposed development is for the construction of 72 residential units comprising a mixture of detached, semi detached, terraced and duplex units with a vehicular access off the R697 (Clegg Road). The layout drawings indicate the agricultural entrance along the southern boundary of the site has a wayleave/right of way which is to be retained.
- 2.2. The following tables summarises the key elements of the proposed development

Table 1: Key Figures

| | |
|---|----------|
| Site Area (gross) | 2.857 ha |
| Site Area (net) (excluding right of way & Clegg Road) | 2.49 ha |
| Dwelling Units | 72 |

| | |
|-------------------------------|---|
| Density | 25.2 u/ha (gross) 28.9 u/ha (net) |
| Building Height | 2 storey |
| Gross floor area | 7,832 m ² |
| Part V | Agreement in principle to 15 units |
| Open Space/Amenities | 0.3084 ha of net area 12.38% |
| Car parking spaces | 158 spaces |
| Bicycle parking spaces | 1 space per unit & 20. no visitors spaces |

Table 2 Unit types

| Unit Type | No. | % |
|----------------------------------|------------|-------------|
| 2 bedroom houses (terraced) | 4 | 5.5% |
| 3 bedroom houses (terraced) | 20 | 27.7% |
| 3 bedroom houses (semi detached) | 20 | 27.7% |
| 4 bedroom houses (semi detached) | 22 | 30.5% |
| 4 bedroom houses (detached) | 2 | 2.7% |
| 2 bedroom (duplex unit) | 2 | 2.25% |
| 1 bedroom (duplex unit) | 2 | 2.25% |
| Total | 72 | 100% |

2.3. The Planning Application was accompanied by the following:

- Planning report

- Residential Sustainability Report
- Architectural Design Statement
- Landscaping Plan
- Traffic & Transport Assessment, including Stage 1 RSA
- Public Lighting scheme
- Part L (energy efficiency) compliance report
- Schedule 7A & AA screening reports
- Drainage report
- Construction & Environmental Management Plan.
- Residential Sustainability Statement
- Uisce Eireann letter dated 17/2/2025 addressed to owner stating that UE had no objections to the foul pipe travelling through the yellow (wayleave) area and that it would be necessary to provide a wayleave over this pipe to the benefit of UE and ensure that it is accessible for maintenance in the event planning permission was granted.

2.4. The development was amended during the course of consideration by the P.A , and these amendments are considered in the planning assessment of this report.

3.0 Planning Authority Decision

3.1. Decision

3.1.1. On 16th April 2025, Tipperary County Council granted planning permission for 72 residential units subject to 23 conditions. These conditions are summarised in Appendix 1 of this report.

3.2. Planning Authority Reports

3.2.1. Planning Reports

3.2.2. The initial planner's report dated 17/10/2024 notes the site was zoned for new residential development in the Carrick on Suir Town Development Plan 2013 and

formed part of a larger area of land that was previously granted planning permission for 98 units in 2005 but never implemented. Residential development on the site in accordance with zoning. The density, mix, unit size, private & public open space, and car parking provision were considered acceptable.

- 3.2.3. A substantial further information (11 items) was requested on a number of issues relating to the layout/design of a number of units, phasing plan for the development, palette of materials, surveillance of an open space area to the west of Unit 1, clarity regarding the retained access road along the southern boundary, and issues raised by the District engineer outlined in Section 3.2.7 below.
- 3.2.4. The second planner's report dated 15/4/2025 on receipt of the further information response was satisfied all issues raised had been addressed. The report notes the third party's response regarding facilitating access through the development site to the adjoining lands to the east through legal agreements with the applicant but states that there is no requirement in the Town Development Plan to do so.
- 3.2.5. It is noted in the planner's report that the applicants in the further information response submitted correspondence from their solicitor confirming the applicant owned the access path to the south of the site and that it had a wayleave over it for the neighbouring owner to access the path, but that there was no legal impediment to the provision of underground services in this area. However, following the F.I the use of the access for the proposed development in terms of service pipes was removed from the development.
- 3.2.6. The further information response was deemed significant and was readvertised.
- 3.2.7. Other Technical Reports

District Engineer report dated 1/10/2024

Further information requested on inter alia sightlines, more information on traffic movements in TIA as figures considered to be an under estimate, Traffic Management Plan during construction phase, boundary wall details, agreement from owner regarding wayleave to construct foul & storm sewer, petrol interceptors to be provided, maintenance plan for SuDs, layout plan for road markings, RSA to be incorporated into design, clarity regarding gate and access by cyclists and pedestrians onto wayleave, and CoF from Uisce Eireann.

District Engineer report dated 14/4/2025

Notes the further information response regarding sightlines, lighting, maintenance plan for SuDs features, traffic levels to be generated for development, EV charging points, existing right of way to remain as it currently exists, raised crossings for pedestrian movement not to interfere with emergency vehicles.

Applicant required to ensure large vehicles can make all turns within the estate without affecting the footpaths, kerb lines and pedestrian crossings. (Attached as condition 7 of P.A decision to grant)

3.3. Prescribed Bodies

Uisce Eireann report dated 23/9/2024:

Requested further information, for an up-to-date Confirmation of Feasibility (CoF) letter prior to the grant of planning permission.

Uisce Eireann report dated 28/5/2025:

No objection in principle. CoF issued to applicant advising that water and waste water connections are feasible subject to upgrades and applicant would be required to contribute to the cost for connection, and recommended a condition in this regard.

3.4. Third Party Observations

- 3.4.1. There is no reference to third party submissions made to the planning application within the planner's reports. However, I note the third party has attached a copy of a receipt from the Council acknowledging his observation made on 2/4/2025 in relation to the development. The issues in this submission are similar to those raised in the grounds of appeal below.

4.0 Planning History

- 4.1. **P.A Ref: 99/560054:** Outline planning permission granted on 18/5/2000 by TCC for 152 residential units and associated works. This included the subject site and lands to the north and south of the subject site.
- 4.2. **P.A Ref: 04/560023:** Planning permission granted on 3/8/2005, by TCC on the subject lands for 96 residential units, a creche with 2 apartments above and associated works. The appropriate period of this permission was extended on 21/2/2011 to 31/1/2016.
- 4.3. **P.A Ref: 15/601062:** An extension of duration permission was refused on 8/2/2016, by TCC for P.A Ref: 04/560023.

Enforcement

- 4.4. **P.A Ref: TUD-19-180:** Tipperary County Council issued a warning letter on 23rd February 2022, regarding the construction of a palisade fence along the western/south western boundary of lands adjoining the R697 (Cregg Road) public roadway.

5.0 Policy Context

5.1. Tipperary County Development Plan (TCDP) 2022-2028

- 5.1.1. Tipperary County Development Plan (TCDP) is the statutory plan for County Tipperary and the Carrick on Suir & Environs Local Area Plan 2025-2031, is the local plan for Carrick on Suir.
- 5.1.2. The Core Strategy of the TCDP identifies Carrick-on-Suir as a 'District Town' (one of six District Towns), within the county. The District Towns sit below the Key Towns of Clonmel, Nenagh and Thurles within the settlement hierarchy for the county. District towns are considered to have important roles in supporting their hinterlands and the Key Towns, and in particular in supporting local economic strengths, and in providing housing and services. The core strategy projects District Towns over a population of 4,000 to grow by 20% over the lifetime of the Plan.

- 5.1.3. Carrick-on-Suir within the CDP is considered a suitable town to support a '10-minute town concept' given its compact nature. At the time of the CDP the town had experienced a population decline between intercensal periods, and the core strategy projected an increase of 769 persons and 285 housing units up to 2028, for the town representing 4.7% of the overall population growth for the urban area of the county.
- 5.1.4. The relevant policies of the Tipperary County Development Plan to the assessment of this proposed development are as follows:

Chapter 2- Table 2.4 Core Strategy Table

Chapter 4- Settlement Strategy, Policy 4-1

Chapter 5- Housing, Policies 5-1, 5-2, 5-3 5-5, 5-7, 5-9

Chapter 11- Environment & Natural Assets, Policies 11-1, 11-2, 11-4, 11-7

Chapter 12- Sustainable Transport, Policies 12-1, 12-6, 12-7, 12-8

Chapter 15- Water & Energy Utilities, Policies 15-5, 15-6, 15-7

Volume 3- Appendix 6 Development Management Standards

This volume sets out the development standards for new residential developments which all require a Sustainability Statement, and standards for general residential design, public space, car & bicycle parking, traffic and road safety standards.

5.2. Carrick-on-Suir & Environs Local Area Plan (LAP) 2025-2031

- 5.2.1. The Carrick-on-Suir & Environs Local Area Plan (LAP) 2025-2031 came into effect on 23rd June 2025. This LAP replaced the Carrick on Suir Town Development Plan 2013, (as varied and extended), which was in place at the time of the P.A's decision.
- 5.2.2. The LAP builds on the TCDP in underpinning the Core Strategy and setting out a local spatial development strategy for the town. As the Carrick-on-Suir LAP period will cover an additional three years to 2031 beyond the TCDP, the projected population has been adjusted to include an additional 3 years in the LAP, resulting in a population increase of 1,154 persons from 2016, with a housing requirement of 427 residential units up to 2031.
- 5.2.3. The subject site lies within the Green Hill Village, Gregg Road & Tinvane Residential Neighbourhood. The LAP states it is expected that a significant proportion of new

population growth will occur in this area with a focus on compact, well connected and high-quality urban housing that promotes quality design and placemaking as per the Compact and Sustainable Settlement Guidelines, (2024). Development within this area is required to consolidate and integrate new and existing housing. In particular, the Council will seek interconnectivity and linkages between east and west, including permeability measures that promote active travel and provide for future connection to the south (rail station).

5.2.4. Relevant policies within this LAP include:

Policy 2.2 Support new development that will enable sustainable housing growth, employment, community development and prosperity for Carrick-on-Suir as a District Town in line with the Strategic Objectives of the TCDP.

Policy 2.3 Require new development to incorporate best practice in low-carbon and energy efficient planning and techniques as reflected by the policies and objectives of the TCDP and this LAP and in accordance with the Tipperary County Council Climate Action Plan 2024-2029 (and any review thereof).

Policy 2.4 Support compact residential growth in Carrick-on-Suir in line with the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (DHLGH, 2024) and any review thereof.

Policy 5.1 Support new development and growth in the town and within the identified 'Neighbourhoods', in accordance with the principles for each 'Neighbourhood' as set out in Section 5.1.1, ensuring appropriate residential densities on central areas in accordance with the relevant s28 planning guidelines.

Policy 5.4 Require new development proposals relating to housing, public realm, amenity, accessibility and public transport etc. to be designed in accordance with 'Universal Design' and 'Age Friendly' principles.

Policy 6.1 Require new development to improve accessibility and movement within Carrick-on-Suir, reduce dependency on private car transport, increase permeability in the town and between neighbourhoods, and encourage the use of walking, cycling and public transport.

Policy 6.3 Require that new developments are designed to comply with Design Manual for Urban Roads and Streets (DoT, 2019) and supplementary Advice Notes

including making provision for pedestrian and cycle infrastructure, enhancing connectivity and accessibility to the town and providing universal access (in particular for persons with disabilities, reduced mobility and older people) where a whole journey approach is considered.

Policy 6.4 Support the sequential development of lands zoned for development, and to ensure that provision is made for the orderly expansion into areas that may be zoned in the future. In assessing new planning applications, and on a case-by-case basis, the Council may require the maintenance of a corridor to provide for future connectivity with adjoining un-zoned lands, having due regard to the need to protect sensitive aspects of the receiving environment, such as water bodies, biodiversity, flora and fauna, European sites and local population, from potential negative effects of development.

Policy 7.1 Protect and conserve the integrity, ecological and biodiversity value of the River Suir, the Glen River and the Lingaun River and the associated riparian zones as they run through the town. Ensure that any development proposals within or adjacent to the rivers are appropriately assessed to ensure the protection of water quality and river access.

Zoning within the LAP

- 5.2.5. The subject site is zoned as R1 'New Residential' with an objective to provide for new residential development. Residential development is permitted in principle on such zoning.

5.3. National Policy

National Planning Framework (NPF): First Revision (April 2025)

- NPO 9: Deliver at least 30% of all new homes that are targeted in settlements other than the five Cities and their suburbs, within their existing built-up footprints and ensure compact and sequential patterns of growth.
- NPO 11: Planned growth at a settlement level shall be determined at development plan making stage and addressed within the objectives of the plan. The consideration of individual development proposals on zoned and serviced development land subject of consenting processes under the

Planning and Development Act shall have regard to a broader set of considerations beyond the targets including, in particular, the receiving capacity of the environment.

- NOP 12: Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.
- NOP 13: Develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment and prosperity.

Climate Action Plan (CAP) 2025

- This Plan builds upon the previous Plan by refining and updating the measures and actions required to deliver the carbon budgets and sectoral emissions ceilings.

5.4. Regional Policy

Regional Spatial & Economic Strategy for the Southern Region (RSES)

- The RSES identifies Carrick On Suir as a District Centre within the settlement hierarchy of the southern region.

5.5. Relevant Section 28 Guidelines

- Sustainable Residential Development and Compact Settlements Guidelines (CSG) for Planning Authorities (2024)
- Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities, (2023)
- Design Standards for Apartments, Guidelines for Planning Authorities (8th July 2025) & accompanying circulars NSP 03/2025 & NSP 04/2025. As this appeal was lodged with An Coimisiún before 9th July 2025 these guidelines have not been applied in the assessment of this appeal, in accordance with NSP 04/2025.
- Childcare Facilities – Guidelines for Planning Authorities 2001.

5.6. Other guidance:

- Design Manual for Urban Roads and Streets (DMURS) (2013).

5.7. Natural Heritage Designations

- 5.7.1. The site is not within or adjacent to any designated European site, a Natural heritage Area (NHA) or a proposed NHA (pNHA).
- 5.7.2. The nearest nature conservation site is the Lower River Suir SAC (site code: 002137), approximately 500m south of the site. The River Suir Below Carrick-on-Suir pNHA (site code: 000655) is approximately 760m to the south east of the site.

6.0 Environmental Impact Assessment (EIA) Screening

- 6.1. I have had regard to the Environmental Impact Assessment Report (EIAR) screening statement submitted by the applicant and the determination of the Planning Authority in relation to EIAR requirements.
- 6.2. Having regard to the location, limited nature and scale of the proposed development on zoned lands, the pattern of development in the area and the absence of any environmental sensitivity in the vicinity, there is no real likelihood of significant effects on the environment arising from the proposed development that would necessitate the need for an EIAR.
- 6.3. The applicant submitted Schedule 7A information in relation to screening for EIAR and a Screening Determination was undertaken dated 8/7/2025 (please refer to Forms 1 and 3 in Appendix 2 of this report).

7.0 Water Framework Directive (Screening)

- 7.1. I have assessed the proposed residential development and considered the objectives as set out in Article 4 of the Water Framework Directive which seek to protect and, where necessary, restore surface & ground water waterbodies in order to reach good status (meaning both good chemical and good ecological status), and to prevent deterioration.

7.2. Having considered the nature, scale and location of the project, I am satisfied that it can be eliminated from further assessment because there is no risk to any surface and/or groundwater water bodies either qualitatively or quantitatively.

The reason for this conclusion is as follows:

- Nature of the development and the proposed Best Practice measures.
- Location and distance from nearest water bodies and lack of hydrological connections.
- The latest Annual Environmental Report (AER) for Carrick on Suir WWTP states it is in full compliance with the Emission Limit Values (ELVs) and Wastewater Discharge licence and does not have an observable negative impact on the Water Framework Directive status.

7.3. I conclude that on the basis of objective information, that the proposed development would not result in a risk of deterioration on any water body (rivers, lakes, groundwaters, transitional and coastal) either qualitatively or quantitatively or on a temporary or permanent basis or otherwise jeopardise any water body in reaching its WFD objectives based on the mitigation measures, drainage arrangements and management of surface water as set out in the proposed development. (Please refer to Appendix 4 of this report for detail).

8.0 The Appeal

8.1. Grounds of Appeal

8.1.1. A third party appeal was lodged by Mr. Dolph McGrath who states he is the landowner of the adjacent lands (7.7 acres) to the south of the appeal site and has an agricultural right of way along the road which extends along the southern boundary of the subject site. A folio reference number is provided but no further details are submitted in this regard. The grounds of appeal are summarised below:

- It was his understanding that he would surrender his agricultural right of way along the southern portion of the subject site in return for a right of way through the appeal lands.

- This would have the benefit of facilitating the future development of his lands, increase the number of units on the appeal site, and remove the current poor access onto Cregg Road.
- Considers development is premature as the current layout renders his site undevelopable which have been zoned 'new residential' in the Carrick on Suir LAP 2025.
- Enclosed corresponding emails to the owners/agent of the appeal lands regarding the right of way over the future estate road to access his lands for future development.
- Would leave his lands as backlands and more difficult to develop which are much closer to the town centre and could have pedestrian access onto Waterford Road and to Carrick on Suir.
- Leaving the right of way causes anti-social behaviour and trespassing onto his lands.

8.2. Applicant Response

8.2.1. The first party has responded to the appellant's grounds of appeal as summarised below:

- The issue of not developing the agricultural right of way or failing to provide an alternative access into the appellant's site through the subject site is not a legal obligation for the applicant or a statutory requirement.
- Applicant is amenable to explore opportunities for the potential access into the appellants lands under a future phase of development subject to a wider Masterplan.
- Indicative Phase 2 Masterplan drawing was submitted with the appeal response indicating future connections from the lands to the east of the subject site to the appellant's lands to the south.
- Due to design and traffic constraints, it was deemed unachievable to facilitate an access passing through the subject site to the appellants lands.

- The appeal scheme was revised following discussions with the P.A at the further information stage to separate the existing agricultural right of way and the proposed pedestrian footpath of the development, to provide clarity and permeability within the scheme.
- Units 47 & 63 have been reorientated to front the proposed pedestrian pathway and right of way, providing sufficient passive surveillance.
- The delivery of the scheme would reduce anti-social behaviour envisaged along the right of way, by way of a new pedestrian and cycle path, increased footfall and lighting alongside the right of way.
- P.A considered the layout was acceptable and the planner's report states facilitating access to other lands through legal agreements is not relevant to the planning application and there was no requirement set out in the Town Development Plan.

8.3. Planning Authority Response

No further comments to make outside of that stated in planning reports.

8.4. Observations

None

8.5. Further Response

A further response was received from Mr. Dolph McGrath to the First Party response to the appeal on the following summarised grounds:

- Appears that two companies have a certain overlap of the site.
- The proper planning and development of the site needs to take into account not only the subject site but the adjoining zoned lands.
- Future permission should provide for an access for his lands by way of condition.
- Previous An Bord Pleanála decisions were refused planning permission as it restricted the future development of adjoining lands.

- He is prepared to surrender his agricultural right of way subject to him having access from the appeal lands which would allow for a greater number of units on the appeal site.
- The submitted masterplan illustrates a potential future access to his lands but this is not guaranteed.
- Applicant has not approached him to enable an access through the subject lands.
- Retention of agricultural right of way promotes anti-social behaviour of his lands with regards the land being used for trespassing and for horses.
- Strong indication that the agricultural right of way is insufficient for a vehicular entrance to serve a residential development in the future.

9.0 **Assessment**

9.1. **Introduction**

9.1.1. Having examined the application details and all other documentation on file, including the appeal, and the submissions received in relation to the appeal, the reports of the planning authority, and having inspected the site, and having regard to the relevant local, regional and national policies and guidance, I consider that the main issues that arise for assessment in relation to this appeal are considered to be as follows:

- Principle of the development
- Density of development
- Layout, mix and design
- Traffic and parking
- Residential amenity
- Infrastructure
- The right of way along the southern boundary of the site

9.2. Principle of the development

- 9.2.1. The proposal is for 72 residential units including 4 duplex units. The subject site was zoned 'New Residential' within the Carrick on Suir Town Development Plan 2013 as varied, when planning permission was granted by the Planning Authority on 16th April 2025. Since that time the Carrick on Suir & Environs Local Area Plan 2025-2031 came into effect on 23rd June 2025 and is now the operative LAP for the area. However, the subject site is also zoned R1, 'New Residential' within this LAP.
- 9.2.2. The objective for R1 lands is to provide for new residential development and to ensure the provision of high quality and connected new residential environments, and an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities.
- 9.2.3. Within the Core Strategy of the CDP it is envisaged that Carrick on Suir is set to grow by 20% from 2016 to 2031 with a projected increase of 427 additional residential units within this period. The Core Strategy provides for a 4.7% growth for Carrick on Suir, the largest increase of the 6 District towns within the TCDP.

Conclusion

- 9.2.4. I am satisfied the proposed development would comply with the residential zoning for the site and the core strategy of the Tipperary County Development Plan and the Carrick on Suir & Environs LAP and is therefore acceptable in principle on the site.

9.3. Density of development

- 9.3.1. The proposed development would have a net density of 28.9 units per hectare. The Tipperary County Development Plan does not specify a density range for Carrick on Suir but Policy 4-1 (d) of the CDP states an appropriate density will apply for new residential development in line with the Section 28 Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities and Urban Design Manual, (DEHLG,2009), or any amendment thereof. These guidelines have been superseded by the Sustainable Residential Development & Compact Settlement Guidelines (CSGs) for Planning Authorities 2024.

- 9.3.2. According to the Carrick on Suir & Environs LAP 2025, the built-up area of Carrick on Suir has a population of 5,752¹ in the 2022 census. It therefore falls within the category of a large town having a population greater than 5,000 plus as specified in the CSGs.
- 9.3.3. The subject site is a greenfield site located c.700m to the north of the town centre and within 200m of the Limerick-Waterford railway line and is therefore on the urban edge of the town centre. Policy 2.4 of the LAP supports compact residential growth to meet identified housing targets in line with the requirements of the CSG.
- 9.3.4. These guidelines recommend that residential densities in the range of 30 dph to 50 dph (net) shall generally be applied at suburban and urban extension locations of Key Towns and Large Towns, and that densities of up to 80 dph (net) shall be open for consideration at 'accessible' suburban / urban extension locations.
- 9.3.5. I note the proposed density is 28.9 dph and is therefore below the minimum 30 dph range specified in the aforementioned guidelines for a large town. Although the site is accessible to the railway station, I consider given the greenfield nature of the site and the prevailing low density two storey typology of the housing developments immediately to the north and south of the development, the proposed density is reflective of the prevailing character of the area. The third party considers by incorporating the agricultural laneway along the southern boundary of the subject site the density could be increased. I do not consider the inclusion of the laneway would significantly increase the overall density of the development. Furthermore, given the sloping nature of the site and being higher in parts to the surrounding area it would be difficult to design for a higher scale and height of development on the site.

Conclusion

- 9.3.6. Having regard to the density guidelines for large towns as set out in the Compact Settlement guidelines, and the density proposed, which is marginally below the recommended 30 dph, I consider on balance the density is acceptable on this site for the reasons outlined above.

¹ The Tipperary County Development Plan states Carrick on Suir was a town of 5771 persons in 2016 census (this figure excludes ED included within the LAP).

9.4. Layout, Housing Mix and Design

Layout

- 9.4.1. The development would be set back from Clegg Road with two areas of open space located along the site's frontage onto this road with one large open space area within the centre of the development. Whilst the development is set back from the road and reflects the adjoining layout of the development to the north, I consider bringing the development closer to the road would provide a defined edge to the road frontage. I note the position of the substation complex immediately to the north west corner of the site and therefore consider it appropriate for the development to be set back from this area to safeguard future residential amenity.
- 9.4.2. The development is to be carried out in 3 phases with the first phase starting from along the Clegg Road frontage and would include the central open space area. The design and layout of the development would reflect the topography of the site, with the units staggering upwards towards the northeastern boundary. There have been no details submitted regarding the extent of cutting and filling of the site, however, I note the finished floor levels of the proposed dwellings correspond generally with the existing site contours of the site throughout.
- 9.4.3. Policy 6.4 of the LAP supports the sequential development of zoned lands and to ensure that provision is made for the orderly expansion into areas that may be zoned in the future. This policy specifies that the Council may require the maintenance of a corridor to provide for future connectivity with adjoining unzoned lands. I therefore consider in accordance with this policy it is important to safeguard future access into the zoned residential lands to the east of the subject site.
- 9.4.4. An indicative masterplan layout was submitted with the planning appeal which indicates the development could provide connectivity and permeability to the lands zoned for residential use beyond the subject site to the east at a future date. I further note a Taking in Charge drawing was submitted by way of further information which highlights all roads and footpaths within the development are proposed to be taken in charge on completion of the development. I am therefore satisfied that the proposed layout of the development would not landlock the residential zoned lands to the east and south of the subject site.

Mix and design of units

- 9.4.5. The house types would be two storeys and comprise a mixture of 2, 3 and 4 bedroom units and 4 duplex units. A Housing Quality Assessment was submitted with the application, and the size of the units and duplexes and associated private space areas would comply with the relevant standards set out in the Section 28 Guidelines. The units have been designed to accommodate a wide range of end users and to be adaptable to comply with the universal design guidelines. I consider the development demonstrates that future residents would enjoy a high standard of amenity. I note the applicants have agreed with the Housing Section of the Council to the provision of Part V units within the development.
- 9.4.6. The P.A by way of further information requested a greater variety of materials for the external facades of the units. Revised plans were submitted which introduced a mixture of render and brick to some of the units. Further revisions were made by way of further information including reducing the solid to void ratio of Unit 64 and providing a dual frontage onto Cregg Road, amending the elevations of House Type H, and setting back Units 45 and 46 to reflect the building line of the proposed adjoining properties. I consider these revisions improve the overall design of the development and eliminates any stretches of blank walls and the units would face onto the proposed road network and public space areas allowing for passive surveillance to occur.
- 9.4.7. The P.A considered the open space area to the west of Unit 1 was not adequately supervised and may lead to anti-social behaviour. This area of open space has now been incorporated into the garden area of Unit 1 and would be enclosed by a 2.2m high block wall with render and concrete capping along the western boundary of the site facing Cregg Road. Although this wall would wrap around the existing ESB substation complex, I consider this is a poor detail at the entrance of the development which would be visible from sections along Cregg Road. I consider this boundary detail should be revised prior to commencement of the development and the western boundary wall reduced in height and incorporate planting to soften the hardscaping detail along this elevation to the road. I recommend in the event that planning permission is granted that this elevation is revised and agreed in writing by the P.A prior to the commencement of the development.

Conclusion

- 9.4.8. The layout of the development would enable the zoned lands to the east to be developed in the future. I would recommend in accordance with Policy 6.4 of the LAP that a maintenance corridor is maintained to provide for future connectivity with the adjoining zoned lands. The phasing of the lands as indicated ensure the central open space area is provided in phase 1 of the development. The size of the units and the proposed mix of units would meet the standards in the TCDP.

9.5. Residential Amenity

Existing residential amenity

- 9.5.1. The proposed units would be positioned 11.6m at the closest point to the flank wall of the existing houses to the north and 17m at the closest point with the houses to the south. There would be no direct overlooking between opposing windows at first floor level between the existing and proposed development. All bathroom windows would be in obscured glass. The separation distances would be in compliance with SPPR1 of the CSGs.
- 9.5.2. Given the separation distance between the proposed development and the adjoining development I do not consider the development would impact on the privacy or daylight of the existing or proposed residential occupiers.

Future residential amenity

- 9.5.3. The public open space for the development equates to 12.48% of the site area. Policy Objective 5.1 of the CSG requires a minimum of 10% and not more than 15% of net site area should be provided for open space areas within residential development. The TCDP in Table 4.1 of Volume 3 requires at least 15% of the total site area to be allocated for public open space for residential schemes. The P.A had no objections to the open space provision for the development. The inclusion of the open space area into House No.1 by way of further information would reduce the overall open space area.
- 9.5.4. However, I consider the location of the open space areas would be passively supervised and would provide a quantitative level of open space and facilitate a safe place for play. Although the open space area would be below the 15% of the total site area as specified in the CDP, Policy 2.4 of the LAP supports the requirements

for residential development in line with the CSGs, and the TCDP supports any amendments to S.28 guidelines in relation to residential development in urban areas, and I therefore do not consider the open space provision would materially contravene the CDP or LAP in this regard. I further note there is a town park to the south of the site beyond the railway.

Community facilities

- 9.5.5. A community facilities and social infrastructure audit was submitted as part of the planning application which indicates there are 3 existing primary schools and 3 existing secondary schools in the area. Whilst the audit does not indicate whether there is capacity within the schools to accommodate the development, the schools are all within walking distance from the site. However, I am cognisant that 55.4% of the units proposed would be 3 bedroom units and therefore would be considered as family accommodation.
- 9.5.6. I note the Carrick on Suir & Environs LAP contains a Social Infrastructure Assessment within the LAP. On foot of the findings of this assessment, it is projected that by 2031 the population of Carrick-on-Suir will have grown to 6,925, an increase of 1,154 persons. This equates to a need to accommodate an additional 118 primary students and 86 post primary students in the town. A number of objectives have been incorporated into the Plan to support and facilitate the targeted Carrick-on-Suir & Environs Local Area Plan 2025-2031 of such infrastructure in tandem with the development of new housing and employment lands. The LAP has identified the existing schools in the LAP area and has applied land use zonings to enable expansion where possible and provided buffers around the school sites to enable expansion. The Department of Education in their response to the LAP have stated that the projected scale of population increases to 2031 should be possible to be met through the capacity of existing schools at both primary and secondary levels.
- 9.5.7. The proposed development is for 72 residential units and therefore falls below the required threshold of one childcare facility for 75 units as set out in the Childcare Facility guidelines. A letter was submitted by the applicants from Sugradh Creche which is located to the east of the subject site in Oak Drive, stating that there is capacity for childcare services at the creche. I note from the Social Infrastructure

Assessment within the LAP there are 4 childcare facilities within walking distance from the subject site. Nevertheless, in the event that lands to the east are subject to residential development a childcare facility would be required.

Conclusion

- 9.5.8. Overall, following consideration of the plans and particulars submitted with the application and appeal, I have no objection in principle to the development and I would be satisfied that the development, if permitted, would provide for an adequate level of privacy and amenity for existing and future occupants and there is available social infrastructure within close proximity to the site for future residents at this time.

9.6. Traffic

- 9.6.1. It is proposed to access the site off the R697 (Cregg Road) to accommodate the development. This road has a speed limit of 50km/h and has a footpath along its eastern side along the subject site's frontage. It is proposed to retain the existing 2m wide footpath along the site's frontage and sufficient space has been provided within the site to allow for a cycle path or shared surface, if required by the P.A in the future. This footpath leads to the train station and town centre to the south.
- 9.6.2. The development was accompanied by a Traffic & Transport Impact Assessment (TTA) and Road Safety Audit (RSA) and included an analysis at the proposed junction to the subject site on Cregg Road. I note that the proposed development does not indicate a through road through the development onto the adjacent zoned residential lands to the east, in accordance with the P.A's requirements.

Capacity of road network

- 9.6.3. The subject site is approximately 500m north from the town centre, c.200m from the train station (Limerick to Waterford route) and 328m to the N24 which is served by a number of local, inter city and national bus routes. The site is also in close proximity to schools and other social facilities within the wider area.
- 9.6.4. In response to the P.A's further information request a traffic survey was carried out over 7 days along Cregg Road in November 2024. The traffic survey indicated the average number of vehicles travelling along Cregg Road to be 2,468 vehicles per day (two way). The peak traffic times were between 08.00-09.00hrs and 17.00-18.00

hrs, with the vehicle numbers recorded as 215 no. vehicles during the AM peak and 223 no. vehicles at the PM peak (two way) at the proposed site access along Cregg Road.

- 9.6.5. I would agree with the conclusions made in the TTA in relation to 2022 CSO travel data for the town, and given the site's location, there is a potential for future occupiers to walk and cycle to nearby facilities such as schools and the town centre. Using the TRICS database the proposed development is predicted to generate 43 no. vehicles at the AM peak period and 46 no. vehicles in the PM peak period at the proposed junction. I note the TTA includes estimated traffic flows for both the subject site and future development of lands to the east for an additional 56 units, which I consider conservative, however, I am satisfied that the overall number of vehicular trips associated with the proposed development would not have a significant impact on the capacity of Cregg Road and the local network, allowing for the 'worst case' traffic up to 2041. I am also satisfied that the proposed junction onto Cregg Road from the development would operate within capacity.

Car parking & cycle parking

- 9.6.6. A total of 158 car parking spaces are proposed for the development which would result in a deficit of 6 spaces below the CDP's minimum standard. Eighteen of these spaces are indicated as visitor parking spaces. Twenty public bicycle parking spaces are located within the development in a dedicated cycle storage facility. I note the P.A were satisfied with the level of car parking provision. Furthermore, the LAP sets out to reduce the reliance on the private car for short journeys in particular, and given the site is within 10-15 minutes walking distance of the railway station and town centre, I consider the number of car parking spaces for the development is acceptable and in line with SPPR 3 of the Compact Settlement Guidelines in accessible locations such as the subject site.
- 9.6.7. Table 6.6 of the TCDP requires a minimum of 1 EV charge point per five car parking spaces and ducting for every parking space to be provided for residential developments. The revised submitted layout plan (Dwg No. 2411_SITE_0508-A) indicates the development would provide for 46 EV points including 10 for visitors with all car parking spaces provided with ducting for the future. This would comply with the CDP in this regard.

Queuing times at railway crossing

- 9.6.8. The survey also calculated the queuing times along Cregg Road to take account of the manual railway crossing to the south of the subject site. The controlled crossing occurs 4 times a day outside of peak hours and for a period of 10 minutes for each service. The survey indicates the maximum number of vehicles queuing is 10 while the crossing is closed, based on the 4 manual crossing closures daily. The highest queuing times occur at 16.51 p.m with 10 vehicles both in a north and southbound direction. The proposed development would increase the average queue by no more than 3 cars during any one of the crossing time periods, which I consider would not be significant given the crossing closure would occur for a maximum of 10 minutes at any one time.
- 9.6.9. I note the applicant's TTA refers to the new N24 Waterford to Cahir project to the north of Cregg Road would provide alternative routes for traffic along Cregg Road and that vehicles could travel in different directions thereby avoiding the railway crossing closure times. Whilst I note this project could provide an alternative route for traffic it is still at design stage, however, I consider the addition of 3 vehicles along Cregg Road from the development as predicted in the traffic survey, occurring only 4 times a day would not be significant to result in a traffic congestion.
- 9.6.10. Sightlines and internal road layout
- 9.6.11. It is proposed to serve the development with a T junction onto Cregg Road with 45m sightlines set back 2.4m from the edge of the roadway at the entrance in accordance with section 4.4.5 of Design Manual for Urban Roads and Streets (DMURS) for non bus routes. I am satisfied there would be adequate visibility from the site entrance for the development and would have no safety concerns in this regard.
- 9.6.12. This access would be a STOP controlled priority junction. The TTA indicates that this access junction would operate at a maximum of 18% allowing for the future development of lands to the east which would be below capacity with negligible queues and delays. Based on the TTA I am satisfied the proposed access junction would have reserve capacity to accommodate for the proposed development and future development of the lands to the east of the site.
- 9.6.13. The applicant by way of further information was requested to clarify the relationship between the proposed development and the laneway on the southern boundary of

the site was included within the proposed development. The applicant has submitted a revised site layout drawing removing the infrastructure that was previously submitted within the existing agricultural right of way. A new proposed shared public footpath and cycle path is now located north of this laneway. The existing Right of Way along this laneway will remain as it currently exists.

- 9.6.14. The internal roads have been designed to encourage low level speeds using shared surfaces, signage, minimal straight rods, raised tables and reduced junction radii and on street parking in accordance with DMURS principles. The P.A on receipt of the further information response had no concerns regarding the proposed sightlines or the capacity of the junction into the site.
- 9.6.15. The P.A engineer, had concerns on receipt of the further information on two issues; one to ensure the raised pedestrian crossings would not impact emergency vehicles, and secondly, that large vehicles could turn within the development without affecting footpaths and pedestrian crossings (Dwg No. 110 Rev P refers). This drawing indicates large vehicles may be forced onto kerbs at corners within the development. Condition No. 7 of the P.A require d details of the road layout to be submitted and agreed with the Planning Authority showing large vehicles making all turns within the estate without affecting the footpaths, kerb lines and pedestrian crossings, and I recommend in the event An Coimisiuin are minded to grant planning permission a similar condition in this regard.
- 9.6.16. DMURS identifies the desirable width for streets to accommodate the swept paths of larger vehicles. I consider the internal streets for this development would not be frequently used by larger trucks, and I therefore consider this aspect could be resolved without the need for major amendments to the proposed development. In accordance with DMURS the footway should be maintained at a consistent width between junctions and should not be narrowed to accommodate turning vehicles.

Conclusion

- 9.6.17. I consider the proposed development can be accommodated onto the local road network without impacting on the existing traffic flow or queuing times along Cregg Road. The site is located in close proximity to public transport and within walking distance to the town centre and therefore the provision of car parking spaces below the minimum standards of the CDP is acceptable in this location to promote

sustainable travel. I would agree with the submitted TTA that location of the proposed development provides for future occupiers of the site to avail of a number of sustainable transport options in the area. The development has been designed in accordance with DMURS and the recommendations of the RSA have been incorporated into the revised site layout for the development.

9.7. Infrastructure

Waste Water

- 9.7.1. The proposed development would connect to the existing public foul network on the R697. The LAP states the Uisce Eireann's Waste Water Treatment Plant (WWTP) capacity register indicates that the Carrick-on-Suir's WWTP currently has capacity to cater for growth. Uisce Eireann's WWTP register (accessed 7/8/2025) indicates the Carrick on Suir WWTP has a capacity to treat effluent for 00a population equivalent (P.E.) of 11,000 and the peak weekly load is within this limit. A Confirmation of Feasibility (CoF) has been issued to the applicant from Uisce Eireann advising that waste water connections are feasible subject to upgrades and the applicant would be required to contribute to the cost to connect to same and recommended a condition in this regard.

Surface Water

- 9.7.2. Surface water is to be collected and discharged to the public storm sewer, also along the R697. The location of the storm sewer by way of further information was relocated from the agricultural lane to the south of the development and incorporated into a pedestrian and cycle footpath within the confines of the Taking in Charge area (Dwg No.100 Rev P1). In the planner's report to the amended drawings it was noted there was a conflict at the public road where the storm sewer appears to cross the right of way. It was recommended a condition was attached requiring details of the route of the storm sewer to be agreed prior to the commencement of works on site. I recommend in the event An Coimisiún are minded to grant planning permission this is agreed with the P.A prior to commencement.
- 9.7.3. The site is not subject to flooding and the surface water attenuation measures have been designed to replicate existing greenfield run off rates and accommodate a 1 in 100 year storm event plus 20% for climate change. SuDs features would incorporate

permeable paving, rain gardens, and overground off-line swales at 2 locations within the development.

Mains water

- 9.7.4. Uisce Eireann have stated in their response to the planning application that the water main on the R697 will require upgrade works and a booster pump station at the entrance of the site to facilitate the development. The LAP states the Carrick-on-Suir Water Resource Zone (WRZ) has potential spare capacity available. Connection applications will be assessed on an individual basis considering their specific load requirements.
- 9.7.5. Uisce Eireann's water supply capacity register (accessed 7/8/2025) indicates there is potential capacity available but that a Level of Service improvement is required to meet 2033 population targets. Capacity constraints exist and additional analysis of Pre-connection Enquiries and Connection Applications will be undertaken as required by UÉ on an individual basis considering their specific load requirements. Improvement proposals will include but are not limited to leakage reduction and/or capital investment. These proposals will be required to maintain/improve levels of service as demand increases.
- 9.7.6. I note from the applicant's drainage report they had previous correspondence with Uisce Eireann (in 2022) in which Uisce Eireann stated that they could not guarantee a flow rate to meet fire flow requirements and advised adequate fire storage capacity within their development. Nevertheless, Uisce Eireann in their response to the planning application had no objections in principle to the development with regards to connecting to the water supply but recommend that the applicant is required to contribute to the cost to connect to same and recommended a condition in this regard.

Conclusion

- 9.7.7. The applicant has removed the foul and storm water drainage that was originally proposed along the agricultural laneway to the south of the site which is subject to a wayleave. As such the laneway would not be impacted by any proposed drainage works. I consider the development, subject to a final agreement with Uisce Eireann is acceptable.

9.8. Right of way

- 9.8.1. The third party in their grounds of appeal state that the laneway along the south of the subject site has a wayleave which enables him to have a right of way into his lands to the south and east of the subject site. This laneway is currently narrow with poor vehicular visibility, and the third party states it was agreed with the owners that he would relinquish his right of way over the laneway subject to him having a similar right of way through the proposed housing development to access his lands. The P.A sought clarity on this right of way in their further information request.
- 9.8.2. This laneway has now been excluded from the proposed development and the status of the laneway will remain as it currently exists. The laneway will be separated from the proposed development by a double line of hedgerow and a 1.4m block Wall (P.A condition No. 6). A shared pedestrian and cycle pathway contained within the development boundary would run parallel with the laneway with an access onto Clegg Road. The applicant's state they own the laneway, and the third party has a right of way over the laneway which would not be impeded by the proposed development.
- 9.8.3. I note the third party's view that closing off the existing laneway to which he has a right of way, and allowing him a right of way through the estate, would provide access into his lands, thereby enabling the land to be developed in the future. However, I consider this is a legal matter between both parties and outside the remit of the consideration of this appeal. I further note the lands to the east of the subject site have been included within the blue line of the applicant.
- 9.8.4. Notwithstanding this, the lands to the east and south of the subject site have been zoned in the Carrick on Suir & Environs LAP for residential use. The first party has submitted a draft masterplan in their grounds of appeal which indicates future pedestrian and vehicular connections from the proposed development to the lands to the east and south. The Carrick on Suir LAP makes no reference to a masterplan or phasing of the zoned lands to ensure that the lands do not become land locked. However, from the indicative masterplan layout submitted by the first party it is my opinion that the lands to the east and south have the potential to be developed. Policy 6.4 of the LAP supports the sequential development of zoned lands and in new planning application this policy states the Council may require the maintenance

of a corridor to provide for connectivity with adjoining unzoned lands. Although the adjoining lands to the east are zoned I am satisfied the proposed development would not prejudice the development of these lands.

9.8.5. A taking in charge plan was submitted by the applicant by way of further information (Dwg No. 2411_SITE_0506) which indicates that all the roads and footpaths within the development are to be taken in charge but excludes the agricultural laneway to the south. I therefore consider should the proposed development be implemented and taken in charge, the third party would not be precluded from having a vehicular access into his lands. The proposed roads within the development continue to the red and blue line boundary and are not to be used as a turning head or footpath and therefore I do not consider the proposed roads would result in creating a ransom strip, or landlocking the future lands to the east or south. Subject to the development being carried out in accordance with the planning permission the roads would be taken in charge by the Council.

9.8.6. Although the third party refers to a folio number, the details of the folio have not been provided. Nevertheless, there is no dispute between either party that the wayleave exists and is to be maintained. I therefore do not consider the third party would be prejudiced by the development in this regard. Furthermore, I consider the reorientation of Units 47 and 63 onto the laneway would enhance the natural surveillance of the laneway, rather than promote anti-social behaviour.

Conclusion

9.8.7. The proposed development would not impact on the third party's right of way over the existing laneway, and any dispute between the parties regarding relinquishing the right of way on the laneway in order to have a wayleave through the estate is a legal matter between both parties. However, I would recommend that in the event An Coimisuin are minded granting planning permission a Taking in Charge condition is attached to prevent a ransom strip occurring at the end of the roads along the eastern boundary of the subject site.

9.9. Other issues

9.9.1. The third party raises concerns that the existing agricultural laneway promotes anti social behaviour and trespassing and is used by others for grazing horses. I noted

during my site inspection there were horses on the site but that the entrance into the laneway was blocked by a gate. I consider the matter of trespassing onto lands is not a planning consideration and cannot be considered within the remit of this appeal. I further consider the proposed development which would overlook the laneway would provide an element of natural surveillance onto the laneway.

10.0 Appropriate Assessment

10.1. Stage 1- Appropriate Assessment Screening

10.1.1. I am satisfied that the information on file which I have referred to in my assessment allows for a complete examination and identification of any potential significant effects of the development, alone, or in combination with other plans and projects on European sites. I have reviewed the Appropriate Assessment Stage 1 Screening which was submitted to the planning authority by OPENFIELD dated July 2024 and I have carried out a full Screening Determination for the proposed development and it is attached to this report in Appendix 3.

10.1.2. The proposed development comprises 72 residential units and associated works. The closest European Site, part of the Natura 2000 network, is the Lower River Suir SAC (site code: 002137) which is approximately 500m to the south of the development.

10.1.3. Having considered the nature, scale and location of the project, in accordance with section 177U of the Planning and Development Act 2000, as amended, and on the basis of objective information, I conclude that the proposed development would not have a likely significant effect on any European site either alone or in combination with other plans or projects. It is therefore determined that Appropriate Assessment (Stage 2) under section 177V of the 2000 Act is not required.

10.1.4. The reason for this conclusion is based on the following:

- Objective information presented in the Appropriate Assessment Screening Report.
- Standard Best Practice measures that would be employed regardless of proximity to a European site and the effectiveness of same.

- Qualifying interests, special conservation interests, and conservation objectives of the European sites.
- Distance from European sites.
- The absence of hydrological pathways to any European site.
- The discharge of surface water to the public surface water system after appropriate SuDS treatment.
- The disposal of foul water to the public foul sewer system for treatment.

10.1.5. I conclude, on the basis of objective information, that the proposed development would not have a likely significant effect on any European Site either alone or in combination with other plans or projects.

10.1.6. Likely significant effects are excluded and therefore Appropriate Assessment (under Section 177V of the Planning and Development Act 2000) is not required.

11.0 Recommendation

Having regard to the above assessment, I recommend that planning permission be granted for the following reasons and consideration set out below.

12.0 Reasons and Considerations

Having regard to the District Town status of Carrick on Suir within the Tipperary County Development Plan, the new residential zoning objective for the site within the Carrick on Suir & Environs Local Area Plan 2025-2030, the location and proximity to of the site to Carrick on Suir town centre, and the layout and design of the proposed development, it is considered that, subject to compliance with the conditions set out below, the proposed development would not seriously injure the amenities of property in the vicinity, would not be prejudicial to public health and would be acceptable in terms of traffic and pedestrian safety and visual amenity. The proposed development would, therefore, be in accordance with the proper planning and sustainable development of the area.

13.0 Conditions

1. The development shall be carried out and completed in accordance with the plans and particulars lodged with the application, and as amended by the further plans and particulars received by the planning authority on the 18th March 2025, except as may otherwise be required in order to comply with the following conditions. Where such conditions require details to be agreed with the planning authority, the developer shall agree such details in writing with the planning authority prior to commencement of development and the development shall be carried out and completed in accordance with the agreed particulars.

Reason: In the interest of clarity.

2. Details of the materials, colours and textures of all the external finishes to the proposed dwellings shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.

Reason: In the interest of visual amenity and to ensure an appropriate high standard of development.

3. The glazing to all bathroom and en-suite windows shall be manufactured or frosted glass and permanently maintained. The application of film to the clear glass is not acceptable.

Reason: In the interests of residential amenity.

4. (a) Prior to commencement of the development a revised western boundary treatment shall be submitted for Unit 1 replacing the proposed 2m high concrete boundary wall with a lower wall (0.6m) and landscaping, unless otherwise agreed by the planning authority.

(b) The boundary wall along the agricultural lane to the south of the site shall comprise a 1.4m high block wall .

Revised drawings shall be submitted to, and agreed in writing with, the planning authority prior to commencement of the development.

Reason: In the interests of visual and residential amenity.

5. The development shall be carried out on a phased basis. Prior to the commencement of development, the phasing scheme for the development inclusive of all associated infrastructure shall be submitted for the written agreement of the Planning Authority. The central open space area shall be completed in phase one. No development shall commence on any subsequent phase of the development authorised by this permission until the planning authority has certified in writing that the works in the previous phase have been completed to a satisfactory extent.

Reason: To ensure the timely and orderly development of the site for housing with the required supporting infrastructure.

6. (a) Prior to the occupation of any residential unit hereby permitted, the applicant shall provide the public open space and landscaping as per the approved drawings and specifications. The open spaces shall be developed for, and devoted to, public use and shall be maintained as public open space by the developer until taken in charge by the local authority or management company.

(b) Any plants 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.

(c) All hard and soft landscaping works shall be carried out in accordance with the approved details and the appropriate British Standard document or other recognised Code of Practice, unless otherwise agreed in writing with the Planning Authority.

(d) Final details of all boundary treatments shall be agreed in writing with the Planning Authority prior to commencement of development.

Reason: To ensure that the public open space, planting provision, boundary treatment, public art is provided in a timely manner and retained for the benefit of the occupiers and to aid integration of the development into the local landscape as soon as possible.

7. (a) Prior to the commencement of the development as permitted, the applicant any person with an interest in the land shall enter into an agreement with the planning authority (such agreement must specify the number and location of each house or duplex unit), pursuant to Section 47 of the Planning and Development Act 2000, that restricts all relevant residential units permitted, to first occupation by individual purchasers i.e. those not being a corporate entity, and/or by those eligible for the occupation of social and/or affordable housing, including cost rental housing.

(b) An agreement pursuant to Section 47 shall be applicable for the period of duration of the planning permission, except where after not less than two years from the date of completion of each specified housing unit, it is demonstrated to the satisfaction of the planning authority that it has not been possible to transact each of the residential units for use by individual purchasers and/or to those eligible for the occupation of social and/or affordable housing, including cost rental housing.

(c) The determination of the planning authority as required in (b) shall be subject to receipt by the planning and housing authority of satisfactory documentary evidence from the applicant or any person with an interest in the land regarding the sales and marketing of the specified housing units, in which case the planning authority shall confirm in writing to the applicant or any person with an interest in the land that the Section 47 agreement has been terminated and that the requirement of this planning condition has been discharged in respect of each specified housing unit.

Reason: To restrict new housing development to use by persons of a particular class or description in order to ensure an adequate choice and supply of housing, including affordable housing, in the common good.

8. Prior to commencement of development, the applicant or other person with an interest in the land to which the application relates shall enter into an agreement in writing with the planning authority in accordance with the requirements of section 94(4) and section 96(2) and 96(3) (b), (Part V) of the Planning and Development Act 2000, as amended, unless an exemption certificate has been granted under section 97 of the Act, as amended. Where such an

agreement cannot be reached between the parties, the matter in dispute (other than a matter to which section 96(7) applies) shall be referred by the planning authority or any other prospective party to the agreement, to An Coimisiun Pleanála for determination.

Reason: To comply with the requirements of Part V of the Planning and Development Act 2000, as amended, and of the housing strategy in the development plan for the area.

9. Proposals for an estate/street name, house/apartment numbering scheme and associated signage shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. Thereafter, all estate and street signs, and house/apartment numbers, shall be provided in accordance with the agreed scheme. The proposed name(s) shall be based on local historical or topographical features, or other alternatives acceptable to the planning authority. No advertisements/marketing signage relating to the name(s) of the development shall be erected until the developer has obtained the planning authority's written agreement to the proposed name(s).

Reason: In the interest of urban legibility and to ensure the use of locally appropriate place names for new residential areas.

10. Prior to commencement of the development the applicant shall enter into a Connection Agreement(s) with Uisce Éireann to provide for a service connection(s) to the public water supply and wastewater collection network and adhere to the standards and conditions set out in that agreement. All development shall be carried out in compliance with Uisce Éireann's Standard Details and Codes of Practice. Where the applicant proposes to build over or divert existing water or wastewater services the applicant shall have received written Confirmation of Feasibility (COF) of Diversion(s) from Uisce Éireann prior to any works commencing.

Reason: In the interest of public health and to ensure adequate water and wastewater facilities.

11. Drainage arrangements including the attenuation and disposal of surface water shall comply with the requirements of the relevant Section of the

Council for such works and services. Prior to the commencement of development, the developer shall submit details for the disposal of surface water from the site for the written agreement of the planning authority.

Reason: In the interest of public health.

12. Public lighting shall be provided in accordance with the scheme a scheme which shall be submitted to, and agreed in writing with the planning authority prior to the commencement of development. The scheme shall include lighting along pedestrian routes through open spaces. Such lighting shall be provided prior to the making available for occupation of any residential unit.

Reason: In the interest of amenity and public safety.

13. All service cables associated with the proposed development (such as electrical, telecommunications and communal television) shall be located underground. Ducting shall be provided by the developer to facilitate the provision of broadband infrastructure within the proposed development.

Reason: In the interests of visual and residential amenity.

14. (a) The internal road network serving the proposed development including turning bays, junctions, parking areas, footpaths, and kerbs shall comply with the detailed construction standards of the planning authority for such works and design standards outlined in Design Manual for Urban Roads and Streets (DMURS).

(b) Footpaths shall be dished at road junctions in accordance with the requirements of the planning authority. Details of all locations and materials to be used shall be submitted to, and agreed in writing with, the planning authority prior to the commencement of development.

Reason: In the interest of amenity and of traffic and pedestrian safety.

15. Site development and building works shall be carried out only between the hours of 0700 to 1900 Mondays to Friday inclusive, between 0800 to 1400 hours on Saturdays and not at all on Sundays and public holidays. Deviation from these times will only be allowed in exceptional circumstances where prior written approval has been received from the planning authority.

Reason: In order to safeguard the residential amenities of property in the vicinity.

16. The development hereby permitted shall be carried out and completed at least to the construction standards as set out in the planning authority's Taking In Charge Standards. In the absence of specific local standards, the standards as set out in the 'Recommendations for Site Development Works for Housing Areas' issued by the Department of the Environment and Local Government in November 1998. Following completion, the development shall be maintained by the developer, in compliance with these standards, until taken in charge by the planning authority.

Reason: To ensure that the development is carried out and completed to an acceptable standard of construction.

17. A Construction and Environmental Management Plan (CEMP) shall be submitted to and agreed in writing with the planning authority prior to the commencement of development. The CEMP shall include but not be limited to construction phase controls for dust, noise and vibration, waste management, protection of archaeological assets, soils, groundwaters, and surface waters, site housekeeping, emergency response planning, site environmental policy, and project roles and responsibilities.

Reason: In the interest of environmental protection, residential amenities, public health and safety.

18. Prior to commencement of development, a Resource Waste Management Plan (RWMP) as set out in the Environmental Protection Agency's Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for Construction and Demolition Projects (2021) shall be prepared and submitted to the planning authority for written agreement. The RWMP shall include specific proposals as to how the RWMP will be measured and monitored for effectiveness. All records (including for waste and all resources) pursuant to the agreed RWMP shall be made available for inspection at the site office at all times.

Reason: In the interest of reducing waste and encouraging recycling.

19. (a) A detailed construction traffic management plan shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. The plan shall include details of arrangements for routes for construction traffic, parking during the construction phase, the location of the compound for storage of plant and machinery and the location for storage of deliveries to the site.

(b) Details of road signage, warning the public of the entrance and of proposals for traffic management at the site entrance, shall be submitted to and agreed in writing with the planning authority prior to commencement of development.

Reason: In the interest of traffic safety.

20. All the communal parking areas serving the residential units shall be provided with functional electric vehicle charging points, and all of the in-curtilage car parking spaces serving residential units shall be provided with electric connections to the exterior of the houses to allow for the provision of future electric vehicle charging points. Details of how it is proposed to comply with these requirements shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.

Reason: In the interest of sustainable transportation.

21. Prior to commencement of development, the developer shall lodge with the planning authority a cash deposit, a bond of an insurance company, or other security to secure the provision and satisfactory completion and maintenance until taken in charge by the local authority of roads, footpaths, watermains, drains, public open space and other services required in connection with the development, coupled with an agreement empowering the local authority to apply such security or part thereof to the satisfactory completion or maintenance of any part of the development. The form and amount of the security shall be as agreed between the planning authority and the developer or, in default of agreement, shall be referred to An Bord Pleanála for determination.

Reason: To ensure the satisfactory completion and maintenance of the development until taken in charge.

22. 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 Coimisiun Pleanála to determine the proper application of the terms of the Scheme.

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.

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.

Catherine Dillon
Planning Inspector

18th August 2025

13.1. Appendix 1- Planning Authority Conditions

| Consideration of P.A conditions | | |
|---|---|---|
| ABP Ref: 322517-25 P.A Ref: 2460705 | | |
| P.A condition No. | Subject | Included/Modified/Excluded in schedule of conditions & reasons |
| 1 | Plans & particulars & F.I details. | Included condition 1 |
| 2 | Prior to commencement Section 96 agreement. | Included condition 8 |
| 3 | Prior to commencement materials to be agreed by P.A. | Condition 2 |
| 4 | Bathroom windows in obscure glass & top hung pivot. | Modified condition 3 |
| 5 | Ducting for EV points. | Modified condition 20 |
| 6 | Boundary treatment as submitted & details of a 1.4m high block wall between the estate & agricultural lane to the south – to be agreed. | Modified & included in condition 4 |
| 7 | Prior to commencement revised auto track details demonstrating large vehicles can make turns within estate. | Condition 14 |
| 8 | Prior to commencement CEMP to be submitted. | Condition 17 |
| 9 | Prior to commencement Construction Traffic Management Plan to be agreed. | Condition 19 |
| 10 | Construction works & operating hours 08.00-18.00 hrs Mon-Fri & 08.00-14.00 hrs on Sat | Condition 15 |
| 11 | No development to commence until Connection Agreement from UE & include a wayleave over the sewer within agricultural lane. | Modified in condition 10 as per UE recommendation |
| 12 | Any modifications to watermain or foul or storm water manholes – must be agreed with P.A | Modified condition 11 |
| 13 | On completion of development a copy of the Safety file to be submitted to P.A. | Covered under separate legislation & in condition 16 |
| 14 | Public Lighting | Condition 12 |
| 15 | Surface water | Covered in condition 11 |
| 16 | Section 180 – taking in charge | Condition 16 |
| 17 | Service cables to be underground | Condition 13 |
| 18 (Listed as No.17 in the list of conditions of P.A) | Development to be in compliance with Recommendations for Site Development Works for Housing Areas. | Covered in condition 16 |
| 19 | Naming of the development | Condition 9 |
| 20 | Development to be carried out in accordance with Phasing Plan & details of public open space | Condition 5 & covered in conditions 6 & 16 |

| | | |
|----|--|--------------|
| | levelling & planting to be submitted prior to occupation. | |
| 21 | Financial Contribution | Condition 22 |
| 22 | Bond | Condition 21 |
| 23 | Section 47 agreement – restricting 1 st occupation by individual purchasers | Condition 7 |

13.3. Appendix 2 EIA Screening

Form 1- EIA Pre screening

| | |
|---|--|
| Case Reference | ABP 322517-25 |
| Proposed Development Summary | Construction of 72 residential units and associated works |
| Development Address | Knocknaconnery, Cregg Road, Carrick on Suir, Co.Tipperary |
| | In all cases check box /or leave blank |
| 1. Does the proposed development come within the definition of a 'project' for the purposes of EIA? (For the purposes of the Directive, "Project" means: - The execution of construction works or of other installations or schemes, - Other interventions in the natural surroundings and landscape including those involving the extraction of mineral resources) | <input checked="" type="checkbox"/> Yes, it is a 'Project'. Proceed to Q2. <input type="checkbox"/> No, No further action required. |
| 2. Is the proposed development of a CLASS specified in Part 1, Schedule 5 of the Planning and Development Regulations 2001 (as amended)? | |
| <input type="checkbox"/> Yes, it is a Class specified in Part 1. | |
| <input checked="" type="checkbox"/> No, it is not a Class specified in Part 1. Proceed to Q3 | |
| 3. Is the proposed development of a CLASS specified in Part 2, Schedule 5, Planning and Development Regulations 2001 (as amended) OR a prescribed type of proposed road development under Article 8 of Roads Regulations 1994, AND does it meet/exceed the thresholds? | |
| <input type="checkbox"/> No, the development is not of a Class Specified in Part 2, Schedule 5 or a prescribed type of proposed road development under Article 8 of the Roads Regulations, 1994. No Screening required. | |

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| <input type="checkbox"/> Yes, the proposed development is of a Class and meets/exceeds the threshold. | |
| <input checked="" type="checkbox"/> Yes, the proposed development is of a Class but is sub-threshold. Preliminary examination required. (Form 2) OR If Schedule 7A information submitted proceed to Q4. (Form 3 Required) | Class 10(b)(i) Construction of 500 dwellings or more Class 10(b)(iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere. (In this paragraph, "business district" means a district within a city or town in which the predominant land use is retail or commercial use.) |
| 4. Has Schedule 7A information been submitted AND is the development a Class of Development for the purposes of the EIA Directive (as identified in Q3)? | |
| Yes <input checked="" type="checkbox"/> | Screening Determination required (Complete Form 3) |
| No <input type="checkbox"/> | Pre-screening determination conclusion remains as above (Q1 to Q3) |

Inspector: _____ Date: _____

Form 3 - EIA Screening Determination

| A. CASE DETAILS | | |
|--|---|---|
| An Bord Pleanála Case Reference | ABP-322517-25 | |
| Development Summary | <p>Construction of 72 no. residential units comprising: a) 4 no. 2-bed houses, b) 40 no. 3-bed houses, c) 24 no. 4-bed houses, d) 2 no. 2-bed duplex units, e) 2 no. 1-bed duplex units; 2) the provision of a new pedestrian and vehicular access to Cregg Road (R697) and the provision of a shared access laneway; 3) the provision of all associated surface water and foul drainage services, provision of an attenuation tank and sustainable drainage solutions (SuDS), connections and sewer upgrade works and all associated site works and ancillary services; 4) the provision of communal open space, private open space, site landscaping and boundary treatments, public lighting, resident and visitor car parking, bicycle parking, pedestrian, cycle, and vehicular links throughout the development, and all other associated site development works.</p> <p>Knocknaconnery, Cregg Road, Carrick on Suir, Co. Tipperary</p> | |
| | Yes / No / N/A | Comment (if relevant) |
| 1. Was a Screening Determination carried out by the PA? | No | Preliminary Examination – EIA Not Required |
| 2. Has Schedule 7A information been submitted? | Yes | |

| | | | |
|---|--------------------|---|---|
| 3. Has an AA screening report or NIS been submitted? | Yes | AA Screening Report | |
| 4. Is a IED/ IPC or Waste Licence (or review of licence) required from the EPA? If YES has the EPA commented on the need for an EIAR? | No | | |
| 5. Have any other relevant assessments of the effects on the environment which have a significant bearing on the project been carried out pursuant to other relevant Directives – for example SEA | Yes | SEA of the Carrick on Suir and Environs LAP 2025 and the Tipperary County Development Plan 2022 | |
| B. EXAMINATION | Yes/ No/ Uncertain | <p>Briefly describe the nature and extent and Mitigation Measures (where relevant)</p> <p>(having regard to the probability, magnitude (including population size affected), complexity, duration, frequency, intensity, and reversibility of impact)</p> <p>Mitigation measures –Where relevant specify features or measures proposed by the applicant to avoid or prevent a significant effect.</p> | <p>Is this likely to result in significant effects on the environment?</p> <p>Yes/ No/ Uncertain</p> |
| This screening examination should be read with, and in light of, the rest of the Inspector's Report attached herewith | | | |
| 1. Characteristics of proposed development (including demolition, construction, operation, or decommissioning) | | | |
| 1.1 Is the project significantly different in character or scale to the existing surrounding or environment? | No | Development comprises the development of zoned residential lands in character with its surroundings. | No |

| | | | |
|--|------------|---|-----------|
| 1.2 Will construction, operation, decommissioning or demolition works cause physical changes to the locality (topography, land use, waterbodies)? | Yes | Construction works will result in a change from agricultural land use to urban / residential development. Development occurs within the development boundary of the settlement, in character with its surroundings. | No |
| 1.3 Will construction or operation of the project use natural resources such as land, soil, water, materials/minerals or energy, especially resources which are non-renewable or in short supply? | Yes | Construction materials will be typical of such development in an urban environment. Site clearance will be required. The loss of natural resources or local biodiversity are not considered to be significant. | No |
| 1.4 Will the project involve the use, storage, transport, handling or production of substance which would be harmful to human health or the environment? | Yes | Construction activities will require the use of potentially harmful materials, such as fuel oils and other substances. Such use will be typical of construction sites. Any impacts would be local and temporary in nature and the implementation of the CEMP will satisfactorily mitigate potential impacts. No operational impacts in this regard are anticipated. | No |
| 1.5 Will the project produce solid waste, release pollutants or any hazardous / toxic / noxious substances? | Yes | Construction activities will require the use of potentially harmful materials, such as fuel oils and other substances, and will give rise to waste for disposal. Such use will be typical of construction sites and subject to relevant waste management regulations. Noise and dust emissions during construction are likely. Such impacts would be local and temporary in nature and the implementation of the CEMP will satisfactorily mitigate potential impacts. Operational waste will be managed via a Waste Management Plan. No significant operational impacts in this regard are anticipated. | No |

| | | | |
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| 1.6 Will the project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea? | No | No significant risks identified. Operation of a CEMP will satisfactorily mitigate emissions from spillages during construction. The operational development will connect to mains services. Surface water drainage will be separate to foul services within the site and incorporate use of SUDS features. No significant emissions during operation are anticipated. | No |
| 1.7 Will the project cause noise and vibration or release of light, heat, energy or electromagnetic radiation? | Yes | Construction activity will give rise to noise and vibration emissions. Such emissions will be localised and short-term in nature and impacts will be suitably mitigated via the proposed CEMP and standard construction mitigation measures. Significant operational emissions are not anticipated. | No |
| 1.8 Will there be any risks to human health, for example due to water contamination or air pollution? | No | Construction activity is likely to give rise to dust emissions. Such typical construction impacts would be temporary and localised in nature and application of the proposed CEMP would satisfactorily mitigate potential impacts on human health. The development will connect to mains services and no significant operational emissions are anticipated. | No |
| 1.9 Will there be any risk of major accidents that could affect human health or the environment? | No | No significant risk is anticipated having regard to the nature and scale of development. Any risks arising during construction would be localised and temporary in nature. The site is not at risk of flooding and there are no COMAH sites in the vicinity of the site. | No |
| 1.10 Will the project affect the social environment (population, employment) | Yes | The development will result in an increase in population within the settlement in line with development plan settlement policy. Having | No |

| | | | |
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| | | regard to the scale of development the effect is not regarded as significant. | |
| 1.11 Is the project part of a wider large scale change that could result in cumulative effects on the environment? | Yes | The project relates to the development of zoned lands as part of the settlement strategy set out in the development plan. Permitted development in the area has already been subject to separate assessments and the development is not part of a larger project. | No |
| 2. Location of proposed development | | | |
| 2.1 Is the proposed development located on, in, adjoining or have the potential to impact on any of the following: <ul style="list-style-type: none"> - European site (SAC/ SPA/ pSAC/ pSPA) - NHA/ pNHA - Designated Nature Reserve - Designated refuge for flora or fauna - Place, site or feature of ecological interest, the preservation/conservation/ protection of which is an objective of a development plan/ LAP/ draft plan or variation of a plan | No | <p>The site is not within or adjacent to any designated conservation site. The nearest nature conservation site is the Lower River Suir SAC (and River Suir Below Carrick pNHA), approx. 500m from the site. There is no direct connection thereto from the development site. The UI capacity register indicates that the Carrick on Suir wastewater treatment plant status is Green. There are no other nature designation sites in the ZOI of the development.</p> <p>There are no protected structures or archaeological sites, or other sites identified for protection in the development plan, likely to be impacted by the proposed development.</p> | No |
| 2.2 Could any protected, important or sensitive species of flora or fauna which use areas on or around the site, for example: for breeding, nesting, foraging, resting, over-wintering, or migration, be affected by the project? | No | No habitats or species of interest on, in or using the site were identified in surveys. Habitats are typical of such lands in the urban fringe, although hedgerows are identified as being of local biodiversity value, which will be impacted by the development. | No |

| | | | |
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| 2.3 Are there any other features of landscape, historic, archaeological, or cultural importance that could be affected? | No | There are no landscape designations or protected scenic views likely to be impacted by the development, or other cultural heritage designations. | No |
| 2.4 Are there any areas on/around the location which contain important, high quality or scarce resources which could be affected by the project, for example: forestry, agriculture, water/coastal, fisheries, minerals? | No | The site is in agricultural / grazing use and does not contain any important or significant resources. | No |
| 2.5 Are there any water resources including surface waters, for example: rivers, lakes/ponds, coastal or groundwaters which could be affected by the project, particularly in terms of their volume and flood risk? | No | <p>There are no surface water features on the site which could be impacted by the development. There is no surface hydrological pathway to sensitive sites. The development is not at risk of flooding and will not give rise to any increased risk elsewhere. Application of the measures set out in the CEMP will ensure no off-site impacts from potential silt run-off. Surface water will be managed at operational which includes the use of SUDS measures.</p> <p>The site overlies a Locally Important Aquifer which is moderately productive only in local zones, of extreme vulnerability. Application of the CEMP during construction will adequately mitigate potential contamination impact. There is no proposed discharge of operational wastewater to ground and only clean uncontaminated SW will percolate directly to ground.</p> | No |
| 2.6 Is the location susceptible to subsidence, landslides or erosion? | No | | No |
| 2.7 Are there any key transport routes(eg National primary Roads) on or around the location which are susceptible to congestion or | No | The site is located on the R697 which is of good quality. No significant issues or impacts are anticipated. The site is proximate to the services | No |

| | | | |
|---|--|--|-----------|
| which cause environmental problems, which could be affected by the project? | | and amenities of the town. No significant impacts at the railway level crossing to the south are anticipated, which sees limited (4 no.) daily movements. | |
| 2.8 Are there existing sensitive land uses or community facilities (such as hospitals, schools etc) which could be affected by the project? | No | None likely to be affected. Capacity in nearby childcare facilities has been evidenced in the application. | No |
| 3. Any other factors that should be considered which could lead to environmental impacts | | | |
| 3.1 Cumulative Effects: Could this project together with existing and/or approved development result in cumulative effects during the construction/ operation phase? | No | The development comprises the residential development of residentially zoned lands in accordance with the CDP settlement strategy. It does not comprise part of a larger development project. No developments have been identified that could give rise to significant cumulative effects. Concurrent development in the area is located to the east of the site, accessed over separate road network. There is sufficient wastewater capacity to accommodate such developments. | No |
| 3.2 Transboundary Effects: Is the project likely to lead to transboundary effects? | No | | No |
| 3.3 Are there any other relevant considerations? | No | | No |
| C. CONCLUSION | | | |
| No real likelihood of significant effects on the environment. | <input checked="checked" type="checkbox"/> | EIAR Not Required | |
| Real likelihood of significant effects on the environment. | <input type="checkbox"/> | EIAR Required | |

D. MAIN REASONS AND CONSIDERATIONS

EG - EIAR not Required

Having regard to: -

1. the criteria set out in Schedule 7, in particular
 - a) the limited nature and scale of the proposed housing development, which is below the thresholds set out in Class 10(b)(i) and Class 10(b)(iv) of the Planning and Development Regulations, 2001, as amended.
 - b) The location of the site on zoned lands and within a wider residential area served by public infrastructure
 - c) The pattern of existing and permitted development in the vicinity of the site.
 - d) The absence of any significant environmental sensitivity in the vicinity, including the absence of any features of archaeological or architectural significance and
 - e) the location of the development outside of any sensitive location specified in article 109(4)(a) of the Planning and Development Regulations 2001 (as amended)
2. the results of other relevant assessments of the effects on the environment submitted by the applicant, including the AA Screening Report, and screening for Appropriate Assessment undertaken by the planning authority, as well as the SEA of the Tipperary County Development Plan 2022 and the Carrick on Suir and Environs LAP 2024.
3. the features and measures proposed by applicant envisaged to avoid or prevent what might otherwise have been significant effects on the environment, including those set out in the Environmental and Construction Management Plan, the Drainage Report, Surface Water Management and Maintenance Plan, Residential Sustainability Statement, Traffic and Transport Assessment including a Road Safety Audit, Part L Compliance Report (SEAI), Landscape Design Rationale and Outdoor Lighting Report and Specifications.

The Board concluded that the proposed development would not be likely to have significant effects on the environment, and that an environmental impact assessment report is not required.

Inspector _____

Approved (DP/ADP) _____

Date _____

Date _____

13.4. Appendix 3 AA Screening

| Screening for Appropriate Assessment Screening Determination Step 1: Description of the project and local site characteristics | |
|---|--|
| Brief description of project | The proposed development is for 72 houses a new vehicular access off Cregg Road and associated works. All surface water and foul drainage would be connection to the public network with necessary upgrades. A new surface water system would be installed which would incorporate sustainable drainage systems (SuDS), and the quantity of run-off would remain at a 'greenfield' rate. A detailed description of the development is included in Section 2.0 of this report. |
| Brief description of development site characteristics and potential impact mechanisms | <p>The site is an existing greenfield site and comprises fields of dry calcareous and natural grassland (GS1) and field boundaries comprise native hedgerows (WL1) and scrub. Although hedgerows are of high local value to biodiversity, the hedgerow habitats are not associated with any which are listed on Annex I of the Habitats Directive. There are no plant species growing on the development site which are examples of those listed as alien invasive.</p> <p>There are no water courses on or directly adjacent to the development site. The River Suir flows from the west and passes approximately 500m to the south of the subject site and flows in an easterly direction towards the Irish Sea. The subject site would be located c.500m from the Lower River Suir SAC. Approximately 1.2km to the east lies the River Lingaun and this flows into the Lower River Suir SAC. The Glen River flows c.650m to the west of the site but does not fall within the SAC boundary.</p> |
| Screening Report | Yes Tipperary County Council screened out the need for AA |
| Natura Impact Statement | No |
| Relevant Submissions | No |
| | |

Step 2: Identification of relevant European sites using the Source-pathway-receptor model

The Lower River Suir SAC lies c.500m to the south of the site and the AA screening report considers this is the only Natura 2000 site within the zone of influence of the development as pathways do not exist to other areas. I would concur with this conclusion.

| European Site (code) | Qualifying interests | Distance from proposed development | Ecological connections | Consider further in screening Y/N |
|---|--|------------------------------------|--|-----------------------------------|
| Lower River Suir SAC (site code: 002137) | 15 QIs www.npws.ie/protected-sites/sac/002137 | 500m | <u>Direct</u> No direct impacts site is not within SAC. <u>Indirect</u> Via surface water run off & waste water | Yes |

Step 3: Describe the likely effects of the project (if any, alone or in combination) on European Sites

AA Screening Matrix

| Site Name Qualifying Interests | Possibility of significant effects (alone) in view of the conservation objectives of the site | |
|---|--|---|
| | Impacts | Effects |
| Lower River Suir SAC (site code: 002137) Atlantic salt meadows [1330] Mediterranean salt meadows [1410] Water courses of plain to montane levels [3260] Hydrophilous tall herb fringe communities[6430] Old sessile oak woods [91A0] Alluvial forests [91E0] | Direct: None Indirect: Localised, temporary, low magnitude impacts from noise, dust and construction related emissions to surface water during construction and connection to WWTP during operation | In the absence of any hydrological connection and given the nature, scale and extent of the works, and distance from receiving features connected to the SAC make it highly unlikely that the proposed development could generate impacts of a magnitude that could effect habitat quality within the SAC for the QIs listed. |

| | | |
|---|--|--|
| Taxus baccata woods of the British Isles [91J0] Freshwater Pearl Mussel [1029] White-clawed Crayfish [1092] Sea, Lamprey [1095] Brook Lamprey [1096] River Lamprey [1099] Twaite Shad [1103] Salmon [1106] Otter [1355] | | Conservation objectives would not be undermined. |
| | | |

There will be a significant amount of ground disturbance and site clearance at the site which could pose a threat to surface or ground water quality due to contamination. However, there are no waterbodies adjacent to the site which have a hydrological connection to any European site. Furthermore, Best Practice construction measures and implementation of CEMP proposed for development regardless of the site's location.

The project incorporates SuDS features including, permeable paving, rain gardens, petrol interceptor with hard and soft landscaping to comply with SuDS. The final discharge would be to an existing storm sewer. These SuDS features will intercept, convey, and dispose of stormwater thereby having an attenuating effect and reducing the volume of surface water runoff.

The foul waste water would be treated at the Carrick on Suir WWTP which discharges into the River Suir. This project will result in an increase in loading to this plant. Uisce Eireann's WWTP capacity register (accessed 7/8/2025) indicates the Carrick on Suir WWTP (D0148) has spare capacity available. The plant has a capacity to treat effluent from a population equivalent (P.E.) of 11,000 and the peak weekly load is within this limit.

The Annual Environmental Report (AER) for Carrick on Suir WWTP from 2023 shows that it is overall in full compliance with the Emission Limit Values (ELVs) and is compliant with its Waste water Discharge licence and does not have an observable negative impact on the Water Framework Directive status.

I consider the development would have no likely significant effect 'alone' on the qualifying interest of the Lower River Suir SAC as I did not identify any impact mechanisms which could have a likely significant effect on the SAC. As such there are no European Sites at risk of likely significant effect from the project.

I have reviewed the planning authority's web site for applicable appropriate assessment information on relevant plans (TCDP & LAP), and the planning authority and an ACP planning registers for relevant planning cases.

The AA Screening report does not identify any significant in-combination effects. Following my own review, I would concur with this conclusion. I consider that the key plan is the CDP which seeks environmental protection and pollution prevention, and the projects are to be constructed to operate within industry standards. I conclude that the project would have no likely significant effect in combination with other plans and projects on the qualifying features of any European site.

Step 4: Conclude if the proposed development could result in likely significant effects on a European site

I conclude that the proposed development alone would not result in likely significant effects on the Lower River Suir SAC. The proposed development would have no likely significant effect in combination with other plans and projects on any European site(s). No further assessment is required for the project

No measures intended to avoid or reduce harmful effects on European sites were taken into account in reaching this conclusion.

Screening Determination

Finding of no likely significant effects

In accordance with Section 177U of the Planning and Development Act 2000 (as amended) and on the basis of the information considered in this AA screening, I conclude that the proposed development individually or in combination with other plans or projects would not be likely to give rise to significant effects on the Lower River Suir SAC in view of the conservation objectives of this site and is therefore excluded from further consideration.

Appropriate Assessment is not required.

This determination is based on:

- The nature, scale and location of the project

- Distance from European Sites, intervening land uses and the dilution effect.
- Standard best practice construction methods and pollution controls that would be employed regardless of proximity to a European site and effectiveness of same.
- Qualifying interests, special conservation interests, and conservation objectives of the European sites.
- Absence of hydrological pathways to any European site.
- The discharge of surface water to the public surface water system after appropriate SuDS treatment.
- The disposal of foul water to the public foul sewer system for treatment.

Inspector: _____ **Date:** _____

13.6. Appendix 4 WFD Screening

| WFD IMPACT ASSESSMENT STAGE 1: SCREENING | | | |
|--|---------------|--|-----------------------|
| Step 1: Nature of the Project, the Site and Locality | | | |
| An Coimisiún Pleanála ref. no. | ABP 322517-25 | Townland, address | Bobsville, Co. Carlow |
| Description of project | | 72 unit residential development with connections to Uisce Eireann Wastewater and Drinking water infrastructure. | |
| Brief site description, relevant to WFD Screening, | | <p>The site is a greenfield site on the edge of Carrick on Suir town. The site rises significantly to the north east of the site and is not connected to any identifiable watercourses. The nearest water course to the site is the River Suir c.500m to the south of the site and the Glen River to the west c.650m and the River Linguan c.1.2km to the east.</p> <p>Subsoil is till type so groundwater is susceptible to pollution. No drainage/water courses close to the site.</p> | |
| Proposed surface water details | | Connecting to existing storm water sewer on the R697. A SUDs system proposed to incorporate permeable paving, rain gardens, petrol interceptor with hard and soft landscaping. Attenuation storage provided by underground attenuation modules and on-site swales allowing for climate change & 1 in 100 year storm event.. | |
| Proposed water supply source & available capacity | | Uisce Eireann mains water connection along R697. UE confirmed feasible subject to upgrades. | |

| | | | | | | |
|--|-----------------|----------------------------------|---|--|---|--|
| Proposed wastewater treatment system & available capacity, other issues | | | Uisce Eireann Wastewater connection to south of site along R697. The existing watermain will require upgrading to facilitate the development and a booster pump station. UE confirmed feasible subject to upgrades. Plant has capacity and complying with Licence authorisation conditions. Waste water flows into River Suir which after treatment and is at bad status. | | | |
| Others? | | | Connection to Storm sewer to south of site along R697. | | | |
| Step 2: Identification of relevant water bodies and Step 3: S-P-R connection | | | | | | |
| Identified water body | Distance to (m) | Water body name(s) (code) | WFD Status | Risk of not achieving WFD Objective e.g.at risk, review, not at risk | Identified pressures on that water body | Pathway linkage to water feature (e.g. surface run-off, drainage, groundwater) |
| River Waterbody | 650m | Glenbrook_010 | Moderate | At risk | Ag, DWTS | Not hydrologically connected |
| River Waterbody | 1.2km | Lingaun_050 | Good | Not at risk | No | Not hydrologically connected |
| Transitional Waterbody | 619m | Upper Suir Estuary IE_SE_100_ | Bad | At risk | Ag, | Yes as WWTP drains into River Suir |
| Groundwater Waterbody | Underlying site | Clonmel IE_SE_G_040 | Good | At risk | Ag, Unknown | Yes , via groundwater |

| Step 4: Detailed description of any component of the development or activity that may cause a risk of not achieving the WFD Objectives having regard to the S-P-R linkage. | | | | | | | |
|--|------------------------------|-------------------------------|--|---|--|-------------------------------|---|
| CONSTRUCTION PHASE | | | | | | | |
| No. | Component | Waterbody receptor (EPA Code) | Pathway (existing and new) | Potential for impact/ what is the possible impact | Screening Stage Mitigation Measure* | Residual Risk (yes/no) Detail | Determination** to proceed to Stage 2. Is there a risk to the water environment? (if 'screened' in or 'uncertain' proceed to Stage 2. |
| 1. | Site clearance /construction | Glenbrook_010 & Linguan_050 | Both rivers connect to River Suir | Siltation, pH (Concrete), hydrocarbon spillages | Standard Best Practice construction measures, CEMP | No | Screened out |
| 2. | Site clearance/ construction | Clonmel IE_SE_G_040 | Drainage to ground | As above | As above | No | Screened out |
| OPERATIONAL PHASE | | | | | | | |
| 3. | Surface | 0010 & 050 | Existing drainage ditches, river watercourse | Hydrocarbon spillage | SUDs features | No | Screened out |
| 4. | Ground | 0040 | Pathway exists but poor drainage characteristics | Spillages | SUDs features | No | Screened out |

| DECOMMISSIONING PHASE | | | | | | | |
|-----------------------|----|--|--|--|--|--|--|
| 5. | NA | | | | | | |