



An
Coimisiún
Pleanála

Inspector's Report

PL-501065-CN-26

Development

Part demolition of existing single storey Post Primary School building and construction of a mixture of 2 and 3 storey extensions to the front and side of the existing school building.

Location

Breifne College , Cootehill Road ,
Curragho, Co. Cavan

Planning Authority

Cavan County Council

Planning Authority Reg. Ref.

2560625

Applicant(s)

Cavan & Monaghan Education and
Training Board

Type of Application

Permission

Planning Authority Decision

Grant Permission + Conditions

Type of Appeal

Third Party Normal Planning Appeal

Appellant(s)

Rory Hayden

Observer(s)

None

Date of Site Inspection

26th June 2026

Inspector

Aisling MacNamara

1.0 Site Location and Description

- 1.1. The proposed development relates to the site of an existing post primary school Briefne College located within the settlement of Cavan on the R188 Cootehill Road at the northeastern outskirts of Cavan town.
- 1.2. This is a largely undeveloped area and the site is adjoined on all sides by agricultural lands and buildings and wooded areas and is bounded by the R188 to the eastern roadside boundary.

2.0 Proposed Development

- 2.1. Permission is sought for:
 - part demolition of an existing single storey 1974 post primary school building,
 - construction of a 2 and 3 storey extension to front and side of the existing school buildings which will be connected to the existing school by new link bridge at first floor level,
 - PV panel installations on the roof of the two storey element,
 - alterations and refurbishment within existing school building,
 - associated site works including new ramp and step access to proposed new entrance,
 - new 38 no. car parking spaces, 30 no. bicycle spaces, new paved courtyard social space and all associated soft and hard landscaping.

The area of the site is 5.18ha. The floor area of existing buildings is 8666sqm. The floor area of proposed works is 4687sqm. The floor area of proposed demolition works is 2022sqm. The floor area to be retained is 6644sqm.

3.0 Planning Authority Decision

3.1. Decision

By order dated 11th March 2026, the planning authority decided to grant permission subject to 27 conditions.

Condition 3 requires agreement of Construction Logistics & Traffic Plan (CLTP).

Condition 6 requires the developer to implement R188 Interface Measures and proposed clearway extensions. If post opening monitoring shows ongoing obstruction of the cycle facility, the developer shall install flexible bollards at locations to be agreed with the planning authority.

Condition 17 states that the development is to accord with submitted documentation – Traffic & Transport Assessment (CST Group, Feb 2026), Parking Management Strategy (CST Group, Feb 2026), Mobility Management Plan (CST Group, Feb 2026), Stage 1 / 2 Road Safety Audit (CST Group, Sept 2025).

Condition 18 states that the following shall be implemented in relation to parking management: staff / frontage controls, car pool priority spaces, pupil permit system, on site enforcement, overflow parking on gravel pitch for events.

Condition 19 states the developer shall undertake the following to implement the Mobility Management Plan: appoint / retain Travel Plan Co Ordinator, implement Action plan Appendix V, conduct and submit biennial survey results, submit 12 month travel plan progress statement to the Roads Design Section and planning authority.

3.2. Planning Authority Reports

3.2.1. Planning Reports

- The report of the Case Planner dated 4th December 2025 recommends further information in relation to five items.
- Further Information was requested 11th December 2025 as follows:
 - (1) Submit Asbestos Containing Materials survey and plan.
 - (2) Submit updated Traffic and Parking Assessment including (a) confirmation of the total parking provision for the entire school post extension and demonstrate compliance with CDP standards, (b) assess cumulative impact of permitted housing developments on R188 and junction performance, (c) evaluate potential effect of roadside congestion / overspill parking on junctions serving N3 and proposed mitigation measures.
 - (3) Submit Parking Management Strategy outlining measures to manage on site parking and prevent overspill parking on R188.

(4) Show how Mobility Management Plan will be implemented and monitored including biennial surveys to track modal split.

(5) Submit draft Construction Traffic Management Plan including measures to mitigate any reduction in on site parking during construction to avoid displacement onto R188.

- Response to Further Information was received on 16th February 2026.
- The report of the Case Planner dated 9th March 2026 recommends grant of permission.

3.2.2. Other Technical Reports

- Environmental Services

Report of 12/11/2025 – submit Asbestos Containing Materials survey and report.

Report of 04/03/2026 – recommended conditions to grant of permission in relation to asbestos, construction waste, avoidance of environmental pollution, waste disposal.

- Senior Executive Scientist (10/11/2025) – recommends approval subject to conditions relating to management of surface water and protection of water bodies.
- Road Design Office

Report of 03/12/2025 sets out a review of the submitted Traffic and Transport Assessment, Mobility Management Plan, Stage 1 /2 Road Safety Audit, drawings and details and recommends further information.

Report of 06/03/2025 reviews FI response and is satisfied that all FI items are addressed. Recommended conditions set out for grant of permission in relation to traffic management, parking, mobility management plan, management of construction traffic and protection of roads, R188 interface measures.

3.3. Prescribed Bodies

- Inland Fisheries Ireland (14/11/2025) – sets out general comments for protection of watercourses, minimise damage during construction, avoid damage to riparian vegetation, retain where possible native vegetation, any planting should be native species, avoid introduction of alien species, measures for protection of watercourses during construction, no mixing of storm and foul waters, only uncontaminated surface

waters to be discharged, an oil and silt interceptor trap should be installed on any surface water run off, integrate SuDS, request 5 m buffer zone to be maintained to all drains and watercourses.

3.4. Third Party Observations

One third party submission received raising issues in relation to location of application site, design, impact on residential amenity, traffic.

4.0 Planning History

4.1. There is an extensive planning history relating to the school development on the site. This is set out in the planners report. The most relevant of these is as follows:

- 14/165 – grant – permission demolish and remove existing school sports hall and changing rooms (975m²), temporary classroom accommodation, storage structures, walls, steps, fences, roads and site landscaping features including several trees adjacent to the front boundary; relocation of existing electricity pole and associated infrastructure; earthworks throughout the site; construction of a new 3-storey school building (4800m²) incorporating 26 classrooms, staff offices, PE Hall, changing facilities, gym and associated ancillary accommodation (includes a Special Needs Unit); New ESB sub-station and Gas tank. New site and landscaping works throughout including a new tiered courtyard between existing and new school buildings, paths, roads, new drop off points for cars and buses, parking for 110 cars and 8 buses and realignment of the front boundary with new front boundary wall and grass verge. The works include a new on-site traffic layout with the addition of a new entrance point to the north east of the site and the retention of the existing entrance providing an in/out traffic flow. Also included is a temporary builder's entrance during the construction works at Breffni College
- 14/280 – grant – permission to construct 1 no. single storey block of 2 no. prefabricated classrooms, and all associated site works
- 15/57 – grant – retention permission – grant - to retain existing 1 no. single storey block containing 2 no. prefabricated classrooms, and all associated site works

- 19/279 – grant - permission for alterations to existing carpark, to include for additional disabled access parking space, car parking spaces, access ramp and all ancillary works
- 19/435 – grant – permission to upgrade existing playing fields, erect flood lighting, form walking track and all associated works

5.0 Policy Context

5.1. Development Plan

Cavan County Development Plan 2022-2028.

The Cavan County Development Plan incorporating a Local Area Plan for Cavan Town, 2022 - 2028 was adopted by the elected representatives on the 30 May 2022. This Plan came into effect on the 11 July 2022

Note Proposed variation no. 1 incorporating a local area plan for Cavan Town, June 2026 –on public display from 4th June 2026 to 2nd July 2026.

“This proposed variation arises from the publication of the National Planning Framework (NPF) First Revision (2025), and the subsequent NPF Implementation: Housing Growth Requirements Guidelines for Planning Authorities (2025). Cavan County Council therefore proposes to align the Cavan County Development Plan 2022-2028 incorporating a Local Area Plan for Cavan Town with the ministerial guidelines published in accordance with Section 28 of the Planning and Development Act 2000 (as amended). This Variation will also incorporate the Compact Settlement Guidelines into the written text of the County Development Plan.

To this end it is proposed to amend the text of ‘Volume 1 – Written Statement’ of the Cavan County Development Plan incorporating a Local Area Plan for Cavan Town and to amend land use zoning maps.”

There is no proposed variation to the zoning of the subject site. The proposed core strategy table shows the population of Cavan targeted to increase from 11794 in 2022 to 12674 in 2028.

Under the current Cavan Development Plan 2022-2028, the following provisions are of relevance:

Cavan is designated a Key Town – performing a regional function being the largest town within the Cavan / Monaghan / Leitrim sub region.

Under the Core Strategy Table 11, Cavan town is projected to increase from 11794 in 2022 to 12674 in 2028.

The site is zoned Public Community where the objective is *‘Provide for and protect civic, religious, community, education, health care and social infrastructure’* and the vision is *‘Protect and provide for an inclusive county, accessible to all members of the community, facilitating the sustainable development of necessary community, health, religious, educational, social and civic infrastructure. The community zoning is important in maintaining viable and stable communities within towns’*.

Chapter 2 Settlement Strategy

2.2 Key Town Cavan – Cavan Town Local Area Plan 2022-2028

CSC 07 Provide for the expansion and development of educational, social, community and recreational facilities in the settlements.

Chapter 4 Sustainable Communities

4.15 Schools and Education Facilities

CE02 Support the provision of childcare facilities and new and refurbished schools on well located sites within or close to existing built-up areas, that meet the diverse needs of local populations.

CE07 Develop a programme for existing schools to facilitate safe walking, cycling or ease of access to public transport alternatives.

CE08 To facilitate the implementation of Department of Education programme of capital investment in schools in line with the proper planning and sustainable development of the area and in compliance with the following, or any subsequent relation publications, in terms of location, siting and design: (a) The Provision of Schools and the Planning System – A Code of Practice for Planning Authorities, Department of Environment, Heritage and Local Government, July 2008. (b) Technical Guidance Document TGD20-TGD25

Department of Education and Skills 2007 (c) Sustainable Residential Development in Urban Areas, Department of the Environment, Heritage and Local Government May 2009 (and the accompanying Urban Design Manual).

CE10 Ensure the needs of communities including education facilities are appropriately provided for in the County.

CE12 Reduce the need to travel by car to schools. Applications for extensions to an existing school or a new school must be accompanied by a sustainable travel plan. The plan should indicate how pupils will access the school and provide for sustainable modes of travel to school and encourage alternatives to the car and have regard to road safety, good design and efficiency in accordance with the Department of Environment's Code of Practice on the Provision of Schools and the Planning System July 2008.

Chapter 7 Transportation and Infrastructure

LUR03 Provide for alternative forms of transportation and associated infrastructure in order to reduce the dependency on the private car, such as public transport initiatives and infrastructure for cyclists and pedestrians.

7.3 Sustainable Transport

WC01 Promote walking and cycling as efficient, healthy and environmentally friendly modes of transport by securing the development of a network of direct, comfortable, convenient and safe cycle routes and footpaths, particularly in urban areas and in vicinity of schools.

7.4 Road Infrastructure

7.4.2 Regional and Local Roads

GR05 Promote road safety and implement traffic safety measures in conjunction with Government Departments, the Road Safety Authority and other agencies.

RLR02 Safeguard the carrying capacity and safety of the Council's regional and local road network.

RLR05 Implement the recommendations of the Design Manual for Urban Roads and Streets (DMURS 2019) in relation to urban streets and roads within the 50/60 kmph zone.

RR08 Increase the safety of children at schools by assessing safe routes to schools for school children and by the installation of traffic management measures. Require School Travel Plans to be submitted with applications by schools or colleges in accordance with actions as set out under Smarter Travel, A Sustainable Transport Future 2009-2020.

RLR09 Promote road safety measures throughout the County, including traffic calming, road signage and parking.

7.5 Mobility Management Plan

MMP01 Require Mobility Management Plans for proposed, existing and established trip intensive developments, to be submitted with applications.

7.6 Car Parking

CP 01 Require development proposals to provide adequate car parking provision and associated servicing arrangements. The specific amount of car parking will be determined according to the characteristics of the development and its location having regard to the standards set out in Table 7.4.

Table 7.4 Parking Standards

Schools (secondary)

Maximum Car Parking Requirement: 1 per teaching staff and 1 space per classroom plus circulation and off loading facilities

Bicycle Standards: 2 stands per school

Notes on Parking Standards

- *Car Parking Standards are expressed in Maximum Standards*
- *Where the parking standards shown in table 7.4 do not cover the type of development proposed, the requirement shall be calculated relative to the most appropriate standards.*
- *Car parking will be based on performance criteria that seek to achieve well-designed high-quality outcomes in order to achieve targets growth. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected.*

- *In exceptional circumstances, the Council may at their discretion accept a reduced/increased parking requirement, where the applicant has clearly demonstrated that this would not impact on road safety or traffic flow, and where it is considered to be required for the operations of the business/use concerned and is in the interests of the proper planning and sustainable development of the area.*
- *The Planning Authority will specify, in certain developments, the requirement for a number of disabled car parking spaces and a number of parent and child spaces.*
- *Parking layouts shall make provision for commercial and service vehicles depending on the type attracted to the development and should provide for manoeuvring space to enable vehicles to exit the site in forward gear.*
- *Minimum perpendicular car-parking space dimensions shall be 5 x 2.5 metres. Minimum parallel car parking space dimensions shall be 6 x 2.4 metres. Car parking design should comply with the standards set out in the publications listed in section 4.1.12.*
- *A bicycle stand comprises of a shelter with a minimum of 5 racks per stand.*

7.7 Bicycle Parking Facilities

BP01 Ensure the provision of appropriate Bicycle parking facilities as per Table 7.4 below as part of any new applications in urban areas to assist with supporting modal shift away from private cars to more sustainable modes of transport i.e. cycling, walking, public transport.

Chapter 13 Development Management

13.6.4 Schools and Education Facilities

SEF01 New developments shall be in compliance with Guidelines on The Provision of Schools and the Planning System- A Code of Practice (2008).

SEF02 Proposed applications for such facilities should include a detailed design statement including the following: | The need for school accommodation | Justification for proposed site location | Details on accessibility, including pedestrian, cycle and public transport provisions and linkages to the proposed development | Provision of adequate, secure, covered cycle facilities | Adequate and safe set down and collection areas off the public road to facilitate peak traffic movements and adequate car parking for staff | Adequate play areas for pupils, including sporting facilities | School buildings and sports facilities should

be multi functional and be available for extended community use outside of school term and daily use | Adequate signage, lighting and boundary treatments | A detailed Mobility Management Plan

SEF03 Applications for extensions to existing schools or the provision of new temporary classrooms, that increase student and staff numbers shall be accompanied by details of a complete traffic management and car parking proposal including areas for staff parking, set down areas, signage, road markings required.

SEF04 Extensions to schools will generally be accepted subject to scale, high quality design and satisfactory integration with the existing structure. School extensions should not negatively impact on adjoining amenities and amenities within the school site.

5.2. **Relevant National or Regional Policy / Ministerial Guidelines**

National Planning Framework First Revision, April 2025

National Policy Objective 41

Prioritise the alignment of targeted and planned population and employment growth with investment in; • The provision and timely delivery of childcare facilities and new and refurbished schools on well-located sites within or close to existing built-up areas, including in support of infill and brownfield development, that meet the diverse needs of local populations and act as a key enabler for housing development, thereby contributing to the development of sustainable communities

5.3. **Natural Heritage Designations**

There are no natural heritage designated sites at or within close proximity to the site. The closest sites are as follows:

- Drumkeen House Woodland pNHA located c 1.2km from the site.
- Lough Oughter And Associated Loughs SAC located c 2.3km from the site.
- Lough Oughter SPA located c 3.2km from the site.

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.

7.0 The Appeal

7.1. Grounds of Appeal

A third party appeal is received from a resident of Cootehill Road, Cavan. The key issues raised are summarised as follows:

- Visual amenity impact – inordinately and disproportionately high building relative to surrounding area and location at rural outskirts, elevated position and close proximity to R188; unacceptable design - design does not integrate with existing structure or area.
- Residential amenity – proposed extension will overlook, dominate, impact on light to his home (opposite site and the 2 acres roadside – strategic residential reserve), negatively affecting amenity, light and aspect; no consultation carried out; no consideration of alternatives.
- Traffic considerations – will exacerbate existing traffic congestion, unregulated parking and traffic hazard issues; impacts on their properties; have been number of accidents, cars parking on footpaths, cycle lanes, clearways, gateways etc; TAA report is theoretical academic analysis of junction performance; Council's Road design office raise issues; FI response is aspirational; long standing traffic issues have been raised with school and little done; teachers are not entitled to steward public road; school not entitled to erect bollards on public road; letters to parents to avoid parking on public road is not workable; Gardai do not have resources to police congestion; set down area does not have capacity for demand – results in congested pick up area / blocks cars exiting school at separate gate and reluctance to use set down; extensive private car use – serious problem, lack of regard for road safety and local amenity.

- Parking – inadequate provision – recommended 192 spaces and proposed 108 spaces - inadequate for current staff needs apart from students, visitors, parents, deliveries etc; will exacerbate traffic issues; does not comply with current recommended standards, possible on site or external solutions have not been considered.
- Inappropriate, ill conceived, erroneous proposal.
- Attachment includes photographs of existing traffic problems and letter dated April 2017 from ETB to local resident acknowledging parking issues (parking of cars along residential property verge / at entrances).

7.2. **Applicant Response in the case of a 3rd Party Appeal**

The applicant submitted a response to the appeal. The key issues raised are summarised as follows:

Visual amenity impact – The original single storey school dates from 1974 and does not adequately serve the growing population of the town and its surrounds and additional accommodation required. Single storey building would not be efficient use of valuable land. The extension ties in with existing 3 storey extension constructed in 2018. Visually attractive new school building. Constraints of site (with existing facilities) mean that this is the only viable part of the site. Part of the 1974 single storey building must remain in use necessitating the location of the new extension.

Finished in light panels, white render, vertical fins so that it integrates into surrounding area, prevents overlooking. Building set back from nearest house and road.

Many schools in the area are multi storey. The building is not high rise. The building will not impact on the appellants house by overshadowing. There are no buildings across the road from the proposed extension. This land is zoned Strategic Residential Reserve in the Cavan Town LAP 2022-2028. Detailed day lighting analysis has been carried out and resulting shadow impact diagrams show very little impact on surrounding land or properties.

Traffic congestion

Acknowledge illegal stopping on clearway causing obstruction on road and inconvenience to property owners. Is an existing situation. Matter of enforcement on the public roadway. Will address with parents of school. In agreement with local authority additional clearway

markings could be marked at neighbouring entrances and within their junction visibility envelopes together with signage.

Car pooling is being actively encouraged. Travel Plan is instrumental in changing habits 36% staff interested in car pooling. Spaces will be allocated near main entrance for car pooling.

Cycling will be pursued as alternative form of travel – 40% interested in bike to work scheme. Will monitor cycling, will increase facilities if demand is there.

To address queuing on the R188 they have proposed stewarding within the site for drop off around the rear of the building in order to prevent back up of the public road and conflict point at existing exit point. An alternative solution is to swap the entrance and exit (reversed one way system) in agreement with local authority to remove the potential conflict point – adequate junction visibility is available at the entrance to enable it to act as an exit.

During planning process erection of bollards along cycleway was discussed with local authority as possible additional measure to prevent parking.

Letter enclosed from School Principal detailing the schools on going efforts and commitment to managing / resolving traffic congestion at peak times.

The school have submitted a parking management strategy. This was subject of condition in the grant decision. Current parking provision at the school is c 95 spaces including 4 no. accessible. The proposed parking provision for the school when the extension is complete is to be 112 spaces with 4 no. accessible. As it currently stands there is adequate parking space at the school for staff and students. Parking at the front of the school is dedicated to car pooling and drop off and collection. The total number of teaching staff at the school will remain similar to current numbers. The proposed number of parking spaces is sufficient. The current situation with regard to overflow parking on the hard standing playing pitch to the south of the 2018 extension will remain.

Attachments

Site shadow study of proposed building.

Letter from Principal of Breifne College re traffic management.

7.3. Planning Authority Response

None

7.4. Observations

None

7.5. Further Responses

The appellant has submitted a further response. The appellant reiterates the objection. The response does not address the issues raised.

Visual amenity – The requirements of the school must be balanced with good planning, impact on environment, neighbours, amenity of the area. The site is not fit for purpose. No consideration given to alternative site options. No consultation with neighbours.

Submission acknowledges 'overlooking' issue to southeast. This is rural setting not suited to high building. Only one other building more than two storeys high which abuts the town. Other examples of high school buildings not relevant comparison. Complaint is not regarding overshadowing. Complaint is of overlooking, skyline intrusion/ domination and inappropriate height in proximity to their property.

Traffic congestion – Suggestions are theoretical and aspirational. Historic traffic issues. Rhetoric from CMETB. Problems have worsened with continued expansion of school. 'Habit' of illegal parking cannot be broken. There is no evidence of car pooling. There is no evidence of bike to work participation. There is an expression of interest. There is paucity of car pool spaces and bicycle spaces. Re-routing suggestion is misguided as it would only reverse the problem on R188. The issue remains that the pick up area is too short to accommodate the traffic for up to 1000 students and needs a better planned on site or offsite solution. Have never witnessed staff stewarding in the school, in the gateway or on roadway. There is inadequate parking on the site. No attempt to explore on site, off site or contiguous site solutions. Unclear why overflow parking on hardstanding is not a full time solution.

8.0 **Assessment**

Having examined the application details and all other documentation on file including all submissions received in relation to the appeal and inspected the site and having regard to relevant policies and guidance, I consider that the main issues in the appeal are as follows:

- Principle of development
- Transportation, parking and road safety
- Visual impacts
- Residential amenities

8.1. **Principle of development**

- 8.1.1. The proposed development relates to the site of an existing post primary school building Breifne College located on the Cootehill Road at the northeastern outskirts of Cavan town. The school dates to the 1970s. Part of the original building was replaced with a new three storey extension constructed in 2018 on the southern side of the site. It is now proposed to demolish part of the original single storey 1970s building on the northern part of the site and to replace it with a new 2/3 storey extension with connection to the newer school building including refurbishment, alterations and site works including additional parking. Current enrolment is 850 pupils with future enrolment expected to exceed 1000 students on completion of the additional accommodation. The existing building is not of heritage value.
- 8.1.2. Under the Cavan County Development Plan (CDP) 2022-2028 the site is located within the settlement boundary of Cavan, a Key Town performing a regional function being the largest town in this subregion. The site is located on land zoned Public Community to 'provide for and protect civic, religious, community, education, health care and social infrastructure'. The CDP contains objectives to support the development of schools facilities (CE02, CE08, SEF04, CE10).
- 8.1.3. I am satisfied that the proposed works to extend and improve the existing school are acceptable in principle and in accordance with the zoning objective.

8.2. Transportation, parking and road safety

- 8.2.1. The appellant has raised concerns that the school development is not provided with sufficient car parking to meet the needs of the existing school or that of the proposed expansion and that overflow parking associated with the school causes obstruction and hazard issues on the public road. The appellant has submitted photographs showing obstruction and congestion on the R188 at school peak hours including cars parked haphazardly along the R188 over cycleways, the footpath and at private entrances.
- 8.2.2. The site is located on the R188 Cootehill Road which is a heavily trafficked and busy road. There is a distance of c 1.6km (20 min walk) between Cavan town centre and the school. There is a distance of c 900m between the neighbourhood centre at Drumalee and the school. There is a footpath connection the length of the Cootehill Road between the school and town centre. There are cycle paths along either side of the Cootehill Road between the school and the centre. There is a bus stop pull in located along the R188 in front of the school to serve school transport. The Cootehill Road is served by a local link service serving Cavan town (Redhills via Ballyahise to Cavan town). While the site is accessible by foot, cycle and by bus, the submitted Mobility Management Plan (Travel Plan) acknowledges that 82% staff travel to the site by car and 42% of pupils travel by car.
- 8.2.3. The proposed development, altered at further information stage is as follows:

Floor area	59 classrooms 133 staff
Car parking	105 standard spaces and 5 disabled spaces (based on site layout drawing) Parking set down area Gravel pitch (available for overflow parking) EV to be installed at new upper car park
Cycle parking	30 no. cycle parking near main entrance

- 8.2.4. The CDP contains many objectives to promote active travel and to reduce private car use particularly in urban areas and in the vicinity of schools whilst also having regard to road safety, good design and efficiency (WC01, LUR03, CE12, CE07, RR08, RLR02).

- 8.2.5. Section 7.6: Car parking of the CDP sets out objectives in relation to car parking. Objective CP01 requires development to provide adequate car parking according to the characteristics of the development, its location and having regard to standards set out in Table 7.4. Table 7.4 states that 'schools (secondary)' have a maximum car parking requirement of '1 per teaching staff and 1 space per classroom plus circulation and off loading facilities'.
- 8.2.6. Under the CDP, there is a requirement for a maximum of 192 spaces. The proposed development contains 110 spaces. Table 7.4 sets out notes on parking. In exceptional circumstances, the Council may accept reduced parking where it is shown that there will not be an impact on road safety or traffic flow and where it is required for the operation of the use concerned in the interest of proper planning and development.
- 8.2.7. At further information stage, the applicant submitted an updated Traffic and Transport Assessment. The assessment considered the impact of the proposed development on the surrounding road junctions. The assessment considered the impact on four junctions – (i) R188 /L6030Drumbo/N3 Crossroad, (ii) R188 /N3 T junction, (iii) R188/ Breifne College exit T junction, (iv) R188/ Breifne College entrance T junction. Baseline traffic count surveys were carried out on Tuesday 2nd September 2025 from 7am to 7pm whilst regular school was underway. Trips generated by the proposed extension are based on TRICS. The predicted development traffic was added to the existing flows at the junctions as well as traffic growth figures up to a design year of 2043 and cumulative development from nearby permitted housing. The analysis demonstrates that all four junctions analysed are predicted to operate below recommended capacity (85%) both with and without proposed development up to 2043 during AM and PM peak hours.
- 8.2.8. The applicant has submitted a Stage 1/2 Road Safety Audit and confirmation that recommendations were accepted.
- 8.2.9. The applicant submitted a Parking Management Strategy at further information stage setting out proposals for the management of parking on the site. It includes a range of measures to reduce car use and manage internal parking including the provision of car pooling spaces near the main door, the introduction of a permit based system for students, potential clamping, stewarding to direct drop off / collections to rear of school, use of the gravel playing pitch for certain events for overflow parking and notices to parents etc.

- 8.2.10. At further information stage, the applicant submitted an updated Mobility Management Plan (Travel Plan). The primary objective of the Travel Plan is to influence the modal split to reduce the number of sole occupant car based journeys to and from the site. It contains an Action Plan and measures to encourage and incentivise reduced car use, increased walking etc.
- 8.2.11. In relation to cycling, under the CDP, there is a requirement for 2 stands (a bicycle stand comprises a shelter with a minimum of 5 racks per stand). The Proposed Site Utilities Services drawing shows 30 no. cycle parking near the new entrance. This is in accordance with the quantity requirements of the CDP.
- 8.2.12. It is clear that unregulated parking along the R188 associated with the existing school is causing disruption to existing road users, resulting in traffic hazard and obstruction and is impeding the use of the footpaths and cycleways for those wishing to travel to and from the school this way. This is a pre existing issue. The school have acknowledged the issue and have proposed additional measures on the R188 to prevent illegal parking including the extension of clearways at entry and exit junctions and bollards on cycleway – condition no. 6 of the planning authority's decision relates. The introduction of new measures such as bollards would prevent parking on the road. Furthermore, I note that the enforcement of illegal parking on the public road is a matter for the relevant authorities responsible for the public road.
- 8.2.13. The report of the Council's Roads Design Office indicates that the Council's Road Section is satisfied with the proposals subject to conditions.
- 8.2.14. Having regard to the totality of the information submitted including the TTA which shows that the roads have capacity for the proposed intensification of use, the submitted Road Safety Audit, the proposed measures (including bollards, extension of clearways) to prevent obstruction of the public road, the proposed new measures to reduce car use and to better manage on site parking and circulation, including the reasonable feasibility that travel to the site can be undertaken by walking, cycling and bus, I am satisfied that the applicant has shown that the proposal can be accommodated without resulting in significant new adverse impacts for road safety and traffic flow.
- 8.2.15. The school extension is required for the improvement of the school. The proposal to refurbish and extend the school building will provide for the needs of the existing population including future housing growth noting that Cavan is a Key Town.

- 8.2.16. Having regard to the above, I am satisfied that the proposal to provide reduced parking on the site is acceptable and that the proposal is in accordance with objective CP01.
- 8.2.17. I am satisfied that the proposal is in accordance with objectives for the sustainable management of traffic and parking at schools including WC01, LUR03, CE12, CE07, RR08 and RLR02.
- 8.2.18. Should permission be granted, it is recommended that a condition be attached requiring the submission of details and drawings for the agreement of the planning authority in relation to layout and management of on site car parking and circulation, measures to prevent parking obstruction on the public road and final design drawings of the cycle facilities.
- 8.2.19. The applicant has put forward the option of reversing the existing entry and exit points to the school and reversing the internal traffic system on the school grounds. This would require investigation of sightlines and the input of the Council's roads section. I do not consider that this is within the scope of the current proposal.

8.3. **Visual impacts**

- 8.3.1. The appellant raises concerns that the proposed building would adversely impact on visual amenities.
- 8.3.2. Whilst this area is somewhat undeveloped and has semi urban rural character, the site is located within the settlement boundary. The school building is elevated along the road and addresses the road. It is set back from the roadside boundary. Due to the location, height and scale of the school, the school makes a strong visual impression upon entering the town along the regional road from the north.
- 8.3.3. Objective SEF04 states that extensions to schools will generally be accepted subject to scale, high quality design and satisfactory integration with the existing structure.
- 8.3.4. It is proposed to construct an extension over the footprint of the existing single storey building to be demolished. It is proposed to construct a part two storey and part three storey extension. The three storey block addresses the R188. The extension is designed to link with the existing building and to wrap around the existing footprint with introduction of new internal courtyard. The proposed extension has a maximum ground to ridge height of 14m and due to ground level differences rises 15.5m from ground level and steps above the height of the existing three storey block by c 5.4m. The building is finished in panels of

light grey render, white render, curtain wall glazing and timber fins and is typical flat roofed contemporary school design.

- 8.3.5. The applicant has submitted an Architectural Design Statement and photomontages illustrating the appearance and visual impact of the proposed building.
- 8.3.6. The existing building is of three storey height and I am satisfied that the proposed three storey extension will integrate with the existing building. The mass, architectural form and finishes all integrate with that of the existing building. This is not a sensitive streetscape or landscape and there are no heritage features impacted by the development. I am satisfied that it can be integrated into the surrounding area without adversely impacting on the visual amenities of the area. I am satisfied that the proposal is in accordance with objective SEF04 of the CDP.

8.4. Residential amenities

- 8.4.1. The appellant raises concerns in relation to the bulk and height of the building which is detrimental to their residential amenity.
- 8.4.2. There are no residential properties flanking the rear or northern and southern side boundaries of the existing school. The closest residential properties are located on the opposite side of the R188 to the southeast (the appellants dwelling is c 67m from the proposed works) and northeast of the proposed extension. These are single detached dwellings well screened from the road by existing vegetated roadside boundaries and gardens.
- 8.4.3. Having regard to the separation distance between the extension and the existing properties including the location, height, design and scale of the proposed works, I do not consider that the proposed development would result in significant visual intrusion, overlooking or overshadowing impacts which would seriously compromise the residential amenity of adjoining properties.

9.0 AA Screening

- 9.1. I have considered the proposed development in light of the requirements of S177U of the Planning and Development Act 2000 as amended.
- 9.2. The subject site is located c 2.3km from the Lough Oughter and Associated Loughs SAC and c 3.2km from Lough Oughter SPA.

- 9.3. A screening assessment report was submitted by the applicant. The screening report identified that these two sites are within the zone of influence. The potential for impacts to European sites as a result of the proposed development such as potential water quality impacts, introduction of invasive species, habitat destruction and impacts from noise and dust were considered and the level of risk assessed. It was considered that there would be no potential for any likely significant effect on the qualifying interests / special conservation interests of these European sites during both the construction or operational phase of development and Natura Impact Statement is not required.
- 9.4. The planning authority concluded that there will be no significant effects arising from the proposed development either alone or in combination with other plans or projects.
- 9.5. Having considered the nature, scale and location of the proposed development, I am satisfied that it can be eliminated from further assessment because it could not have any effect on a European site.
- 9.6. The reason for this conclusion is as follows:
- nature and scale of works (extension to existing development),
 - distance to the European site network,
 - taking account of the submitted screening assessment report,
 - the lack of any significant hydrological or ecological pathways to the European site network.
- 9.7. I conclude, on the basis of objective information, that the proposed development would not have a likely significant effect on any European site either alone or in combination with other plans or projects.
- 9.8. Likely significant effects are excluded and therefore Appropriate Assessment (under Section 177V of the Planning and Development Act 2000) is not required.

10.0 Water Framework Directive

- 10.1. An assessment of the proposed development has been undertaken in accordance with Article 4 of the EU Water Framework Directive (2000/60/EC), as transposed by the European Communities (Water Policy) Regulations 2003, as amended and River Basin Management plan – Water Action Plan 2024.

- 10.2. The site is located in the WFD Erne catchment and Cavan_SC_010 sub catchment. The southern corner of the site is located a number of meters from the Cavan_010 river (poor, at risk). The site overlays the Cavan groundwater body (good, not at risk).
- 10.3. Inland Fisheries submitted a report on the application providing recommendations for the protection of the river.
- 10.4. The receiving water has been identified and assessed, see attached appendix. Having regard to the nature, scale and location of the proposed development and the mitigation measures incorporated into the design, it is concluded that the proposed development will not:
- result in deterioration of the ecological, chemical or quantitative status of any relevant surface water or groundwater body,
 - increase pollutant loading or alter the hydrological regime of any receiving watercourse,
 - prevent or impeded achievement of environmental objectives under the River Basin Masin Management Plan.
- 10.5. Any residual risks are capable of being addressed through the proposed drainage measures and Construction Environmental Management Plan.
- 10.6. The proposed development is considered to be in compliance with the requirements of Article 4 of the Water Framework Directive.

11.0 Recommendation

I recommend permission be granted.

12.0 Reasons and Considerations

Having regard to the provisions of the Cavan County Development Plan 2022-2028 including the location of the site on lands zoned Public Community to 'provide for and protect civic, religious, community, education, health care and social infrastructure' and objective SEF04 to generally accept extensions to schools subject to satisfactory design and no negative impact on amenities, CE08 to facilitate the implementation of the Department of Education programme of capital investment in schools in line with proper planning and sustainable development of the area , CE12 to reduce travel to schools by

cars and WC01 to promote walking and cycling in the vicinity of schools, it is considered that, subject to compliance with the conditions set out below, the proposed development would not adversely affect the residential or visual amenities of the area and would not give rise to the creation of traffic hazard or obstruction of road users. The proposed development would therefore be in accordance with the proper planning and sustainable development of the area.

13.0 Conditions

1	The development shall be carried out and completed in accordance with the plans and particulars lodged with the application, as amended by the further plans and particulars received by the planning authority on 16th February 2026, 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 and operated in accordance with the provisions of the Mobility Management Plan (Travel Plan) submitted to the planning authority on 6th February 2026. The specific measures detailed in the 'Action Plan' and section 8 of the MMP to achieve the objectives and modal split targets for the development shall be implemented in full upon first occupation of the development. The developer shall undertake an annual monitoring exercise to the satisfaction of the planning authority for the first five years following first occupation of the development and shall submit the results to the planning authority for consideration and placement on the public file.

	Reason: To achieve a reasonable modal split in transport and travel patterns in the interest of sustainable development.
3	Prior to commencement of development, the following shall be submitted to and agreed in writing with the planning authority: (a) Details and drawings of physical measures (to include bollards along cycleways, road markings, clearway extension, signage or other measures) at all locations on the R188 road required to prevent obstruction of the carriageway, cycleway, footpaths and private entrances caused by the parking of vehicles on the road. The location and design of measures shall be to the specification of the Council's Road Design Office. (b) A layout plan showing the allocation of spaces for different user groups and car pool priority spaces including car parking marking and signage and details for the management of car parking on the school site including the implementation of a permit system for car parking and arrangements for the enforcement of the car parking system. (c) A plan and detailed drawings for the management of traffic to and from the school site including details of the internal circulation system for set down drop off and collection, signage and marking. (d) A dedicated facility of permanent construction for safe and secure cycle parking for 30 cycles. Prior to occupation of the extension, the developer shall submit written and photographic evidence confirming that the agreed works and measures have been carried out. The extension shall not be occupied until the planning authority has confirmed in writing that the required works and measures have been carried out to their satisfaction.

	Reason: In the interest of sustainable transport and road safety.
4	A comprehensive landscaping scheme shall be submitted to and agreed in writing with the planning authority, prior to commencement of development. This scheme shall include the following:- (a) details of all proposed hard surface and/or permeable surface finishes, including samples of proposed paving slabs/materials for footpaths, kerbing and road surfaces within the development; (b) proposed locations of trees and other landscape planting in the development, including details of proposed species and settings; The landscaping shall be carried out in accordance with the agreed scheme. Reason: In the interest of visual amenity.
5	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.
6	(a) All foul sewage and soiled water shall be discharged to the public foul sewer. (b) Only clean, uncontaminated storm water shall be discharged to the surface water drainage system. Reason: In the interest of public health.
7	Silt traps shall be provided on all surface water drainage channels. Details in this regard shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.

	Reason: To prevent water pollution.
8	Prior to the commencement of development the developer shall enter into updated connection agreements with Uisce Éireann to provide for the service connection(s) to the public water supply and/or wastewater collection network. Reason: In the interest of public health and to ensure adequate water/wastewater facilities.
9	Site development and building works shall be carried out between the hours of 0700 to 1900 Mondays to Fridays inclusive, between 0800 to 1400 on Saturdays and not at all on Sundays and public holidays. Deviation from these times shall only be allowed in exceptional circumstances where prior written agreement has been received from the planning authority. Reason: To safeguard the amenity of property in the vicinity.
10	The construction of the development shall be managed in accordance with a Construction and Environmental 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; (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.
11	Prior to commencement of development, 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) shall be prepared and submitted to the planning authority for written agreement. The RWMP shall include specific proposals as to how the RWMP will be measured and monitored for effectiveness. All records (including for waste and all resources) pursuant to the agreed RWMP shall be made available for inspection at the site office at all times. Reason: In the interest of reducing waste and encouraging recycling.

12	Asbestos containing materials shall be managed in accordance with the Refurbishment / Demolition Survey report recommendations submitted with the application. Reason: In the interest of public health.
13	The developer shall pay to the planning authority a financial contribution in respect of public infrastructure and facilities benefiting development in the area of the planning authority that is provided or intended to be provided by or on behalf of the authority in accordance with the terms of the Development Contribution Scheme made under section 48 of the Planning and Development Act 2000, as amended. The contribution shall be paid prior to commencement of development or in such phased payments as the planning authority may facilitate and shall be subject to any applicable indexation provisions of the Scheme at the time of payment. Details of the application of the terms of the Scheme shall be agreed between the planning authority and the developer or, in default of such agreement, the matter shall be referred to An Bord Pleanála to determine the proper application of the terms of the Scheme. Reason: It is a requirement of the Planning and Development Act 2000, as amended, that a condition requiring a contribution in accordance with the Development Contribution Scheme made under section 48 of the Act be applied to the permission.

I confirm that this report represents my professional planning assessment, judgement and opinion on the matter assigned to me and that no person has influenced or sought to influence me, directly or indirectly, following my professional assessment and recommendation set out in my report in an improper or inappropriate way.

Aisling Mac Namara
Planning Inspector

9th July 2026

Appendix 1: Form 1 - EIA Pre-Screening

Case Reference	501065
Proposed Development Summary	Part demolition of existing single storey Post Primary School building and construction of a mixture of 2 and 3 storey extensions to the front and side of the existing school building.
Development Address	Breifne College , Cootehill Road , Curragho, Co. Cavan
	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)	☒ Yes, it is a 'Project'. Proceed to Q2. ☐ 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)?	
☐ Yes, it is a Class specified in Part 1. EIA is mandatory. No Screening required. EIAR to be requested.	State the Class here
☒ 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?	
☐ 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.	

☐ Yes, the proposed development is of a Class and meets/exceeds the threshold. EIA is Mandatory. No Screening Required	
☒ 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)	Schedule 5, Part 2, 10 (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 ☐	Screening Determination required (Complete Form 3)
No ☒	Pre-screening determination conclusion remains as above (Q1 to Q3)

Inspector: _____ Date: _____

Appendix 2: Form 2 - EIA Preliminary Examination

Case Reference	501065
Proposed Development Summary	Part demolition of existing single storey Post Primary School building and construction of a mixture of 2 and 3 storey extensions to the front and side of the existing school building.
Development Address	Breifne College, Cootehill Road , Curragho, Co. Cavan
This preliminary examination should be read with, and in the light of, the rest of the Inspector's Report attached herewith.	
Characteristics of proposed development (In particular, the size, design, cumulation with existing/ proposed development, nature of demolition works, use of natural resources, production of waste, pollution and nuisance, risk of accidents/disasters and to human health).	- Proposed school use is compatible with the existing school on the site and compatible with existing urban development in the area. - Modest size and intensity of development - No substantial use of natural resources - Modest production of waste (plan for asbestos) - No significant risk of pollution or nuisance - No significant risk of accidents / disasters or vulnerability to climate change - No risk to human health
Location of development (The environmental sensitivity of geographical areas likely to be affected by the development in particular existing and approved land use, abundance/capacity of natural resources, absorption capacity of natural environment e.g. wetland, coastal zones, nature reserves, European sites, densely populated areas, landscapes, sites of historic, cultural or archaeological significance).	- Urban area - No rivers on site – river close to southern boundary. - Local ecology only on site (existing school site). - Removed from designated heritage sites. - No significant impact on natural habitats - No built heritage on site - No significant impact on significant landscapes.
Types and characteristics of potential impacts (Likely significant effects on environmental parameters, magnitude and spatial extent, nature of impact, transboundary, intensity and complexity, duration, cumulative effects and opportunities for mitigation).	Having regard to the following: - Modest size and schools nature of the development proposal - lack of significant environmental sensitivities on the subject site, - limited magnitude and spatial extent of effects - absence of in combination effects there is no potential for significant effects on the environmental factors listed in section 171A of the Act.
Conclusion	

Likelihood of Significant Effects	Conclusion in respect of EIA
There is no real likelihood of significant effects on the environment. x	EIA is not required.

Inspector: _____ **Date:** _____

DP/ADP: _____ **Date:** _____

(only where Schedule 7A information or EIAR required)

Appendix 3: Water Framework Directive Screening

WFD IMPACT ASSESSMENT STAGE 1: SCREENING			
Step 1: Nature of the Project, the Site and Locality			
An Bord Pleanála ref. no.	501065	Townland, address	Breifne College , Cootehill Road , Curragho, Co. Cavan
Description of project		Part demolition of existing single storey Post Primary School building and construction of a mixture of 2 and 3 storey extensions to the front and side of the existing school building.	
Brief site description, relevant to WFD Screening		No surface water bodies on site. Kinnypottle stream runs along southern corner of site at road.	
Proposed surface water details		SuDS and to existing surface water network connecting to surface water access to Cootehill Road.	
Proposed water supply source & available capacity		Existing public main Uisce Eireann confirmation of feasibility, 11April 2024 – water connection feasible without infrastructure upgrade	
Proposed wastewater treatment system & available capacity		Existing public sewer to Cavan WWTP – spare capacity available (Wastewater Treatment Capacity Register, April 2026) Uisce Eireann confirmation of feasibility, 11April 2024 – wastewater connection feasible without infrastructure upgrade. Connection proposed to existing private pumping station within the site. There is an existing rising main running through the site. Any works in close proximity that will inhibit access for maintenance will not be allowed. The layout must ensure that the pipe is protected and separation provided. Alternatively enter diversion agreement with UE for pipe diversion. Wayleave for benefit of UE required over the pipe.	
Other issues		. Not in flood zone	

Step 2: Identification of relevant water bodies and Step 3: S-P-R connection

Identified water body	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) Consider all phases	Mitigation measures proposed	Is mitigation sufficient? Will there be any residual impacts?
River	CAVAN_010 (c7m from site)	poor	At risk	River agriculture River Urban Run Off Pressures	Construction	Construction and Demolition Management Plan	No residual impact
					Operational surface water to soakpits and connection to surface water network to Cootehill Road (river)	SuDS to BRE 365 and Greater Dublin Strategic Drainage Study (GDSDS) (calculations, infiltration tests carried out)	No residual impact
Ground	Cavan	Good	Not at risk	-	Construction	Construction and Demolition Management Plan	No residual impact
					Operational – surface water to soakpits and connection	SuDS to BRE 365 and Greater Dublin Strategic Drainage Study (GDSDS) (calculations, infiltration tests carried out)	No residual impact

					to surface water network to Cootehill Road (river)		
					Operational public sewer	Cavan WWTP discharges to Cavan River. The WWTP has capacity. Foul sewer to connect to private pumping station (within site) which is to be improved to provide additional capacity.	No residual impact