



An
Coimisiún
Pleanála

Inspector's Report

ACP-323590-25

Development

Construction of 60 no. dwellings – 5 no. house type G, 11 no. house type H, 16 no. house type K, 12 no. house type N and 2 no. two storey duplex blocks each containing 4 no. units. Construction of a two storey detached creche building with a capacity for 47 no. children. Permission sought includes for the demolition of an existing detached bungalow and shed, the provision of a new vehicular entrance to the site from Brittas Road, local roads and footpaths, resident and visitor parking, creche parking and set down, bicycle parking, 1 no. external communal bin store, site landscaping and amenity areas, boundary treatments, lighting, drainage and all associated site works.

Location

Brittas Road, Thurles, Co. Tipperary.

Planning Authority	Tipperary County Council
Planning Authority Reg. Ref.	2460922
Applicant(s)	O'Ceallaigh Westfield Limited.
Type of Application	Permission.
Planning Authority Decision	Grant Permission with Conditions
Type of Appeal	Third Party
Appellant(s)	Dermot Ryan
Observer(s)	None.
Date of Site Inspection	2 nd December 2025.
Inspector	Carol Hurley

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1.0 Site Location and Description

- 1.1. The application site which has a stated area of 2 hectares is located on the eastern side of Brittas Road, north of Thurles town, Co. Tipperary.
- 1.2. At present the site consists of an existing bungalow which is proposed to be demolished to facilitate the development seeking permission.
- 1.3. The site is bound with mature hedging and the River Suir flows in a southerly direction to the east of the site.
- 1.4. There is an existing storm sewer located along the southern boundary of the site which drains in an easterly direction to a manhole in the southeast corner of the site.
- 1.5. The lands on the eastern side of the N62 are largely undeveloped save for industrial buildings and a veterinary hospital to the south of the site. The western side of the road contains established residential development such as Cluain Glas and Marlstone Manor estates.
- 1.6. The junction of the N62 with the Jimmy Doyle Relief road is located to the southeast of the application site. The N62 continues in a northerly direction towards Templemore.

2.0 Proposed Development

- 2.1. The proposed development consists of the following;
 - (a) Construction of 60 no. residential dwelling units to comprise of
 - i) 5 no. house type G (4 bed 7 person, two storey semi-detached house)
 - ii) 11 no. house type H (3 bed 5 person, two storey semi-detached house)
 - iii) 16 no. house type K (3 bed 5 person, two storey semi detached house)
 - iv) 12 no. house type N (2 bed 4 person, two storey terraced house)
 - (b) Construction of 2 no. two storey duplex blocks each comprising
 - i) 4 no. duplex type A (2 bed 3 person unit) at ground floor level
 - ii) 4 no. duplex type B (1 bed 2 person unit) at first floor level
 - (c) Two storey detached creche building with capacity for 47 no. children.

- (d) Demolition of an existing detached bungalow and accompanying shed structure.
- (e) New vehicular entrance to the site from Brittas Road, local roads and footpaths, resident and visitor parking, creche parking and set down, bicycle parking.
- (f) 1 no. external communal bin store,
- (g) Site Landscaping and amenity areas,
- (h) Boundary treatments, lighting, drainage (the site layout plan indicates the inclusion of a pumping station in the southeast corner of the site, the existing storm water drain will be diverted and will discharge to a manhole in the south east corner of the site). The development includes for all associated site works.

This comprises Phase 1 of an overall development.

Three parcels of public open spaces are proposed.

Public Open Space 01 has a stated area of 0.18 hectares and is located to the east of the creche. A footpath through the space was included at Further Information Stage. This area of open space is primarily over-looked by Unit No.'s 1-10 to the south and Duplex No.'s 31-37 and Unit No. 22 to the east.

Public Open Space 02 has a stated area of 0.11 hectares and is located to the north of Unit No.'s 22-30. This area of open space forms part of a larger area to the north which is part of the Phase 2 residential development.

Public Open Space 03 has a stated area of 0.04 hectares and is located in the southeast corner of the site. This area of open space is proposed to contain the surface water attenuation tank and the foul water pumping station. This area is solely over-looked by Unit No. 21 and 47, each of which have a 'turn the corner' design approach.

The following documentation was received with the application along with standard drawings;

- Appropriate Assessment Screening Report prepared by Pather Ecology Ltd.
- Landscape Management and Maintenance Plan prepared by Parkhood.
- Landscape Concept Images.

- Part V Agreement in Principle.
- Design and Access Statement prepared by K-Design Studio.
- Lighting Design Phase 1 prepared by Electric Skyline.
- Engineer Report – Proposals for Foul, Surface Water Drainage, Water Supply and Roads prepared by JRA Consulting Engineers.

The following documentation was received with the further information response along with standard drawings;

- Further Information response prepared by K-Design Studio.
- Further Information response prepared by JRA Consulting Engineers.
- Road Safety Audit prepared by DBFL Consulting Engineers.
- Traffic and Transportation Assessment prepared by DBFL Consulting Engineers.

3.0 Planning Authority Decision

3.1. Decision

Tipperary County Council issued a notification to grant permission on the 12th August 2025 subject to 22 no. conditions.

Condition No. 1 – Compliance with the plans and particulars.

Condition No. 2 – Agreement under Section 96

Condition No. 3 (a) - The construction of the dwellings shall proceed in a manner ensuring that the appropriate section of access road, footpath, lighting, open space, landscaping and infrastructural services benefitting the particular dwellings shall be fully completed before those dwellings are occupied.

Condition No. 4 – Connection agreement with Uisce Eireann for public water supply and wastewater collection.

Condition No. 5 (a) – boundary treatment

Condition No. 5 (b) – Use of public open space

Condition No. 6 – Obscure glazing of bathroom windows

Condition No. 7 – Maintaining the site in a tidy manner

Condition No. 8 – Undergrounding of service cables

Condition No. 9 – Requirement upon the developer to submit a copy of the Safety File associated with the development.

Condition No. 10 – Public lighting scheme to be agreed.

Condition No. 11 – Naming to be agreed.

Condition No. 12 – Surface water drainage arrangements

Condition No. 13 – Design and construction of access roads and footpaths.

Condition No. 14 – Undertaking of demolition and construction works in an appropriate manner.

Condition No. 15 – Preparation and submission of a RWMP.

Condition No. 16 – Reuse of surplus excavated material on the site.

Condition No. 17 – Space for three wheelie bins

Condition No. 18 (a), (b) and (c) – Tree/ hedgerow protection

Condition No. 19 – Section 48 Development Contribution

Condition No. 20 - Bond

Condition No. 21 – Section 47 Agreement

Condition No. 22 – The establishment of a development specific Owners Management Company and a development specific Sinking Fund.

In considering the application, the Planning Authority sought further information in respect of a range of matters including the following;

- Revised site layout plan indicating entrance details in terms of sightlines and setback, shared pedestrian/cycle path in addition to a raised pedestrian crossing.

- A Road Safety Audit to consider the impacts of Phase 2 of the development with any recommendations to be incorporated into the development design.
A Traffic and Transport Assessment.
- A revised site layout plan to include the following;
 - Footpath to be provided through the open space area adjacent to the creche.
 - Raised tables to be installed at all internal junctions.
 - The set down for the creche is insufficient and should be increased.
 - Address the nose in parking on the southern side of the communal amenity space.
- Provide construction details for the Home Zone Area.
- Revised details in relation to surface water drainage arrangements including;
 - Incorporation of increased provision for nature-based drainage solutions,
 - Confirmation of the hydraulic loss incurred due to the proposed diversion of the stormwater pipe.
 - Clarification of ownership, maintenance and access to the diverted storm sewer.
 - Details of the adequacy and capacity of the land drain into which the storm water on site will discharge.
 - An assessment of the impact of flooding on the performance of the surface water drainage system.
- Details of boundary treatment for the dividing line between Phase 1 and Phase 2 in addition to the provision of a 2m block wall boundary along the southern and eastern boundary.
- Provide a revised set of layout plans to demonstrate consistent information between the plans on the building layouts and hard surfaced and soft surfaced areas within the development.

3.2. Planning Authority Reports

3.2.1. Planning Reports

The initial report of the Planning Officer dated 17th December 2024 set out the site location and description, the details of the proposed development, relevant planning

history and pre-planning, consultee referrals, summary of the submissions received, planning policy overview and environmental screenings in respect of EIA and AA.

The nature of the proposed development is acceptable in principle within the Zoning Objective.

The assessment considers that the density, housing mix, design and layout, quality of residential accommodation and provision of public lighting is generally acceptable.

Concern was raised in relation to the boundary treatment to the south of the site and external perimeter treatment to the area of the public open space to the southeast of the site. Details regarding the boundary treatment to separate Phase 1 and 2 was sought.

The need for a suite of consistent plans.

In respect of the road's infrastructure, concern was raised in relation to the proposed vehicular access in terms of sightlines and setback, set down for the creche facility, footpath through the open space, provision of raised tables at internal junctions, the dimensions of the 'nose in' parking to the south of the communal amenity space for the apartments, details regarding the homezone. In addition to the need for a Road Safety Audit and Traffic and Transport Assessment.

Insufficient information was submitted in relation to the surface water management and disposal arrangements.

Further Information was recommended.

The subsequent report of the Planning Officer dated 6th August 2025 considered the applicants response to the request for further information and the assessment concluded that the development would be acceptable. A grant of permission was recommended.

3.2.2. Other Technical Reports

There are two roads' reports associated with the proposed development. The report of the District Engineer notes that as the site is located within a 60kph zone, a report was required from the Roads Capital Section.

The report of the District Engineer dated 5th December 2024 recommended Further Information in relation to the following

- Sightlines
- Details of the proposed shared pedestrian/cycle path across the frontage, raised pedestrian crossing at entrance to be provided.
- Stage 1 Road Safety Audit which should also consider the impacts of Phase 2.
- Nature based solutions should be considered for incorporation.
- Confirmation of hydraulic loss incurred due to proposed diversion of the 900mm pipe. Clarification of ownership, maintenance and access to diverted storm sewer.
- Footpath to be provided through green area adjacent to the creche along pedestrian desire line -NE corner to SW corner.
- Raised tables to be installed at all internal junctions as a speed reduction measure.
- 2 no. set down areas for creche parking is not sufficient.
- Alternative design required for the 'nose in' parking on the southern side of communal amenity space.
- Tree pit design required for all trees in close proximity to roads / footpaths/ buildings and underground infrastructure.
- Estate road construction – construction details to be provided for Homezone area, surface layer of estate road to be 45mm.
- Detail of boundary treatment between Phase 1 and Phase 2.

The updated report of the District Engineer dated 25th July 2025 following review of the applicant's response to the request for Further Information raises no further objection and recommends permission be granted.

The report of the Roads Capital Section Nenagh dated 28th November 2024 can be summarised as follows.

- The assessment considered the development in respect of Surface Water, Traffic, Flooding and Lighting.

- The application details confirm that the surface water discharges to a land drain but the outflow of 50.4l/s for the 1/100-year flood event is significant. The adequacy of the capacity of the land drain was not confirmed.
- No objection raised in relation to the proposed vehicular access onto the N62.
- A sightline of 90m from a 3m set back is required for access onto the National Road in a 60km/h zone as per TII Requirements for National Secondary Roads within an Urban Area.
- No Road Safety Audit, Traffic and Transport Assessment, Flood Risk Assessment or Lighting Proposals have been provided
- The assessment recommended that Further Information be sought.

There was no updated report received from the Roads Capital Section following the applicant's response to the request for Further Information.

The Planning Authority referred the application to the following consultees, Chief Fire Officer, Housing Department and Water Services Nenagh and no reports were available.

3.3. Prescribed Bodies

3.3.1. Uisce Eireann

The submission dated 29th November 2024 can be summarised as follows;

- A Pre-Connection Enquiry was submitted and was under consideration.
- Further Information was recommended in relation to the outcome of the PCE which was requested to be submitted to the Planning Authority as part of a response to a request for Further Information.

The submission dated 4th July 2025 can be summarised as follows;

- No objection in principle.
- Confirmation of feasibility has been issued to the applicant advising that water/wastewater connections are feasible subject to upgrades.
- In relation to Water, in order to facilitate the proposed connection for the development, the UE network will have to be extended by approximately 150m

to the nearest suitable connection point with capacity for the proposed demand. UE currently has no plans to extend the network in this area. The works will be carried out by UE and the costs will be included in the applicant's connection fee.

- In relation to Wastewater, in order to accommodate the proposed connection, an upgrade to the existing Brittas Wastewater Pumping Station will be required to provide additional network capacity. UE has no plans to undertake these works and therefore the applicant will be required to contribute towards these network upgrades. The fee for these works will be calculated at a connection application stage when a revised assessment shall be undertaken to confirm the exact extent and contribution works necessary.
- Conditions are recommended for the applicant to enter into a Connection Agreement with Uisce Eireann to provide for a service connection to the public water supply and/or wastewater collection network.

3.3.2. Transport Infrastructure Ireland

The submission dated 4th July 2025 can be summarised as follows;

- Development to be undertaken in accordance with the recommendations of the Transport (Traffic) Assessment and the Road Safety Audit. Any recommendations arising from the documents should be incorporated as conditions in the permission. Any additional works required as a result of the Transport Assessment and Road Safety Audit to be funded by the developer.
- Measures shall be identified and implemented to avoid roadside parking for pick up and drop off associated with the creche.
- The Council are to ensure that all measures impacting the N62 are undertaken in accordance with TII Publications, design standards, processes, etc. including the requirement for Design Reports, where warranted, in accordance with TII Publications DN-GEO-03030.

The subsequent submission dated 24th July 2025 advises that the position remains as was set out in the letter dated 4th July 2025.

3.4. Third Party Observations

Third party submissions received by the Planning Authority can be summarised as follows;

- Concerns regarding road safety.
- No Traffic Impact Assessment and /or Road Safety Audit has been undertaken and submitted as part of the application. These should be sought as part of a request for Further Information in order to assess internal roads and the location of the site entrance in close proximity to the Jimmy Doyle relief Road in addition to the status of the N62 National Primary Route.
- Consideration should be given to not only the initial phase but also the future phase.
- Insufficient sightlines demonstrated at the entrance.
- Auto track analysis should be undertaken for internal roads.
- Internal pedestrian crossings of a concern.
- Location of parallel parking and perpendicular parking and drop off spaces for the proposed creche in such proximity to the main entrance will present a significant traffic hazard. Potential to create dangerous stacking on the N62 which would be exacerbated by substandard sightlines.
- No details regarding intended phasing.
- No Construction Resource Waste Management Plan.
- Number of dwellings have been designed to minimum standards.
- Impact to privacy and security due to inadequate height and construction of the proposed boundary along the 3rd party's property. (south of the site).
- Over-looking arising from first floor windows.
- Request a 10 foot high solid concrete block wall to ease concerns.
- The height of the Creche and House No. 1 conflict with the surrounding area.

No 3rd party submissions were received in relation to the applicant's response to the request for Further Information.

4.0 Planning History

Adjoining lands to the north

PA Ref: 2560674 – Permission granted on 9th October 2025 for the construction of 52 no. dwellings in addition to new vehicular access to the site from Brittas Road*.

*This comprises Phase 2 of the subject development. The red line of this application site extends to include for the proposed vehicular entrance from the N62, the internal access roads in addition to the public open space and pumping station indicated within the southeast corner of the subject appeal site.

Condition No. 3

- (a) The construction of the dwellings shall proceed in a manner ensuring that the appropriate section of access road, footpath, lighting, open space, landscaping and infrastructural services benefitting the particular dwellings shall be fully completed before those dwellings are occupied.
- (b) The areas proposed and permitted as public open space shall be reserved for such use and shall not be occupied by construction material or compounds.
- (c) Phasing proposals for the site, including boundary treatments to be erected between the development phases, shall be submitted for the agreement of the Planning Authority, prior to the development commencing.

REASON: In the interest of the amenities of the occupants of the proposed housing.

This decision was not the subject of an appeal to the Commission.

PL79.235792 – Permission granted for 74 no. residential units. This development included for a vehicular access onto the N62 at a more northerly location than that of the subject appeal. A foul pumping station was also included in the development approved. Furthermore, the dwelling which is proposed to be demolished as part of the subject appeal was not included in the redline of PL79.235792.

An Extension of Duration (PA Ref. 14600009) for this development was approved however this development was never commenced.

5.0 Policy Context

5.1. National

National Planning Framework, First Revision

National Policy Objective 9 – Deliver at least 30% of all new homes that are targeted in settlements other than the five Cities and their suburbs, within the existing built up footprints to ensure compact and sequential patterns of growth.

National Policy Objective 11 – Planned growth at a settlement level shall be determined at the development plan making stage. The consideration of development proposals on zoned and serviced lands shall have regard to a broader set of considerations beyond the targets such as the capacity of the receiving environment.

National Policy Objective 42 – A target for the delivery of 50,000 additional homes per annum to 2040.

National Policy Objective 43 – To prioritise the provision of new homes in locations that can support sustainable development relative to location.

5.2. Regional

Regional Spatial and Economic Strategy for the Southern Region.

RPO11 (a) Local Authorities are supported in targeting growth of more than 30% for each key town, subject to capacity analysis. The appropriate level of growth is to be determined by the Core Strategy of Development Plans.

RPO21 Refers to the overall development of Thurles and the promotion of its roles as a strategically located urban centre of significant influence in a sub-regional context. Considers that the future growth of Thurles should be planned on a phased basis to ensure there is sufficient wastewater capacity and that future growth avoids negative impacts on the nutrient sensitive River Suir.

5.3. Section 28 Ministerial Guidelines

5.3.1. Sustainable Residential Development and Compact Settlement Guidelines 2024

The guidelines expand on the higher-level policies of the National Planning Framework (NPF) in relation to the creation of settlements that are compact, attractive, liveable and well-designed. There is a focus on the renewal of settlements and on the

interaction between residential density, housing standards and placemaking to support the sustainable and compact growth of settlement.

5.3.2. Sustainable Urban Housing: Design Standards for New Apartments, 2023

These guidelines seek to achieve high quality apartment developments in terms of amenity.

5.4. Other Relevant Guidance:

- Delivering Homes, Sustaining Communities (2008) and the accompanying Best Practice Guidelines – Quality Housing for Sustainable Communities
- Design Manual for Urban Roads and Streets (2013)
- Traffic Management Guidelines
- The Planning System and Flood Risk Management Guidelines (2009)
- Irish Water, Technical Standard, Wastewater Pumping Stations and Rising Mains Document Number: IW-TEC-800-02, Revision: 1.0

5.5. Local

5.5.1. Tipperary County Development Plan

The Tipperary County Development Plan 2022-2028 is the operative plan for the area. This came into effect on 22nd August 2022.

Table 4.1 County Settlement Hierarchy

Thurles is designated as a key town

Key Towns are strategically located with important roles in delivering social and transport infrastructure, employment and economic prosperity.

Section 4.3.3 describes Thurles as being a relative compact town suitable to support a '10-minute town concept' and notes that active travel is evident. Thurles is a strategically located urban centre of significant influence in a sub-regional context. The town has excellent road and rail linkages with Limerick, Dublin and Cork.

Policy 5-2 - To facilitate residential development in accordance with the policy and objectives for residential development for towns and villages as set out in Volume 2 and in the relevant LAPs (and any review) and as set out in the relevant

Development Plan for each town and the Development Management Standards set out in Volume 3.

Policy 5-3 – Requirement to comply with Part V for residential development.

Policy 5-5 – To support the delivery of new residential development in towns and villages where the applicant has demonstrated the following;

- (a) The development shall meet the relevant Development Management Standards as set out in Volume 3.
- (b) Developments over 10 units shall be accompanied with a ‘Sustainability Statement’ and a ‘Statement of Housing Mix’.
- (c) The density and quality to accord with the Sustainable Residential Development in Urban Areas, Guidelines, (DHLGH,2009), and any amendment thereof in addition to demonstrating that opportunities for connectivity and linkages have been explored and incorporated in accordance with the 10 minute town concept.

Policy 5-7 – New residential development to accommodate a range of housing for specialised needs, including the elderly and contain appropriate mix of housing types and sizes. New housing to incorporate the principles of Lifetime Adaptable Homes and Universal Design as informed by the Statement of Housing Mix and Sustainability Statement.

Policy 5-9 – Incorporation of climate change actions and measures into new residential development to ensure minimal energy use, enhance accessibility, manage waste and support biodiversity.

Policy 6-5 – Comply with the requirements of the Childcare Facilities, Guidelines for Planning Authorities (DEHLG 2001) or any amendments thereof.

Section 12.5.2 Safeguarding the Strategic Road Network

It is a key aim of the Council to maintain and protect the safety, capacity and efficiency of national roads and associated junctions, avoiding the creation of new accesses and the intensification of existing access to national roads. New development proposals will be assessed having regard to Spatial Planning and National Roads: Guidelines for Planning Authorities (DECLG, 2012).

Figure 12.2 Identifies the N62 between Thurles and Templemore as being ‘Strategic’ between the Key Town of Thurles and the District Town of Templemore.

Policy 12-4

Maintain and protect the safety, capacity and efficiency of Tipperary’s roads network and associated junctions in accordance with the Spatial Planning and National Roads Guidelines for Planning Authorities, (DECLG, 2012) and the Trans-European Networks Regulations and to avoid the creation of additional access points to national roads to which speed limits greater than 60kmh apply.

Policy 12-6

- a) Facilitate a limited level of new accesses, or the intensified use of existing accesses to the national road network, on the approaches to, or exit from urban centres that are subject to a speed limit zone between 50kmph and 60kmph, otherwise known as the transition zone noting the provisions of TII Publication Standard DN-GEO-03084 ‘The Treatment of Transition Zones to Towns and Villages on National Roads.
- b) Such accesses will be considered where they facilitate orderly urban development and would not result in a proliferation of such entrances, leading to a diminution in the role of these transitional zones.
- c) A Road Safety Audit, prepared in accordance with the Design Manual for Roads and Bridges (TII, 2010), shall be submitted, where appropriate

Policy 15-7 – Require the provision of separate foul and surface water management systems for new developments and to incorporate nature based water sensitive urban design.

Volume 3, Appendix 6

Section 4.4.1 Residential Sustainability Statement Checklist. The purpose of this checklist is to facilitate the Council in assessing the impact of the development over 6 key areas, settlement form and character, Housing Need Demand Assessment, Capacity of community / public facilities / Retail/ Commercial / Service Uses, Wastewater and Water Services Infrastructure, Climate Action Measures.

Table 4.1 – Minimum Design Standards for Residential Schemes – this table refers to phasing, public open space, private open space, separation distances, roads

layouts, walking and cycling, public infrastructure, waste, natural and built environment, maintenance and management and density.

Section 4.7 Requires that applications for apartments will be assessed against the Design Standards for New Apartments (DHLGH, 2018) and any amendment thereof.

Section 6.1 Road Design and Visibility at a Direct Access.

Any direct access to an urban national primary or national secondary road shall comply with the visibility parameters contained in Section 4.4.5 of DMURS.

Table 6.1 X- Distance Requirements

National Roads, Regional and Local Roads – Multiple Residential – X Distance 4.5m.

Table 6.2 Design Speeds and Associated Y Distances

For 60 km/hr speed limits, Urban Non-National Road Y-Distance 72m

Section 6.2 Traffic and Transport Assessments

Require the submission of a Traffic and Transport Impact Assessment for large scale developments or developments that may impact on the carrying capacity or public safety of the road network. The minimum threshold for residential development is 200 dwellings however TTIA's will also be required where there is a 10% increase in traffic. Where it is considered that a development may have an impact on the carrying capacity of the surrounding network, a TTIA may also be required for sub threshold development.

Section 6.3 Road Safety Audits

A Road Safety Audit is an evaluation of the roads element of a development proposal from preliminary design to post construction stage with a view to promoting the highest standard of safety for all road users with an emphasis of vulnerable users. The audit identifies potential road safety issues and suggested measures to eliminate or mitigate concerns.

Table 6.4 Minimum Car Parking Standards –

- Dwelling (up to 2 bedrooms) 1 space per dwelling unit
- Dwelling (3 + bedrooms) 2 spaces per dwelling unit

- Multi Residential Unit Development 1 or 2 bed – 1 space plus 2 visitor spaces per 5 units, 3 bed or more – 2 spaces per unit plus 2 visitor spaces per 5 units.
- Creche – 1 per staff member plus 1 per 5 children

Note: Where the proposed development relates to a mixed-use development the applicant may present a case and detailed justification for 'Dual Usage' to calculate the car parking requirements of the development

Table 6.6 EV Charging Point Standards

- Residential multi-unit developments – minimum of 1 EV charge point space per five car parking spaces (ducting for every parking space shall also be provided)
- New dwellings with in curtilage car parking – Installation of appropriate infrastructure to enable installation of recharging point for EV's.
- Non-residential developments – Provide at least 1 recharging point, and a minimum of 1 space per five car parking spaces should be equipped with one fully functional EV Charging Point.

5.5.2. Thurles and Environs Local Area Plan 2024-2030

This LAP came into effect on 25th March 2024

Zoning

The existing dwelling within the subject site is zoned 'Existing Residential' while the remaining lands are zoned 'New Residential'.

The lands to the east of the application site are indicated as being 'Town Environs' with Flood Zone A and B indicated.

The lands are designated as being Tier 1 'Serviced land – existing infrastructure can support the development of the site, subject to on -site works, some minor works at access points or linking into available existing system.

Section 5.3 'Residential Development'

Within the 'Development Strategy', the lands form part of the 'Neighbourhoods North of Town Centre' which is described as being well served in terms of water and wastewater capacity. The area has good access to the town centre but could benefit from enhanced sustainable transport linkages. Noting the large proportion of the

residentially zoned lands, the Council are supportive of further appropriate residential development that provides enhanced permeability and active travel links.

Policy 5.1 – to support new development and growth in the town within the identified neighbourhoods.

Policy 5.3 – Development proposals relating to housing to be designed in accordance with ‘Universal Design’ and ‘Age Friendly’ principles.

Section 6.7.1 The Council will seek the sequential development of lands zoned for development and that provision is made for orderly expansion (Policy 6.4 also refers)

Section 6.8 – Safeguarding the Strategic Road Network, with the aim of maintaining and protecting the safety, capacity and efficiency of national roads and junctions. (Policy 6.9 also refers)

Policy 6.3 – Requires that new developments are designed to comply with DMURS.

Section 8.2.2 Thurles Public Wastewater System, Based on Uisce Eireann capacity registers, there is sufficient capacity available to the 2030 projected population for Thurles although it is noted that there will be a need for ongoing improvement works to ensure adequate separation of foul and surface water and to service lands identified for development over the life time of the LAP. Local network upgrades maybe required in some areas to provide capacity to individual sites. Such works would be customer driven.

Policy 8.2 – Support the sustainable and efficient use of the existing capacity in water services and to permit new connections to the Thurles public and waste water supply. Where local network upgrades are required, to ensure that capacity is provided to individual sites in accordance with the Uisce Eireann Connections Charging Policy.

Policy 8.3 – New development would not adversely affect a water body’s ability to meet its objectives under the Water Framework Directive.

Policy 8.4 – Integrate SuDS and nature-based solutions as part of an overall sustainable urban drainage and urban greening approach.

Policy 8.5 – To require proposals for development to comply with the requirements of the Planning System and Flood Risk Assessment Guidelines (DEHLG, 2009 and any update thereof).

5.6. Natural Heritage Designations

The proposed development is not located within or immediately adjacent to any European Site or other Natural Heritage Site.

The appeal site is located c. 666m to the southeast of the Cabragh Wetlands pNHA (001934) which are situated on the western side of the Dublin-Cork Trainline.

The appeal site is located c. 3.9km to the northeast from the Special Area of Conservation for Lower River Suir (002137).

There are no proximate Special Protected Areas to the appeal site. The Special Protected Area for Slievefelim to Silvermines Mountains (004165) is located c. 20km to the southwest.

6.0 EIA Screening

The proposed development has been subject to preliminary examination for environmental impact assessment (refer to Form 1 and Form 2 in Appendices of this report). 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 EIAR is not required.

See completed Form 1 and 2 on file.

7.0 The Appeal

7.1. Grounds of Appeal

The 3rd party appeal lodged by Dermot Ryan on behalf of Marlstone Manor Residents Association can be summarised as follows

- Acknowledges the significant need for housing, locally and nationally.
- Serious concerns in relation to road safety.
- Consider that the proposed sightlines which has been assessed in accordance with DMURS standards is not the correct application for this site.

- The entrance must be considered in totality with the intended phase 2 and future volumes of traffic it will produce.
- The location on the N62 national primary route linking Thurles to Templemore is particularly busy.
- Traffic travels at a much higher speed than the posted 60km.
- The 3km setback for the vision splay does not appear appropriate for the stacking of large volumes of traffic on the N62 either north or south bound.
- The potential for queuing on the N62 with no turning lanes into the development poses additional traffic hazard at busy times and consideration of the large number of traffic using the Jimmy Doyle Relief Road.
- Consider that a significant redesign of the proposed entrance is required to allow safe turning lanes, increased visibility distance etc.
- Notes the visibility requirements for single houses in the countryside.
- No requirement for the agreement of phasing which has the potential to allow for haphazard approach to housing completions. This is not acceptable particularly where the developer has outlined their intentions in respect of the Phase 2 development.

7.2. Applicant Response

The applicant's response to the 3rd party appeal can be summarised as follows;

- Refers to the development permitted on the Phase 2 lands to the north of the subject site.
- The development proposed under Phase 1 has undergone a full and robust planning assessment (pre-planning, initial assessment of planning application and subsequent assessment of the response to the request for further information).
- The appellants traffic concerns have been comprehensively addressed by professional evidence, and the appeal includes a technical response undertaken by DBFL to supplement the TTA and the RSA.

- The appellant does not refer to the Traffic and Transport Assessment Report or the Stage 1 Road Safety Audit Report which was submitted to the Planning Authority as part of the Further Information Request. These two reports each consider the appellants concerns in relation to traffic safety at the proposed site access.
- The technical response confirms that DMURS is the correct standard as the N62 is located within a 60km/h transition zone. Section 1.3 of DMURS states 'The principles, approaches and standards set out in this Manual apply to the design of all urban roads and streets (that is streets and roads with a speed limit of 60km/h or less'.
- The appellant contends that while being located within a 60km/h speed zone, general traffic flows at a much higher speed. No reference is made to the Traffic and Transport Assessment report which detailed the results of the independent traffic surveys on the N62.
- Reference is made to the planning history of the lands, PA Ref.09540011, (although never commenced) whereby the permitted 3 arm priority controlled junction is comparable to that of the proposed access to the subject lands. The access is also considered to be similar to that of the existing Marlstone Manor residential development with the N62 in addition to the junction of the Jimmy Doyle Relief Road with the N62 (noting that this is a higher order node on the road network).
- Visibility splays of 90m in each direction are provided, this represents double the requirement of DMURS which is 45m.
- The 3km noted in the appeal is likely erroneous, the design incorporates a 3m X distance, more conservative than the 2.4m DMURS requirement. The applicant also refers to the standards of the Tipperary County Development Plan 2022-2028 and TII Document DN-GEO-03060 which also requires a 2.4m setback (for National Roads subject STOP Controls). The larger 3m setback required by the Planning Authority provides an additional level of comfort with the larger X distance applicable to 'YIELD' rather than 'STOP' controls. The provision of DMURS compliant visibility splays (2.4m by 45m) and the demonstration that larger sightlines are also available ensures that there are no

visibility constraints at the proposed site access which is predicted to operate safely for the future design years.

- PICADY Modelling shows the junction operating at only 11% capacity in the 2041 design year with queues of less than one vehicle. A 'ghost island' is not required.
- The PICADY modelling assessed both the Phase 1 and Phase 2 development which predicts that the access junction will operate well within the capacity.
- The proposed junction has been independently modelled, audited and found to exceed all applicable standards.
- Comparison of the proposed development with a single rural dwelling with respect to sightlines are misplaced as such requirements are not applicable in this instance.
- Condition No.3 of the permission provides the security for the completion of access, services, landscaping and open space prior to the occupation of any dwellings. This would ameliorate for disorderly development.
- The applicant proposes a voluntary sub-phasing – Phase 1 (a) 21 houses and Open Space 03, Phase 1(b) 23 houses and 16 Duplex Units and Open Space 2 and Phase 1(c) Creche and final open space. A layout plan in this regard has been included. Alternatively, the applicant proposes that the Coimisiun may wish to attach a condition for phasing to be agreed with Tipperary County Council prior to commencement.
- The proposed development complies with the Tipperary County Development Plan 2022-2028, Thurles and Environs LAP 2024-2030 and the National Planning Framework and Housing for All.

7.3. Planning Authority Response

Tipperary County Council by letter dated 3rd October 2025 can be summarised as follows;

- The application was accompanied by a Road Safety Audit (Stages 1 and 2) and Traffic and Transportation Assessment. These details were examined by the

District Engineer, Roads Section and Transportation Infrastructure Ireland and no traffic safety concerns were identified. Nor was a requirement to provide turning lanes on the N62.

- No junction capacity issues were identified in the Traffic and Transportation Assessment.
- The development under PA Ref. 2460922 is Phase 1 of a larger development of the lands with PA Ref. 2560674 being the second phase.
- Condition 3 (a) was attached to the permission to ensure the appropriate section of access road, footpath, lighting, open space, landscaping and infrastructural services benefitting the particular dwellings shall be fully completed before those dwellings are occupied.
- The overall mix and quality of dwellings were considered acceptable.
- Request that An Coimisiun Pleanála upholds the decision of the Planning Authority.

7.4. **Observations**

None

7.5. **Further Responses**

None

8.0 **Assessment**

8.1. 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 visited the site, and having regard to the relevant local policies and guidance, I consider that the substantive issues in this appeal to be considered are as follows;

- Principle of the Proposed Development
- Design and Layout
- Phasing

- Access
- Water Framework Directive Screening
- Appropriate Assessment

8.2. Principle of the Proposed Development

8.2.1. The application site is located within the Thurles and Environs Local Area Plan 2024-2030. The existing dwelling is zoned as Existing Residential, and the wider site is zoned New Residential. I note that Phase 2 has been granted permission and was not the subject of an appeal.

8.2.2. I am satisfied that the development seeking permission complies with the zoning requirements and therefore the principle of development is acceptable.

8.3. Design and Layout

8.3.1. By virtue of the low-density nature of the proposal, the layout provides for a sense of openness with ease of access to 3 no. areas of public open space. The location of the duplex block within the centre of the site introduces variety and visual interest with the dwellings arranged around the southern and eastern perimeter of the site. The placement of the creche at the entrance will avoid undue nuisance within the main body of the estate while also providing for a mix of use.

The proposed dwellings have a simple design approach which will aid in the long-term integration of the development within the established pattern of development evident along Brittas Road.

8.3.2. The layout does not provide for undue residential impact in the form of over-looking, overshadowing or overbearance.

8.3.3. The overall design approach would be consistent with that of the permitted Phase 2 development on the lands to the immediate north and together with a varied but complimentary palette of finishes would establish a sense of place for future occupants.

8.3.4. As per the requirements of the Tipperary Development Plan 2022-2028, public open space provision should amount to at least 15% of the overall site area. I share the concerns raised by the Planning Authority in respect of Public Open Space Area 0.04ha located within the southeastern corner of the site in terms of location and

passive surveillance. I note that this area also contains a surface water attenuation tank in addition to a pumping station. While such inclusion may not be optimum, I also note that this infrastructure would for the most part be below ground level. The Tipperary County Development Plan 2022-2028 does not preclude the inclusion of such infrastructure in the open space. I am also satisfied that there are two larger, more accessible areas of open space that would likely be more readily utilised by the wider development.

- 8.3.5. Furthermore, the two dwellings which specifically over-look this area of open space, have a 'turn the corner' style design approach. These dwellings address the area of open space both at ground level with living areas and bedroom windows at first floor level.
- 8.3.6. Considering the above and having regard to the smaller nature of this area relative to the wider provision to the northwest and north, I am satisfied that no undue impact to the future residential amenities would arise.
- 8.3.7. The appellant refers to the concerns raised to the Planning Authority in relation to quality and standard of housing. From review of the documentation including the Housing Quality Assessment, the proposed development would generally accord with the requirements of Table 4.1 'Minimum Design Standards for Residential Schemes', Development Management Standards, Volume 3 of the Tipperary County Development Plan 2022-2028 in addition to the Sustainable Urban Housing: Design Standards for New Apartments, July 2023.
- 8.3.8. Policy 5-5 of the Tipperary County Development Plan 2022-2028 requires that the applicant demonstrates that new residential developments of 10 or more units shall be accompanied by a 'Sustainability Statement' and a 'Statement of Housing Mix'. The document entitled 'Design and Access Statement' which accompanies the application, states that the development will minimise energy efficiency usage through innovations in accessibility, layout and building design, use of materials and adaptability of floor plans of the house types for lifetimes adaptability. The statement further notes that a strong emphasis has been placed on orientation, solar design and dual aspect units to ensure a sustainable residential proposal.
- 8.3.9. The Design and Access Statement also includes a housing mix breakdown and a housing quality assessment.

8.3.10. Policy 5-5 of the Development Plan does not describe what is required to be included within the aforementioned statements and in this regard, I am satisfied that the applicant has incorporated sufficient information.

8.3.11. I am satisfied that the development represents the acceptable and orderly expansion of the town within the lands associated with the Thurles and Environs Local Area Plan 2024-2030 and is consistent with the Phase 2 permitted development and the established pattern of development on the western side of the N62.

8.4. Access and sightlines

8.4.1. I note the concerns raised by the Appellant in relation to traffic safety at the proposed new site entrance. The submission sets out concerns regarding use of DMURS, consideration of the entrance in totality with the intended Phase 2 development and the future volumes of traffic that will be produced in addition to the impacts to the Jimmy Doyle Relief Road, speed of traffic on the N62 and the set back for the vision splay is not considered appropriate. It is also submitted that the lack of turning lanes into the development poses an additional traffic hazard.

8.4.2. The Planning Authority sought Further Information in respect of a revised site layout plan with amendments required to the entrance to create a larger setback and provision of greater sightlines, in addition to a Stage 1 Road Safety Audit which was required to consider the impacts of the Phase 2 development and a Traffic and Transport Assessment.

8.4.3. The applicant provided each of the documents to the Planning Authority in response to the request for Further Information. These documents were reviewed by the District Engineer and considered to be acceptable with no further objection raised.

8.4.4. I also note that the Planning Authority has subsequently granted planning permission for Phase 2 of the residential development (lands to the immediate north) under PA Ref: 2560674. This permission approved 52 no. residential units and also included for the vehicular entrance within the redline in addition to other infrastructure works which are equivalent to those proposed under the subject application.

8.4.5. The appellant contends that the design details for the subject site entrance was assessed under DMURS and that this is not the correct application for the site.

- 8.4.6. Section 1.3 of DMURS sets out that the Manual applies to the design of all urban roads and streets, that is streets and roads with a speed limit of 60km/h or less. Exceptions are noted as being, motorways and in exceptional circumstances, certain urban roads and streets within the consent of the Sanctioning Authorities, such as Transport Infrastructure Ireland in respect of urban national roads.
- 8.4.7. I am satisfied that the use of DMURS is appropriate for use in urban areas with a speed limit of 60km/h or less however I acknowledge the exceptions and consider that the document published by TII DN-GEO-03060-03 is also relevant as it relates to accesses onto National Roads.
- 8.4.8. In this regard I refer to the characteristics of the road, the N62, being a national road and at the point of the application site is designated as being a 'Transition Zone' and I also note that while being within the 60km/h speed limit, the speed limit also transitions to 100km/h approximately 402m to the north of the application site and reduces to 50km/h c. 410m to the southwest upon entry into Thurles town.
- 8.4.9. As per DMURS, the visibility associated with a vehicular entrance within a 60km/h speed limit would be 59 metres either side at a maximum setback of 2.4m.
- 8.4.10. The Planning Authority sought the provision of sightlines of 90m from a 3m set back, which exceeds that of DMURS and that of the Tipperary County Development Plan 2022-2028 but would accord with that of the recommendations of TII DN-GEO-03060-03. I also note that a similar set-back was required under PL79.235792 (PA Ref. 09540011).
- 8.4.11. I note the applicant's response to the appeal reiterates sightlines of 45m with a 2.4m setback would be acceptable. I note that The Road Safety Audit recommended a visibility splay consistent with the design speed of the major road. The concluding recommendations set out that sightlines of 90m would be provided.
- 8.4.12. I note the requirements of DMURS however I also note the results of the speed survey which concludes that the 85% speed of the national road is 62.7km/h. Therefore, I am satisfied that sightlines of 90m with a 3m set back would be appropriate, given the character of the road and in accordance with Table 5.4 and Table 5.5 of TII DN-GEO-03060.

- 8.4.13. The applicant in response to the grounds of appeal, also refers to DMURS Advice Note 3 which sets out that 'the use of X distances longer than 2.4m is not generally recommended in urban areas. Longer X distances allow drivers to observe traffic on the major arm and to identify gaps more readily and possibly before their vehicle comes to a stop, allowing increased vehicle speeds through junction'. I also note that DMURS continues to set out 'For this reason, priority junctions in urban areas should be designed as Stop junctions and a maximum X Distance of 2.4m should be used'
- 8.4.14. Having regard to the characteristics of the road, being a transition zone on the N62, the increased speed limit (to the north), the 85% of the speed of the road, the straight alignment, in addition to the other housing developments to the north and potential future development of the LAP lands, I am satisfied that the provision of sightlines in the manner of 90m with a 3m setback are appropriate and the design which includes a stop sign and tight function radii will ensure that the junction functions safely without increased speeds through the junction. The applicant in response to the 3rd party appeal, reiterates the acceptability of the design approach of the junction.
- 8.4.15. The appellant refers to the general speed of traffic and submits that the 3km setback for vision splay does not appear appropriate for the stacking of large volumes of traffic on the N62 either north or south bound.
- 8.4.16. I would submit that the appellants reference to the setback being 3km is an error. However, I am unclear as to how the setback effects the stacking of traffic on the N62. The appellant sets out that the potential for queuing of traffic on the N62 with no turning lane into the development poses an additional traffic hazard.
- 8.4.17. I consider that the purpose of the set-back is to ensure that cars have adequate inter-visibility upon exiting the development and as such any queuing that arises would be from within the development itself.
- 8.4.18. I acknowledge the appellants concerns in respect of the busy nature of this road which links Thurles with Templemore in addition to the variety in nature of vehicles utilising the road. The appellant further contends that despite the 60km/h speed limit, general traffic flows at much higher speeds. I note that the appellant has not provided evidence to demonstrate this contention.

- 8.4.19. As per the Traffic and Transport Assessment (TTA), a traffic speed survey was undertaken on Brittas Road. This determined that the 85% speed of the road is 62.7km/h and that the average speed is 51.7km/h.
- 8.4.20. Having regard to the information contained within the assessment which has been undertaken by suitably qualified professionals, I am satisfied that the 85% of the traffic speed while more than 60km/h is not a material exceedance.
- 8.4.21. However, notwithstanding the speed of traffic, I am satisfied that the proposed development provides in excess of the minimum sightlines required and as such ensures no constraints to visibility which is confirmed by the applicant in their response. The tight radii of the junctions will also act as a traffic calming measure. Furthermore, the inclusion of a 'STOP' control at the proposed junction will also compound the robustness of the design of the entrance.
- 8.4.22. The appellant raises concerns regarding the entrance and the need for a comprehensive consideration of Phase 1 and 2 and the traffic volumes that will be produced. I note that the applicant has considered both phases as part of the transportation assessments.
- 8.4.23. The assessment considered the impact of the proposed development upon 4 junctions – Marlstone Manor / N62, Cluain Glas/N62, N62/O'Donovan Roassa Street and N62/Site Access.
- 8.4.24. Section 6.4 of the TTA assesses potential impact to the network. The document 'Traffic and Transport Assessment Guidelines 2014, published by TII states that the impact of a proposed development upon the local road network is considered material when the level of traffic it generates exceeds 10% and 5% on normal and congested networks respectively. In the event exceedance of these values are generated, this requires further consideration.
- 8.4.25. The results of the off-site junctions demonstrate levels well within the 10% threshold however the junction of the subject site with the N62 identified results more than 10% and as such further assessment was undertaken.
- 8.4.26. The applicant, in response to the 3rd party appeal sets out that the proposed junction has been tested by way of PICADY simulation with a design year of 2026 and future design years of 2031 and 2041. PICADY is referenced in the Traffic Management

Guidelines in which the model outputs a Ratio of Flow to Capacity (RFC) for each arm of the junction.

- 8.4.27. As per the Traffic and Transport Assessment Guidelines 2014, a Ratio of Flow to Capacity greater than 0.85 indicates that a junction is approaching capacity and operations above this figure is poor and deteriorates quickly.
- 8.4.28. I note that the Ratio to Flow Capacity results are well within the thresholds.
- 8.4.29. Included in the applicant's response is an initial appraisal of the evaluation of projected future traffic volumes in reference to Diagram 8.1 of the Traffic Management Guidelines. This assessment considers that a 'simple' priority junction would be more than adequate to accommodate the traffic flows arising from the proposed development.
- 8.4.30. The applicant contends that the PICADY results of Phase 1 and Phase 2 indicate that the proposed site access is predicted to operate well within capacity. This conclusion demonstrates that the provision of a right turn lane is not necessary. Having reviewed the submission, I am satisfied that the conclusions are reasonable. Section 4.4.3 of DMURS does not recommend the use of deceleration lane for left turns in speed zones of 60km/h.
- 8.4.31. The Road Safety Audit and the Traffic and Transportation Assessment as submitted to the Planning Authority in response to the request for Further Information has considered both Phase 1 and Phase 2 of the developments. In this regard, I am satisfied that this comprehensive approach to the assessment should mitigate for the concerns of the appellant.
- 8.4.32. The report of the District Engineer and TII, raised no further objection to the development and a grant of permission was recommended.
- 8.4.33. The appellant seeks to compare the difference in visibility requirements for a single dwelling in a rural area to that of a residential development in an urban area of the scale proposed. Having regard to the distinct differences, it is my opinion that the two cannot be compared. An urban area by virtue of its character, with prevailing speed limits with street lighting and relatively straight roads with traffic calming generally

would require less of a stopping distance than that of a rural road which by its nature would not have similar infrastructure to the urban area.

- 8.4.34. While the third party appeal raises issues of traffic safety and convenience, I note that this is not supported by specialist input which would contradict the detailed submissions of the first party or the assessment and conclusions of the Planning Authority.
- 8.4.35. Having regard to the above assessment, I am satisfied that the proposed entrance has been designed appropriately with adequate visibility and will operate safely within the surrounding road network without undue impact on road safety or interference with traffic flows.

8.5. Phasing

- 8.5.1. The appellant submits that there is no requirement for the agreement of phasing of the development. It is contended that the absence of sufficient phasing has the potential to enable a haphazard approach to dwelling completions which would be driven solely by sales demand.
- 8.5.2. While I acknowledge the requirements of Condition 3 associated with the permission, I consider that the wording is somewhat vague and as a result I would share the concern of the appellant to a certain degree. Notwithstanding the applicant's reference to Phase 1 and Phase 2, neither of these permissions are effectively linked or reliant on one another.
- 8.5.3. The Planning Authority in response to the concerns raised submit that the subject development forms part of a wider two-phase development, and the inclusion of Condition No. 3 is appropriate to ensure that the relevant services benefitting the particular dwellings are completed prior to the occupation.
- 8.5.4. Similarly, the applicant in response to the 3rd Party appeal also refers to the requirements of Condition No. 3 and argue that this condition is sufficient to secure the completion of all relevant access, services, landscaping and open space prior to the occupation of any dwellings. For further clarity and to allay concerns, the applicant has offered a voluntary sub phasing to include the following;

- Phase 1(a) 21 houses along the southern boundary of the site and the area of Public Open Space 03.
- Phase 1(b) 23 houses and 16 duplex units and Public Open Space 02.
- Phase 1(c) the creche and final open space.

8.5.5. I note that the Phase 2 development permitted under PA Ref: 2560674 on the adjoining lands to the immediate north, includes a similarly worded condition to condition no 3. in the subject application. The condition however is extended to include for the requirement of the applicant to submit to the Planning Authority for the written agreement, prior to the development commencing, the phasing proposals for the site.

8.5.6. The applicants sub phasing would see the construction of 21 houses with the only open space immediately provided being the area within the southeast corner of the site. As previously set out, this is not the most optimum of the three areas proposed, regard being had to the location, size, topography and the infrastructure to be contained therein.

8.5.7. In this regard I would recommend that Phase 1 (a) should also include for the provision of the main area of public open space which would have a better quality in terms of size, orientation and accessibility.

8.5.8. I am satisfied for the creche to be delivered in Phase 1(c), given that the quantum of units is below the threshold for the mandatory provision of a childcare facility. I consider that it would be onerous to require the delivery of this building in the initial phases. However, the cumulative quantum of development between the two sites will exceed the threshold for the provision of such infrastructure and it is important that this element will be delivered. Subject to such amendments, I consider that development will not be undertaken in a haphazard manner. Phasing can be dealt with by condition.

8.5.9. I welcome the applicant's proposal to address the concerns raised by the appellant in respect of phasing. I also acknowledge that the permission has a duration of 5 years for the development to be completed. An application for an extension of duration of a permission can only be granted where the development has been substantially completed or otherwise if not constructed in accordance with the plans and particulars would be unauthorised development and would be required to be remedied. I would

consider that the combination of such measures provides more certainty that the development would not be completed haphazardly.

8.6. Other Issues

- 8.6.1. As part of the request for Further Information, the Planning Authority sought the provision of consistent plans to address the inconsistencies noted by the Planning Officer. I note that the specific inconsistencies were not outlined in the report of the Planning Officer.
- 8.6.2. The Planning Authority accepted the applicant's response in relation to this concern, however I note that inconsistencies remain in relation to the layout plans prepared by JRA Consulting Engineers and those prepared by the architect, K-Design Studio.
- 8.6.3. I note that the site layout plan originally submitted to the Planning Authority on 25th October 2024 demonstrated the provision of 27 no. car parking spaces for the creche. The updated plans submitted in response to the request for Further Information demonstrates the provision of 18 no. spaces.
- 8.6.4. The layout plans prepared by JRA Consulting Engineers submitted as part of the response to the request for Further Information retains the larger parking quantum for the creche which is not reflected on the updated Site Layout Plan.
- 8.6.5. I submit that my assessment is based on the Proposed Site Layout Plan prepared by K-Design Studios and lodged with the Planning Authority on 16th June 2025 in response to the request for Further Information. This layout is consistent with that contained within the Traffic and Transport Assessment.
- 8.6.6. I do note that the site layout plan included in the Road Safety Audit does not reflect the updated plans in relation to the reduced car parking quantum for the creche. Notwithstanding the foregoing, I am satisfied that the Road Safety Audit did not raise issues with the carparking quantum associated with the creche.
- 8.6.7. The original report of the Planning Authority noted that while there would be a shortfall in visitor car parking, this could be justified in terms of the site's accessibility to Thurles by active travel modes in addition that the creche car parking could be used by visitors outside of the creche operational times.
- 8.6.8. Having considered the site layout plan submitted as part of the response to the request for Further Information, I am satisfied that the proposed development meets the

requirements of the Development Plan. I note that the parking standards are minimum however the Development Plan makes provision for 'dual usage' of spaces where the proposed development relates to a mixed use. My assessments have therefore considered the dual use of the car parking spaces associated with the creche as a rationale for the under provision of visitor car parking. I note that the Planning Authority also justified the shortfall in visitor parking against the creche parking allowance for dual usage of spaces in relation to the Phase 2 development. I acknowledge the overall shortfalls in this regard; however, I consider that visitor parking by its nature is short term. Having regard to the flexibility afforded by the Development Plan in this regard, I do not consider that the nature of the shortfall is significant to justify the use of the term 'materially contravene' in terms of normal planning practice.

8.6.9. The subject site is not located within a flood zone. As noted, the lands are within the Thurles and Environs Local Area Plan 2024-2030 which was subject to Strategic Flood Risk Assessment where it was noted that areas which are located within flood risk areas are generally not zoned for uses that vulnerable to flooding.

8.6.10. As noted previously, there is an existing storm sewer which traverses the southern boundary of the site. In the context of the proposed site layout, the existing configuration of the sewer would be within the rear gardens of the proposed dwelling No.'s 1-21. The applicant proposes to divert the storm sewer at the southwestern corner of the site (Brittas Road) to continue along the internal roadway in an easterly direction and to reconnect to the existing manhole in the southeastern corner. Stormwater will discharge via the manhole into a land drain which runs from the site boundary directly east to the River Suir with a formed headwall onto the river. Having regard to the surface water management proposals for the development, as part of the Further Information, the Planning Authority requested the applicant to demonstrate an assessment of the impact of flooding on the performance of the surface water drainage system in times of flood. In response to the request, the applicant set out that consideration was given to the Thurles Fluvial Flood Extent Map which was prepared as part of the Suir CFRAM study and that the site is outside of the identified floodplain. The Planning Authority was satisfied with the applicant's response which addressed the concerns having regard to the levels of the site and that of the dwelling with the lowest FFL (97.65 Unit 47) which would remain higher than the lowest road level (97.10) which is c. 1.5m above the 1/1000 year levels (95.426) I note that the applicant

also acknowledges that the drainage network would be under pressure and likely surcharging in the 1/1000 years event however in this instance the levels noted above would ensure little or no impact on the development. I am satisfied that the applicants response in this regard is clear and reasonable.

8.6.11. In addition to the foregoing, the Planning Authority requested further information in relation to the hydraulic loss incurred due to the proposed diversion of the 900mm pipe. A hydraulic assessment was undertaken to evaluate the impact and notes that there would be reduction in capacity of 149.7 litres per second. The applicant confirms that the diversion has been designed to operate within the acceptable hydraulic parameters and that the proposed diversion will have indiscernible impact upon the overall network. I am satisfied that the applicants response is reasonable and can conclude that the proposed development will not have an undue impact on the capacity of the network.

8.6.12. I note that the Planning Authority included a condition in relation to a Resource Waste Management Plan. I would also recommend that a condition be included to require a Construction Environmental Management Plan which would set out the intended construction practice which would also consider traffic associated with the construction process, regard had to the primary issues of the 3rd party.

8.7. Water Framework Directive Screening

8.7.1. The subject site is located c.310m to the west of the IE_SE_16S020600(Suir_060).

8.7.2. The site is situated above the Thurles IE_SE_G_158 Groundwater Body, designated as being a regionally important aquifer (RKD) with high vulnerability. The subsoil type is limestone till with well drained soils.

8.7.3. Issues in relation to water deterioration were not raised as part of the appeal.

8.7.4. I have assessed the proposed development and have 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. 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 water bodies either qualitatively or quantitatively.

8.7.5. The reason for this conclusion is as follows:

- The nature of the existing development on the site and the nature and scale of the proposed development in a serviced urban environment.
- There are no waterbodies within the site.
- The location of the site approximately 310m to the west of the River Suir and notwithstanding the surface water drainage arrangements the installation of a petrol interceptor / and infiltration prior to the discharge into the land drain which empties into the River, does not result in a direct hydrological connection.

8.7.6. I conclude that on the basis of objective information, that the proposed development will not result in a risk of deterioration of 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 and consequently can be excluded from further assessment.

9.0 AA Screening

9.1. 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 Lower River Suir SAC 002137 in view of the conservation objectives of these sites and is therefore excluded from further consideration. Appropriate Assessment is not required.

9.2. This determination is based on:

- The nature of the site being zoned land within the Thurles and Environs LAP 2024-2030 and its location within a serviced urban area with available capacity noted at Thurles WWTP (Uisce Eireann CoF state no objection subject to upgrades of the existing Brittas Wastewater Pumping Station to increase network capacity). The nature and scale of the proposed development.

- The distance to the European sites and the intervening landscape and habitats.

See Appendix 3 attached.

10.0 Recommendation

I recommend that permission be granted subject to the following conditions and reasons.

11.0 Reasons and Considerations

Having regard to the policies and objectives of the Tipperary County Development Plan 2022-2028 and the Thurles and Environs Local Area Plan 2024-2030, the pattern of existing and permitted development in the area, it is considered that the proposed development would accord with the policies and objectives of the development plan, would provide satisfactory levels of residential amenity and will integrate appropriately within the established character of the area. Furthermore the proposed development will not negatively impact on the amenities of properties or the surrounding area would provide safe vehicular access with sufficient sightlines and will not give rise to undue impact to the capacity of the adjacent junctions, and will not give rise to a risk to public health The development would therefore be in accordance with the proper planning and sustainable development of the area.

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 16th day of June 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. The development shall be carried out on a phased basis as follows:

- a) Phase 1(a) shall consist of the construction of 21 houses along the southern boundary of the site in addition to the provision of the areas of public open space identified as 01 and 03 on the Drawing entitled 'Proposed Site Layout' lodged with the Planning Authority on 16th June 2025.
- b) Phase 1(b) shall consist of the construction of the remaining 23 houses and 16 duplex units in addition to the provision of the area of public open space identified as 02 on Drawing entitled 'Proposed Site Layout' lodged with the Planning Authority on 16th June 2025.
- c) Phase 1 (c) shall consist of the construction of the creche.

Prior to commencement of any development on the subject site, plans and details in relation to the above shall be submitted to and agreed in writing with the Planning Authority.

Work on any subsequent phases shall not commence until such time as the written agreement of the planning authority is given to commence the next phase. Details of further phases shall be as agreed in writing with the planning authority.

Reason: To ensure the timely provision of services, for the benefit of the occupants of the proposed dwellings.

3. Details of the materials, colours and textures of all the external finishes to the proposed residential units and creche 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.

4. All roads and footpaths shown to adjoining lands shall be constructed up to the boundaries to provide access to adjoining lands with no obstruction including the erection of any structure which would otherwise constitute exempted development under the Planning and Development Regulations 2001, as amended. These areas shall be shown in a drawing which shall be submitted to and agreed in writing with the planning authority prior to commencement of development.

Reason: In the interest of permeability and proper planning and sustainable development.

5. 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 placenames for new residential areas.

6. The applicant, or any other person with an interest in the land to which the application relates shall, prior to the lodgement of a commencement notice within the meaning of Part II of the Building Control Regulations 1997, enter into an agreement with the planning authority under section 96 of the Planning and Development Act 2000, providing, in accordance with that section, for the matters referred to in paragraph (a) or (b) of subsection (3) of section 96.

REASON: To comply with the requirements of Part V of the Planning and Development Act 2000 (as amended).

7. The areas of public open space shown on the lodged plans shall be reserved for such use and shall be levelled, contoured, soiled, seeded, and landscaped in accordance with the detailed requirements of the planning authority. This work shall be completed before any of the dwellings are made available for occupation unless otherwise agreed with the planning authority and shall be maintained as public open space by the developer until taken in charge by the local authority. Prior to commencement of development details shall be submitted to the Planning Authority for written agreement.

Reason: In order to ensure the satisfactory development of the public open space areas, and their continued use for this purpose.

8. Boundary treatment shall be as per the details submitted to the Planning Authority on 16th June 2025 (Proposed Boundary Plan, Drawing No. 3.1.104 and Boundary Treatment Details, Drawing No. 3.1.701). Walls where provided shall be rendered on both sides.

Reason: In the interest of visual and residential amenity.

9. 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.

10. 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.

11. The management and maintenance of the proposed development following its completion shall be the responsibility of a legally constituted management company, or by the local authority in the event of the development being taken in charge. Detailed proposals in this regard shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development

Reason: To ensure the satisfactory completion and maintenance of this development.

12. (a) Prior to the commencement of any house or duplex unit in the development as permitted, the applicant or 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 houses and duplex 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 specified house or duplex unit 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.

- 13.** Drainage arrangements, including the attenuation and disposal of surface water, shall comply with the requirements of the planning authority for such works and services.

Reason: In the interest of public health and surface water management.

- 14.** Prior to the commencement of development the developer shall enter into a Connection Agreement (s) with Uisce Éireann (Irish Water) to provide for a service connection(s) to the public water supply and/or wastewater collection network. Details of the pumping station shall be agreed with Uisce Eireann.

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

- 15.** Public lighting shall be provided in accordance with 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 and shall take account of trees where applicable. 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.

- 16.** 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. All

existing over ground cables shall be relocated underground as part of the site development works.

Reason: In the interests of visual and residential amenity.

- 17.** Prior to the commencement of development, the developer or any agent acting on its behalf, shall prepare a Resource Waste Management Plan (RWMP) as set out in the EPA's Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for Construction and Demolition Projects (2021) including demonstration of proposals to adhere to best practice and protocols. The RWMP shall include specific proposals as to how the RWMP will be measured and monitored for effectiveness; these details shall be placed on the file and retained as part of the public record. The RWMP must be submitted to the planning authority for written agreement prior to the commencement of development. 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 proper planning and sustainable development.

- 18.** The construction of the development shall be managed in accordance with a Construction Management Plan, which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. This plan shall provide details of intended construction practice for the development, including:
- (a) Location of the site and materials compound(s) including area(s) identified for the storage of construction refuse;
 - (b) Location of areas for construction site offices and staff facilities;
 - (c) Details of site security fencing and hoardings;
 - (d) Details of on-site car parking facilities for site workers during the course of construction;
 - (e) Details of the timing and routing of construction traffic to and from the construction site and associated directional signage, to include proposals to facilitate the delivery of abnormal loads to the site;
 - (f) Measures to obviate queuing of construction traffic on the adjoining road

network;

(g) Measures to prevent the spillage or deposit of clay, rubble or other debris on the public road network;

(h) Alternative arrangements to be put in place for pedestrians and vehicles in the case of the closure of any public road or footpath during the course of site development works;

period;

(j) Details of appropriate mitigation measures for noise, dust and vibration, and monitoring of such levels;

(k) Containment of all construction-related fuel and oil within specially constructed bunds to ensure that fuel spillages are fully contained. Such bunds shall be roofed to exclude rainwater;

(l) Off-site disposal of construction/demolition waste and details of how it is proposed to manage excavated soil;

(m) Means to ensure that surface water run-off is controlled such that no silt or other pollutants enter local surface water sewers or drains.

(n) A record of daily checks that the works are being undertaken in accordance with the Construction Management Plan shall be available for inspection by the planning authority;

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

19. 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.

- 20.** 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 of roads, footpaths, watermains, drains, 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 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 Coimisiún Pleanála for determination.

Reason: To ensure the satisfactory completion of the development.

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.

Carol Hurley
Planning Inspector

9th February 2026

Appendix 1

EIA Pre-Screening

Case Reference	ACP-323590-25
Proposed Development Summary	Demolition of an existing dwelling. The construction of 60 no. dwellings, creche facility and vehicular access.
Development Address	Brittas Road, Thurles, 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. EIA is mandatory. No Screening required. EIAR to be requested. Discuss with ADP.	State the Class here
<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.	
<input type="checkbox"/> Yes, the proposed development is of a Class and meets/exceeds the threshold. EIA is Mandatory. No Screening Required	
<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 more than 500 dwelling units. 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.

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 type="checkbox"/>	
No <input checked="" type="checkbox"/>	Pre-screening determination conclusion remains as above (Q1 to Q3)

Inspector: _____

Date: _____

Appendix 2

EIA Preliminary Examination

Case Reference	ACP-323590-25
Proposed Development Summary	Demolition of an existing dwelling. The construction of 60 no. dwellings, creche facility and vehicular access.
Development Address	Brittas Road, Thurles, Co. Tipperary
This preliminary examination should be read with, and in the light of, the rest of the Inspector's Report attached herewith.	
<p>Characteristics of proposed development</p> <p>(In particular, the size, design, cumulation with existing/ proposed development, nature of demolition works, use of natural resources, production of waste, pollution and nuisance, risk of accidents/disasters and to human health).</p>	<p>The urban site is serviced and it is not exceptional in the context of the prevailing plot size in the area.</p> <p>A short-term construction phase would be required, and the development would not require the use of substantial natural resources or give rise to significant risk of pollution or nuisance due to its scale. The development by virtue of its type and nature does not pose a risk of major accident and/or disaster or is vulnerable to climate change.</p> <p>The operation does not pose significant risks to human health.</p> <p>The size and scale of the proposed development would not be a significant departure from the established height of the receiving environment.</p>
<p>Location of development</p> <p>(The environmental sensitivity of geographical areas likely to be affected by the development in particular existing and approved land use, abundance/capacity of natural resources, absorption capacity of natural environment e.g. wetland, coastal zones, nature reserves, European sites, densely populated areas, landscapes, sites of historic, cultural or archaeological significance).</p>	<p>The development is situated in an urban area on a site addressing the N62. The lands constitute appropriately zoned land within the Thurles and Environs Local Area Plan 2024-2030.</p> <p>The site does not contain any Protected Structures or is not located within an Architectural Conservation Area. There are no sites of archaeological significance.</p> <p>It is submitted that the localised impacts however would establish a visual change to the setting and character on the eastern side of the N62 but is not considered to be excessive.</p> <p>The development is removed from sensitive natural habitats, designated sites and landscapes of identified significance.</p>

<p>Types and characteristics of potential impacts</p> <p>(Likely significant effects on environmental parameters, magnitude and spatial extent, nature of impact, transboundary, intensity and complexity, duration, cumulative effects and opportunities for mitigation).</p>	<p>Having regard to the nature of the proposed development and demolition of the existing single storey building, on serviced lands, likely limited magnitude and spatial extent of effects and absence of in combination effects, there is no potential for significant effects on the environmental factors listed in Section 171A of the Act.</p>
Conclusion	
Likelihood of Significant Effects	Conclusion in respect of EIA
<p>There is no real likelihood of significant effects on the environment.</p>	<p>EIA is not required.</p>
<p>There is significant and realistic doubt regarding the likelihood of significant effects on the environment.</p>	
<p>There is a real likelihood of significant effects on the environment.</p>	

Inspector: _____ Date: _____

DP/ADP: _____ Date: _____

(only where Schedule 7A information or EIAR required)

Appendix 3

AA Screening Determination Template Test for likely significant effects

Screening for Appropriate Assessment Test for likely significant effects				
Step 1: Description of the project and local site characteristics				
Brief description of project	Demolition of an existing dwelling. The construction of 60 no. dwellings, creche facility and vehicular access. <ul style="list-style-type: none"> • <i>Proposed foul drainage arrangement indicates the inclusion of a pumping station in the southeast corner of the site (no concerns were raised by the Planning Authority in this regard).</i> 			
Brief description of development characteristics and potential impact mechanisms	Save for the site of the existing dwelling, the remainder of the area is greenfield in nature, bound with hedging. The rear (eastern) boundary is separated from the River Suir by c. 305m. Potential impact mechanisms included for run off during construction, the surface water disposal to the land drain which is connected to the River Suir and the pumping station. The pumping station and connection to the manhole are located in the southeast corner of the site.			
Screening report	Panther Ecology Ltd, accompanied the planning application.			
Natura Impact Statement	None.			
Relevant submissions	None.			
Step 2. Identification of relevant European sites using the Source-pathway-receptor model				
European Site (code)	Qualifying interests ¹ Link to conservation objectives (NPWS, date)	Distance from proposed development (km)	Ecological connections ²	Consider further in screening ³ Y/N
Lower River Suir SAC (002137)	Atlantic salt meadows (Glauco-Puccinellietalia maritimae) [1330]	3.8km to the south of the proposed development.	There are no watercourses on the site. The nearest watercourse is the River Suir, located	Yes

	<p>Water courses of plain to montane levels with the Ranunculion fluitantis and Callitriche-Batrachion vegetation [3260]</p> <p>Hydrophilous tall herb fringe communities of plains and of the montane to alpine levels [6430]</p> <p>Old sessile oak woods with Ilex and Blechnum in the British Isles [91A0]</p> <p>Alluvial forests with Alnus glutinosa and Fraxinus excelsior (Alno-Padion, Alnion incanae, Salicion albae) [91E0]</p> <p>Taxus baccata woods of the British Isles [91J0]</p> <p>Margaritifera margaritifera (Freshwater Pearl Mussel) [1029]</p> <p>Austropotamobius pallipes (White-clawed Crayfish) [1092]</p> <p>Petromyzon marinus (Sea Lamprey) [1095]</p> <p>Lampetra planeri (Brook Lamprey) [1096]</p> <p>Lampetra fluviatilis (River Lamprey) [1099]</p>		<p>c. 305m to the east of the development site.</p> <p>Operational surface water will be attenuated to an attenuation tank. The proposed surface water drainage network will include the installation of a hydrobrake manhole and a bypass petrol interceptor. Following attenuation and filtration surface water will be discharged to a manhole in the southeast corner of the site which will ultimately be discharged to the River Suir.</p> <p>Potential construction related surface water runoff. The presence of barriers and infiltration areas between the development site and the watercourse would minimize any potential runoff from the development into the nearby waterbodies.</p> <p>Foul Water from the operational phase will fall to the</p>	
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	<p>Alosa fallax fallax (Twaite Shad) [1103]</p> <p>Salmo salar (Salmon) [1106]</p> <p>Lutra lutra (Otter) [1355]</p>		<p>southeast corner of the site and will be subsequently pumped to the western boundary of the site along Brittas Road where it will join the main foul network and discharge into the Thurles Wastewater Treatment Plant. This plant has available capacity, according to the WWTP Capacity Register. As per Uisce Eireann COF an upgrade will be required to the Brittas Wastewater Pumping Station to provide additional network capacity.</p>	

¹ Summary description / **cross reference to NPWS website** is acceptable at this stage in the report

² Based on source-pathway-receptor: Direct/ indirect/ tentative/ none, via surface water/ ground water/ air/ use of habitats by mobile species

³if no connections: N

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

	<p>Direct: None.</p> <p>Indirect:</p> <p>Potential surface water run-off during construction and operation.</p> <p>Potential foul water network impact at operation stage.</p>	<p>Noting the contained nature of the site (serviced, defined site boundaries, the absence of direct ecological connections or pathways) the absence of a significant increased loading to Thurles WWTP and distance from receiving features connected to the European site make it highly unlikely that the proposed development could generate impacts of a magnitude that could affect habitat quality within the site for the SCI listed. Conservation objectives would not be undermined.</p>
	<p>Likelihood of significant effects from proposed development (alone): No</p>	
	<p>If No, is there likelihood of significant effects occurring in combination with other plans or projects?</p>	
<p>Step 4 Conclude if the proposed development could result in likely significant effects on a European site</p>		
<p>I conclude that the proposed development (alone) would not result in likely significant effects on the Lower River Suir SAC (002137). The proposed development would have no likely significant effect in combination with other plans and projects on any European sites. No further assessment is required for the project. No mitigation measures are required to come to these conclusions.</p>		

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 (002137) in view of the conservation objectives of these sites and is therefore excluded from further consideration. Appropriate Assessment is not required.

This determination is based on:

- The location within a serviced urban area on lands which are subject to the Thurles and Environs Local Area Plan 2024-2030 with confirmation of feasibility for foul connections subject to upgrades. The distance to the European sites.
- The screening determination of the planning authority.

Appendix 4

WFD IMPACT ASSESSMENT STAGE 1: SCREENING			
Step 1: Nature of the Project, the Site and Locality			
An Bord Pleanála ref. no.	ACP-323590-25	Townland, address	Brittas Road, Thurles, Co. Tipperary
Description of project		Construction of 60 no. dwellings and creche. Demolition of the existing dwelling on the site. The development includes for the diversion of a storm water pipe and the provision of a pumping station.	
Brief site description, relevant to WFD Screening,		The application site is located c.310m to the west of the Suir_060 (IE_SE_16S020600). This river is located within Suir_060 river sub basin. The site overlies the Thurles IE_SE_G_158 Groundwater body, a regionally important aquifer with high vulnerability. The subsoil type is Limestone Till and soils are well drained.	
Proposed surface water details		Surface water runoff from roads will discharge to bio-retention tree pits with surface waters draining to an attenuation tank and discharge into an existing storm manhole.	
Proposed water supply source & available capacity		Proposed connection to mains water supply.	

Proposed wastewater treatment system & available capacity, other issues	Foul water will be collected via a network of pipes which will drain by gravity to a new wastewater pumping station to be located in the southeast of the site which will then be connected to the foul network to the west of the site on Brittas Road by way of a rising main.
Others?	Not applicable

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	310	IE_SE_16S020600 (Suir_060)	Poor	At risk	Anthropogenic	Drainage

Groundwater waterbody		IE_SE_G_158 Thurles	Good	Not at risk	Agriculture Anthropogenic	Drainage
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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	Water body 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 and construction	IE_SE_16S020600 (Suir_060)	Storm water sewer diversion.	Release of suspended solids	Standard Construction Measures /Conditions, overall distance to the River Suir and the extent of	No	Screened Out

					infiltration areas between the development site and the watercourse.		
3.	Site Clearance and Construction	IE_SE_G_158 Thurles	Drainage	Seepage to ground water	Standard Construction Measures / Conditions	No	Screened Out
OPERATIONAL PHASE							
4.	Surface			None	Operational surface water will be attenuated to an attenuation tank. The proposed surface water drainage network will include the installation of a hydrobrake manhole and a bypass petrol interceptor.	No	Screened out

					Following attenuation and filtration surface water will be discharged to a manhole in the southeast corner of the site which will ultimately be discharged to the River Suir.		
5.	Ground			Seepage to ground water. Foul water pumping station	The pumping station would be a sealed unit below ground level and subject to design and specification in accordance with Uisce Eireann.	No	Screened out

