



An
Coimisiún
Pleanála

Inspector's Report

ABP-322547-25

Development	Change of use and extensions of existing commercial and office building to medical use.
Location	Alexandra House, Caherdavin, Ennis Road, Limerick
Planning Authority	Limerick City and County Council
Planning Authority Reg. Ref.	24/61170
Applicant	Arthur Curran
Type of Application	Planning Permission
Planning Authority Decision	Grant
Type of Appeal	Third Party
Appellants	1. Cora and Brian Cowhey 2. Dennis Marcus
Observer(s)	None
Date of Site Inspection	7 th August 2025
Inspector	Gary Farrelly

1.0 Site Location and Description

The subject site has a stated area of 0.188 hectares and is located within the urban townland of Caherdavin, Limerick. The site accommodates an existing detached, vacant, two storey building and is accessed off the Ennis Road. The immediate area is characterised by residential properties including Melvin Grove estate and public open space to the east, detached dwellings to the west and an area of overgrown land to the north of the site, beyond which is Carragh Avenue housing estate. The site is located within Flood Zone A for coastal flooding (as per the Office of Public Works flood maps), i.e. has as an Annual Exceedance Probability (AEP) of 0.5%.

2.0 Proposed Development

- 2.1. Permission is sought for the change of use of an existing two storey commercial/office building to medical use. The existing building has a floor area of 160sqm. The works will involve the demolition of a garage to the side and construction of a two-storey extension to the front, side and rear of the existing building comprising of 421.6sqm. The new internal floor area of the building will be 581.6sqm.
- 2.2. The ground floor layout will comprise of an entrance lobby, waiting area comprising 26 no. seats, staff area, office, nurses room, w.c.s and 5 no. consultation rooms. The first floor layout will comprise of 11 no. consultation rooms, w.c.s and a waiting area comprising 14 no. seats. A total of 21 no. car parking spaces (reduced from 22 no. at further information stage) are proposed to be provided as well as a bike stand with a capacity for 10 no. bikes and secure bike store for staff for 10 bikes.
- 2.3. The facility will operate between 8am to 9pm on Mondays to Fridays and between 8am and 2pm on Saturdays. It is estimated that there will be 8 GPs, 4 medical consultants, 4 nurses and 4 administrative staff employed at the facility.
- 2.4. It is proposed to connect to the public water and wastewater networks. Surface water is to be discharged to the surface water mains along Ennis Road via an attenuation tank and hydrobrake. The application is accompanied by a number of documents including a planning consultant report, arboricultural report, traffic and transport assessment and stage 1/2 road safety audit. A flood risk assessment was also provided which applied the justification test and concluded that the development was

in compliance with Flood Risk Management Guidelines, subject to mitigation measures including the raising of finished floor levels 150mm above ground level.

3.0 Planning Authority Decision

3.1. Decision

The planning authority (PA) decided to grant permission, subject to 7 no. conditions, by Order dated 24th April 2025.

3.2. Planning Authority Reports

Planning Reports

There are a total of 2 no. area planner (AP) reports on file that assessed the proposed development in terms of, inter alia, the principle of the development, design and layout, parking, impact on residential amenity, landscaping and flooding. The first AP report recommended further information on a number of issues including the submission of a masterplan for the lands to the north of the site, the removal of first floor windows on the western gable, details of the works to the road entrance, the provision of secured bicycle parking for staff with end of journey facilities and the submission of a flood risk assessment due to the location within Flood Zone A. After submission of the further information, the second AP report considered that the applicant satisfactorily addressed the item requests, including the issue of flood risk, and recommended an approval subject to conditions. This recommendation was endorsed by the Senior Executive Planner.

Other Technical Reports (*listed within Appendix 4 of first planner's report and Appendix 1 within second planner's report*)

- Roads Department – This section originally required additional information on a number of items including for the applicant to demonstrate that there was sufficient parking being provided. After submission of the further information it recommended approval subject to conditions.
- Active Travel – This section welcomed the provision of cycle storage to support a modal shift to cycling, however, required revised plans to provide a secure

bike building and end of journey facilities for staff. After submission of the further information, it noted no details of the structure was provided, however, recommended this to be conditioned.

- Flooding Department – This section noted that as the site was located within Flood zone A and due to the nature of the development, a flood risk assessment (FRA) was required.
- Fire and Emergency Services – This section outlined no objection to the development.

3.3. Prescribed Bodies

Uisce Éireann (UÉ) – It outlined no objection to the development subject to a water and wastewater connection agreement prior to the commencement of the development.

3.4. Third Party Observations

There were a number of submissions made on the application to the PA which raised issues in relation to overlooking, overshadowing, design, lack of adequate documentation, the future intention of the northern part of the site and lack of car parking and associated congestion as a result.

4.0 Relevant Planning History

PA ref. 96/2351 (*subject site*)

Datasafe International Ltd was granted permission for a change of use from dwelling to office use.

PA ref. 01/1452 (*adjoining site to the north*)

Permission was granted for the construction of 4 no. houses.

5.0 Policy Context

5.1. Limerick Development Plan 2022-2028

The subject site is zoned 'Existing Residential' where the objective is to provide for residential development and protect and improve existing residential amenity. The quality of the zone will be enhanced with associated open space, community uses and where an acceptable standard of amenity can be maintained, a limited range of other uses that support the overall residential function of the area, such as schools, crèches, doctor's surgeries, playing fields etc.

The land use zoning matrix within Section 12.4 considers health centres as generally permitted within this zone.

Section 11.5.3 Health Care Facilities

Larger scale and group medical practices should normally only be located in local, district and major Town/City Centre zonings. They should not have negative impacts in terms of car parking, traffic hazard and residential amenity. All proposed signage shall be appropriately designed and of modest scale. Medical practices in residential areas should normally be additions to the existing residential use of a dwelling and be subordinate to it in most cases and with suitable and convenient access for those arriving by car, foot or public transport.

Table DM 9(a) Car and Bicycle Parking standards (Density Zone 2)

Medical centres/consulting rooms

Car (maximum spaces): 1 space per treatment room + 1 space per 2 staff

Bicycle (minimum spaces): 1 space per 2 treatment rooms + 1 space per 2 staff

5.2. National Policy

- Project Ireland 2040 – National Planning Framework (revised 2025) and National Development Plan 2021-2030

Sustainable Mobility – National Strategic Outcome 5

Expand attractive alternatives to car transport to reduce congestion and emissions and enable the transport sector to cater for the demands associated with longer-term population and employment growth.

- National Sustainable Mobility Policy 2022

Goal 5 – Encourage people to choose sustainable mobility over the private car

This goal aims to encourage modal shift to more sustainable options across all ages through behavioural change and demand management measures.

- Climate Action Plan (CAP) 2025 / CAP 2024

Climate Action Plan 2025 builds upon last year's Plan by refining and updating the measures and actions required to deliver the carbon budgets and sectoral emissions ceilings and it should be read in conjunction with Climate Action Plan 2024.

5.3. National Guidelines

- The Planning System and Flood Risk Management, Guidelines for Planning Authorities (2009)

5.4. Natural Heritage Designations

The site is not located within any designated site. The nearest designated sites are the Lower River Shannon Special Area of Conservation (SAC) (Site Code 002165) and River Shannon and River Fergus Estuaries Special Protection Area (SPA) (Site Code 004077) which are located approximately 1.4km from the site. The area is also designated as the Fergus Estuary and Inner Shannon, North Shore proposed Natural Heritage Area (pNHA).

5.5. Environmental Impact Assessment (EIA) Screening

The proposed development has been subject to preliminary examination for environmental impact assessment (I refer the Board to Appendix 1 regarding this preliminary examination). Having regard to the characteristics and location of the proposed development and the types and characteristics of potential impacts, it is considered that there is no real likelihood of significant effects on the environment.

The proposed development, therefore, does not trigger a requirement for environmental impact assessment screening and an Environmental Impact Assessment Report (EIAR) is not required.

6.0 The Appeal

6.1. Grounds of Appeal

A total of 2 no. third-party grounds of appeal were lodged to the Commission; by Dennis Marcus on 15th May 2025 and Cora and Brian Cowhey on 16th May 2025. The issues raised are summarised as follows:

- The level of carparking and bicycle stands is completely inadequate for the numbers that will attend the facility. There are concerns that this will create an overflow on the cul-de-sac road. Revised parking arrangements should be provided that does not impact Melvin Grove.
- There has been no information provided regarding the days/hours of operation of the facility and the number of staff and whether consultations are by appointment only or walk ins.
- There is concerns regarding the subdivision of the site and potential future development of lands to the north which would require access via Melvin Grove. Planning ref. 01/1452 is a 24 year old lapsed planning application.
- There are a number of first floor windows on the north elevation that will negatively impact privacy and amenity in terms of overlooking.
- It is questioned why the application was validated as no contiguous elevations were provided. A number of other documents are missing such as a design statement, visual assessment, appropriate assessment screening, daylight and sunlight assessment, lighting report, SuDS measures, detailed traffic assessment and road safety audit for the entire site.

6.2. Applicant Response

The applicant issued a response to the grounds of appeal on 11th June 2025 which is summarised as follows:

- The car parking standards outlined in Table DM9 of the development plan are maximum parking standards and the provision of 21 spaces is compliant. National transport policy is one of promoting a shift away from the private car to more sustainable means. There are a number of bus stops on the Ennis Road that provide frequent bus services and therefore the site is well served by public transport which will reduce the demand for car parking. There will be no issue with overflow carparking on Melvin Grove and there is no requirement for revisions to the layout.
- The cycle parking standards set out in the development plan are minimum standards and these are significantly exceeded which will encourage staff and visitors to use active travel modes of transport.
- The proposed opening hours of the facility are Monday to Friday 8am to 9pm and Saturday from 8am to 2pm. The maximum number of rooms in use on a weekday after 6pm would be 4.
- It is estimated that there will be c. 8 GPs and all consultations will be by appointment. Other staff will comprise of c. 4 medical consultants, c. 4 nurses and c. 4 admin staff.
- Any potential development to the north of the site will be subject to a separate planning application in which traffic implications will be taken into account. It is not landlocked and access point is still feasible off Melvin Grove. The issue of traffic related to this site is not a consideration under this application as the only access is from Ennis Road.
- There is no potential for material overlooking of No. 5 Melvin Grove as east facing windows do not face towards the property and having regard to the distance of said property. The most northern window is existing.
- Drawing no. Q03-PL-010 labelled Contiguous Elevations was submitted showing the front elevation of the development and its relationship to neighbouring buildings either side.
- The reports mentioned are not required to validate an application. A lighting report, traffic and transport assessment, stage 1/2 road safety audit and SuDS drawings were submitted with the application. The PA was satisfied to screen

out the development for AA and was satisfied with the architectural design. The PA did not consider overshadowing to be a concern.

6.3. Planning Authority Response

A response from the PA on 13th June 2025 outlined that it had no further comment to make outside that of the assessment of the application.

7.0 Assessment

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

- Zoning
- Parking
- Residential Amenity

Zoning

7.2. The subject site is zoned 'Existing Residential' within the Limerick Development Plan 2022-2028 (LDP) where the objective and purpose of such zoning is to provide for residential development, protect and improve existing residential amenity and where an acceptable standard of amenity can be maintained, a limited range of other uses that support the overall residential function of the area. Health facilities are considered generally permitted as per the land use zoning matrix within Section 12.4 of the LDP. Having regard to the zoning of the site and to the nature of the proposed development comprising of a change of use of an existing commercial and office building to medical use, I consider that the proposed development is acceptable in principle.

Parking

7.3. One of the primary concerns of the appellants relate to potential overspill car parking within Melvin Grove due to the level of provision within the subject site. I note the

response from the applicant outlining that the car parking provision accords with the maximum standards set out in the LDP.

- 7.4. The Commission should note that a total of 21 no. car parking spaces (including 2 no. accessible spaces directly in front of the main entrance) will be provided as part of the proposed development. I note that the applicant states that there will be a total of 8 GPs, 4 nurses, 4 consultants and 4 admin staff employed in the building, i.e. a total of 20 staff. Furthermore, a total of 16 no. consultation rooms are proposed to be provided. Whilst I note that Table DM9(a) of the LDP stipulates 1 car parking space per treatment room and 1 space per 2 staff, the Commission should note that these are specified as maximum standards. Therefore, in accordance with Table DM9(a) the maximum parking provision for this development is 26 no. spaces.
- 7.5. I consider that the proposed development does not contravene the maximum standards in this regard. I will now assess whether the level of provision, below the maximum standard, is acceptable in this instance.

Active Travel

- 7.6. I note that the proposed development will provide 10 no. bicycle spaces at the main entrance and a further 10 no. spaces for staff in a secure bike store to the rear of the site. I note that this exceeds the minimum bicycle parking standards set out in Table DM9(a) of the LDP. Additionally, the internal layout of the development makes provision for staff facilities including a shower room. I note that the Active Travel section of the PA was satisfied with the provision of these facilities.
- 7.7. I am satisfied that the proposed facilities will provide staff with an attractive alternative sustainable mode of transport to and from work. Furthermore, the provision of a bicycle shelter directly in front of the main entrance to the building will also provide patients (who are able) with alternative sustainable options to the private car to access the facility. Therefore, I am satisfied that the proposed development is in accordance with Goal 5 of the National Sustainable Mobility Policy which aims to encourage a modal shift to more sustainable options through behavioural change, and is also consistent with the provisions of the Climate Action Plan 2025 which seeks to cut transport emissions.
- 7.8. It should also be noted that the immediate area is adequately served by footpath infrastructure which provides access and connections to a number of residential

estates in proximity to the site. Therefore, together with the existing walking infrastructure in the vicinity of the site and to the proposed bicycle parking provision I consider that there are a range of opportunities, other than the private car, for staff and patients to access the site.

Public Transport

- 7.9. Furthermore, I note that the site benefits from being approximately 115 metres from a bus stop on the Derravarragh Road which provides an intercity bus service (no. 302) to and from the city centre¹. Having reviewed the timetable for this service, I note that the frequency of the service is every 20 mins and the duration of the journey from the city centre (Henry Street) to this bus stop is approximately 12 minutes. Additionally, the site is approximately 90 metres from a Bus Eireann bus stop on the Ennis Road. Therefore, I am satisfied that the site is in close proximity to a frequent bus service from the city centre which will also provide staff and patients with a sustainable alternative option to the private car.

Overall Conclusion

- 7.10. Having regard to the proximity of the site to a frequent public transport service, to the proposed bicycle parking and associated facilities within the proposed development and to the existing pedestrian infrastructure in place within the vicinity of the site, I am satisfied that the proposed development can be served by a wide range of alternative sustainable modes of transport to the private car. Additionally, I consider that the proposed development will promote a modal shift to more sustainable modes of mobility in accordance with Section 11.8.3 of the LDP. Having regard to this, I have no significant concerns regarding the level of car parking provision within the site nor any significant concerns that it will lead to overspill parking on adjoining roads. I, therefore, consider the proposed development in accordance with Table DM9(a) of the LDP and acceptable in terms of traffic safety and convenience.

Residential Amenity

- 7.11. I note the concerns of the appellant in relation to the impact of the development on residential amenity in terms of overlooking (i.e. No. 5 Melvin Grove). I also note that

¹ <https://www.transportforireland.ie/plan-a-journey/network-maps/limerick-city-bus-services/#:~:text=This%20map%20shows%20Limerick%20City%20bus%20services%20in,operates%207%20days%20a%20week.%20Check%20timetable%20here>. (Accessed 19th August 2025)

the design of the building was revised at further information stage which removed first floor windows on the west elevation due to concerns of overlooking from the PA.

- 7.12. I note that the existing building onsite is positioned forward of the front boundary line of No. 5 Melvin Grove. It is approximately 19 metres from the front property boundary of No. 5 and approximately 28 metres to the front elevation of the dwelling. The first-floor windows on the north and east elevations are existing windows which will serve consultation rooms and a w.c. The extension to the rear is located on the western side of the existing building and will be approximately 27 metres from the said property. I also note that the proposed windows on the north elevation will be partially finished in opaque glazing.
- 7.13. Having regard to the separation distances between the subject building and the appellant's property and to the design of the development which includes opaque glazing on a number of first floor windows, the Commission should note that I have no significant concerns with the impact of the development on residential amenity in terms of overlooking.

Other Issues

- 7.14. With regards to the appellant's concerns with the site to the north of the development being landlocked I note that these lands are still potentially accessible via the existing road within Melvin Grove. However, it should be noted that these lands do not form part of the application before the Commission and any subsequent application for future development of these lands will be subject to a separate planning application and public participation process.
- 7.15. With regards to the appellant's comments in relation to an absence of contiguous elevation drawings and lack of documentation, it should be noted that the applicant did provide a contiguous elevation drawing (dwg. No. Q03-PL-010A) as part of the application showing the subject site in context with No. 5 Melvin Grove and the existing property to the west of the site (Thomand House). My comments addressing the absence of certain documentation are as follows.

Design Statement / Visual Assessment

- 7.16. The Commission should note that the LDP does not specify a requirement for the submission of a design statement or visual impact assessment for a development of

this nature. Section 11.1.2 of the LDP outlines that such requirement would be at the discretion of the PA. It should also be noted that Section 11.6 of the LDP specifies such document as a requirement for significant commercial and employment developments (i.e. gross floor area of 1,000sqm). Having regard to the design and scale of the development, which I note does not exceed the existing ridge height of the building, I am satisfied with the proposed development in terms of design or visual amenity. Therefore, I do not consider these documents necessary in this case.

Appropriate Assessment Screening report

7.17. The Commission should note that I address this issue under Section 8 below.

Daylight and Sunlight Assessment

7.18. Having regard to the separation distances from the proposed development to neighbouring properties and to the orientation of adjoining properties, I consider that the proposed development would not result in significant loss of light or overshadowing of adjoining properties. I am satisfied that a daylight and sunlight assessment is not required in this case.

Lighting report

7.19. I note that the application was accompanied by an outdoor lighting report.

SuDS Measures

7.20. The application was accompanied by drawings illustrating proposed SuDS measures within the site.

Traffic and Transport Assessment / Road Safety Audit

7.21. A traffic and transport assessment was submitted with the application and concluded that the development would have minimal impact on the capacity and operational performance of the existing junction. A stage 1 and 2 road safety audit was also provided.

8.0 Appropriate Assessment (AA) Screening

8.1. I have considered the project in light of the requirements of Section 177U of the Planning and Development Act 2000, as amended. The subject site is located approximately 1.4km from the Lower River Shannon SAC (Site Code 002165) and

River Shannon and River Fergus Estuaries SPA (Site Code 004077). The proposed development comprises construction works within the urban area of Limerick city. No nature conservation concerns were raised by the PA as part of the application.

8.2. Having considered the nature, scale and location of the project, I am satisfied that it can be eliminated from further assessment because it could not have any effect on a European site. The reason for this conclusion is as follows:

- To the location of the proposed development within a built-up urban area and to the built-up nature of the surrounding area.
- To the distance from the nearest European sites regarding any other potential ecological pathways and intervening lands.
- Taking into account the screening determination by the PA.

8.3. 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. Likely significant effects are excluded and, therefore, AA under Section 177V of the Planning and Development Act 2000, as amended, is not required.

9.0 Water Framework Directive (WFD) Screening

9.1. No water deterioration concerns were raised by the planning authority or submissions. I have assessed the project and have considered the objectives set out in Article 4 of the Water Framework Directive which seek to protect and, where necessary, restore surface and ground water waterbodies in order to reach good status (meaning both good chemical and good ecological status), and to prevent deterioration. Having considered the nature, scale and location of the project, I am satisfied that it can be eliminated from further assessment because there is no conceivable risk to any surface and/or groundwater waterbodies either qualitatively or quantitatively. The reason for this conclusion is due to the location and distance of the site to the nearest waterbody and lack of hydrological connections and to the nature of the proposed development.

9.2. I conclude that on the basis of objective information, that the proposed development will not result in a risk of deterioration on any waterbody (rivers, lakes, groundwaters,

transitional and coastal) either qualitatively or quantitatively or on a temporary or permanent basis or otherwise jeopardise any waterbody in reaching its WFD objectives and consequently can be excluded from further assessment.

10.0 Recommendation

My recommendation to the Commission is that permission should be **Granted**, subject to conditions, for the reasons and considerations set out below.

11.0 Reasons and Considerations

Having regard to the 'Existing Residential' zoning objective pertaining to the site where health facilities are considered generally permitted as per the land use zoning matrix of the Limerick Development Plan 2022-2028, to the design and layout of the proposed development including the provision of bicycle parking exceeding the minimum standards set out in Table DM9(a) of the Limerick Development Plan 2022-2028, to the level of carparking provision, to the proximity of the site to frequent public transport services, to the site being served by adequate footpath infrastructure and to the separation distances to residential properties, it is considered that the proposed change of use from commercial/office use to medical use, subject to compliance with the conditions set out below, would be in compliance with Section 11.5.3 (Health Care Facilities) of the Limerick Development Plan 2022-2028, will encourage a modal shift to more sustainable modes of travel to and from the development in accordance with National Strategic Outcome 5 of the National Planning Framework (revised 2025) and Goal 5 of the National Sustainable Mobility Policy (2022), would be acceptable in terms of traffic safety and convenience and would not seriously injure the residential amenity of property in the vicinity. It is therefore considered that the proposed development would be in accordance with the proper planning and sustainable development of the area.

The Commission performed its functions in relation to the making of its decision, in a manner consistent with Section 15(1) of the Climate Action and Low Carbon Act 2015, as amended by Section 17 of the Climate Action and Low Carbon Development (Amendment) Act 2021, (consistent with Climate Action Plan 2024 and Climate Action Plan 2025 and the national long term climate action strategy, national adaptation

framework and approved sectoral adaptation plans set out in those Plans and in furtherance of the objective of mitigating greenhouse gas emissions and adapting to the effects of climate change in the State).

12.0 Conditions

1. The development shall be carried out and completed in accordance with the plans and particulars lodged with the application, as amended by the further plans and particulars received by the planning authority on the 1st day of April 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 building shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.

Reason: In the interest of visual amenity.

3. Details of the proposed bike storage facility for staff shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.

Reason: To support the provision of active travel infrastructure.

4. Notwithstanding the exempted development provisions of the Planning and Development Regulations, 2001, and any statutory provision amending or replacing them, the use of the proposed development shall be restricted to

medical use (as specified in the lodged documentation), unless otherwise authorised by a prior grant of planning permission.

Reason: In the interest of residential amenity.

5. The facility shall only operate between 0800 hours and 2100 hours on Mondays to Fridays and between 0800 hours and 1400 hours on Saturdays.

Reason: In the interest of residential amenity.

6. The disposal of surface water shall comply with the requirements of the planning authority 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: To prevent flooding and in the interests of sustainable drainage.

7. Prior to the commencement of development, the developer shall enter into a Connection Agreement with Uisce Éireann (Irish Water) to provide for a service connection to the public water supply and wastewater collection network.

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

8. (a) All foul sewage and soiled water shall be discharged to the public foul sewer.
(b) Only clean, uncontaminated storm water shall be discharged to the surface water drainage system.

Reason: In the interest of public health.

9. (a) Prior to commencement of the development, a stage 2 road safety audit shall be submitted to the planning authority for its written approval which shall be in compliance with Transport Infrastructure Ireland's publication 'Road Safety Audit GE-STY-01024' (2017).

(b) Prior to occupation of the development, a stage 3 road safety audit shall be submitted to the planning authority for its written approval which shall be in compliance with Transport Infrastructure Ireland's publication 'Road Safety Audit GE-STY-01024' (2017).

(c) The internal road network serving the proposed development including crossing points, parking areas and road marking and signage shall comply with the detailed construction standards of the planning authority.

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

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

Reason: To safeguard the amenity of property in the vicinity

11. Prior to commencement of works, the developer shall submit to, and agree in writing with the planning authority, a Construction Management Plan, which shall be adhered to during construction. This plan shall provide details of intended construction practice for the development, including hours of working, noise and dust management measures and off-site disposal of construction/demolition waste.

Reason: In the interest of public safety and amenity.

12. Prior to commencement of development, a Resource Waste Management Plan (RWMP) as set out in the Environmental Protection Agency's (EPA) 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.

13. The mitigation measures set out in the flood risk assessment received by the planning authority on 1st April 2025, shall be implemented in full.

Reason: In the interest of flood risk management.

14. 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 Coimisiún 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.

Declaration

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.

Gary Farrelly
Planning Inspector

19th August 2025

Appendix 1

(a) Form 1: EIA Pre-Screening

An Coimisiún Pleanála Case Reference		ABP-322547-25			
Proposed Development Summary		Change of use of existing commercial and office building to medical use, demolition of garage and construction of extensions			
Development Address		Alexandra House, Caherdavin, Ennis Road, Limerick			
1. Does the proposed development come within the definition of a 'project' for the purposes of EIA? (that is involving construction works, demolition, or interventions in the natural surroundings)				Yes No	X No further action required
2. Is the proposed development of a CLASS specified in Part 1 or Part 2, Schedule 5, Planning and Development Regulations 2001 (as amended)?					
Yes	X	Part 2: 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.		Proceed to Q.3	
No				No further action required	
3. Does the proposed development equal or exceed any relevant THRESHOLD set out in the relevant Class?					
Yes				EIA Mandatory EIAR required	
No	X			Proceed to Q.4	

4. Is the proposed development below the relevant threshold for the Class of development [sub-threshold development]?			
Yes	X	The proposed development relates to a development within the urban area that measures 0.188 hectares.	Preliminary examination required (Form 2)
4. Has Schedule 7A information been submitted?			
No	X	Pre-screening determination conclusion remains as above (Q1 to Q4)	
Yes		Screening Determination required	

(b) Form 2 - EIA Preliminary Examination

The Board carries out a preliminary examination [Ref. Art. 109(2)(a), Planning and Development Regulations 2001 (as amended)] of, at least, the nature, size or location of the proposed development having regard to the criteria set out in Schedule 7 of the Regulations. This preliminary examination should be read with, and in the light of, the rest of the Inspector's Report attached herewith.	
Characteristics of proposed development (In particular, the size, design, cumulation with existing/proposed development, nature of demolition works, use of natural resources, production of waste, pollution and nuisance, risk of accidents/disasters and to human health).	The development site measures 0.188 hectares. The size of the development is not exceptional in the context of the existing environment. There is no real likelihood of significant cumulative effects with existing and permitted projects in the area.
Location of development (The environmental sensitivity of geographical areas likely to be affected by the development in particular existing and approved land use, abundance/capacity of natural resources, absorption capacity of natural environment e.g. wetland, coastal zones, nature reserves, European sites, densely populated areas, landscapes, sites of historic, cultural or archaeological significance).	The site is located within an established urban area. It is considered that the proposed development would not introduce any new or greater impacts to existing or surrounding land uses. The subject site is not located within any designated site and is located approximately 1.4km from the Lower River Shannon SAC (Site Code 002165) and River Shannon and River Fergus Estuaries SPA (Site Code 004077). My appropriate assessment screening under Section 8 of this report determined that the proposed development would not likely result in a significant effect on any European Site.

	The subject site is located within Flood Zone A for coastal flooding, however, having regard to the findings of the submitted flood risk assessment and mitigation measures proposed, including the setting of finished floor levels 150mm above ground level, it is considered that there is no potential for significant effects in terms of flood risk.	
Types and characteristics of potential impacts (Likely significant effects on environmental parameters, magnitude and spatial extent, nature of impact, transboundary, intensity and complexity, duration, cumulative effects and opportunities for mitigation).	Having regard to the type and characteristics of the proposed development which would be consistent with the existing urban environment, to its location removed from any environmentally sensitive sites and to the fact that there would be no significant cumulative considerations with regards to existing and permitted developments in the area, there is no potential for significant effects on the environment.	
Conclusion		
Likelihood of Significant Effects	Conclusion in respect of EIA	
There is no real likelihood of significant effects on the environment.	EIA is not required.	X
There is significant and realistic doubt regarding the likelihood of significant effects on the environment	Schedule 7A Information required to enable a Screening Determination to be carried out.	
There is a real likelihood of significant effects on the environment.	EIAR required.	