



An
Coimisiún
Pleanála

Inspector's Report PL-501213-KY-26

Development	Provision of carparking, vehicular access and associated site works.
Location	Oakpark Medical Centre, Oakpark Road, Cloondara/Lisbeg, Tralee, Co. Kerry
Planning Authority	Kerry County Council
Planning Authority Reg. Ref.	25158
Applicant(s)	Leahy Pharmacy Holdings Ltd.
Type of Application	Permission
Planning Authority Decision	Grant Permission + Conditions
Type of Appeal	Third Party Normal Planning Appeal
Appellant(s)	Michael Crowley James and Fiona Morris
Observer(s)	None
Date of Site Inspection	16 th July 2026
Inspector	Matthew McRedmond

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1.0 Site Location and Description

- 1.1. The subject site is given as an overall area of 2.66 hectares and is located at Oakpark Medical Centre and Pharmacy, approximately 600m north of Tralee town centre, at Cloondara/Lisbeg, Oakpark Road. The site is located to the southeast of Oakpark Road (R878), including land to the rear of the Oakpark Medical Centre that fronts on to Cloondara/Lisbeg roads, also the southeast. A public laneway bounds the site to the southwest.
- 1.2. The site is an irregular shape and includes the existing carpark and proposed extension to vacant lands to the south/southeast. The surrounding area is generally characterised by residential development with a convenience shop located on the opposite side of the R878.

2.0 Proposed Development

- 2.1. The proposed development consists of reconfiguration of an existing car park and extension to provide additional car parking spaces to serve the existing medical centre and pharmacy. The existing car park has 17no. spaces, which will be reconfigured to 11no. in the proposed development, with 36no. new car parking spaces in the extended car parking area to the rear. This will provide a total of 47no. car parking spaces including 2no. e-parking spaces and 2no. accessible spaces. The proposal was reduced to 45no. spaces at FI stage to provide additional landscaping and drainage details. Access will be provided via the rear of the existing car park with a new entry/exit proposed to Lisbeg (road) to the rear.
- 2.2. The existing 2.3m high boundary wall to Lisbeg to the rear will be reduced to a 1m height 5m either side of the entrance to allow for sightlines and the proposed entrance will include security gates that will be fixed open during operational times and locked at all other times.

3.0 Planning Authority Decision

3.1. Decision

- 3.1.1. The Planning authority granted permission for the proposed development on the 1st April 2026, subject to 5no. standard conditions.
- 3.1.2. Condition 2 requires revised proposals for a pedestrian path from the pedestrian path within the site to Cloonalour Estate (L6711).
- 3.1.3. Condition 4(a) requires the provision of an uncontrolled pedestrian crossing at the proposed new entrance, Condition 4(b) requires implementation of all recommendations included within the Traffic and Transport Assessment (TTA) and Road Safety Audit (RSA)

3.2. Planning Authority Reports

3.2.1. Planning Reports

The Planning Authority (PA) Planner's Report had regard to the planning history of the site, the location of the proposal and the local planning context applicable to the proposed development. The main points of the PA Planner's assessment can be summarised as follows:

- Surface car parking is open for consideration under the 'Existing Residential' land use zoning of the Tralee Settlement Plan that has been incorporated into the Kerry County Development Plan 2022-2028 as variation No. 1.
- The proposed surface car park and access to Oakpark Road and Cloondara/Lisbeg is acceptable to Kerry County Council (KCC) Roads unit. Proposal is accompanied by a TTA and RSA.
- Proposed and existing car parking standards are in line with required number of spaces and includes EV, Accessible spaces and bike parking.
- Proposal will not have a visual impact but further landscape planting at the southern entrance is advised.
- Proposal would not have an impact on residential amenity.
- Further information required in relation to coastal flooding and marine.

- Further information required in relation to gated access requirements, boundary treatments, provision of an existing site layout and nature based attenuation proposals, additional landscaping and proposed lighting.

Further Information Response

3.2.2. The applicant provided a further information response that included the following details:

- Storm water assessment including details of drainage proposals such as soakaway, tree pit, gulleys and linear channels. Soakaway testing has also been provided.
- Landscape design proposal
- Revised Car parking calculation details in relation to staff numbers for pharmacy and medical centre separately.
- Updated site layout plan including existing and proposed boundary treatments. Confirmation that security gates are proposed and will be locked outside of opening times.

Planning Authority Response to Further Information

3.2.3. Reduction in car parking spaces from 41no. to 39no. is noted, and not reduced from 47 to 45 as stated. Landscaping can be further clarified by way of condition. Stormwater proposals acceptable. Boundary treatments and gated access acceptable. Recommended to grant permission subject to conditions.

3.2.4. Other Technical Reports

- Chief Fire Officer – No objections to proposal.
- Flooding Coastal and Marine Unit – Further information required in relation to storm water assessment to allow for climate change, provide soakaway test results and maintenance plan for permeable paving. This further information submitted by applicant was considered acceptable.
- Roads and Transportation Department - No objection subject to roads conditions.

3.3. Prescribed Bodies

3.3.1. None on file.

3.4. Third Party Observations

3.4.1. There were a number of third-party submissions in relation to the subject proposal. The main issues can be taken as summarised in the PA Planner's Report. The primary issues may be categorised as follows:

- Traffic and Transport impacts including increased traffic in a residential area
- Proposal not consistent with zoning of site
- Loss of public realm
- Impacts on character of residential area
- Support for proposal in relation to requirement for additional facilities.
- Requirement for pedestrian path connections

4.0 Planning History

4.1.1. **Kerry County Council (KCC)Ref. 221240:** Permission granted for revisions to Summerville House and provision of car parking at the subject site. The car parking was not included in the final grant of permission.

4.1.2. **KCC Ref. 161173:** Retention permission granted for change of use from medical centre to pharmacy and changes to front elevation to provide new entrance.

4.1.3. **KCC Ref. 08307741:** Change of use of dwelling to medical centre and all associated site works.

5.0 Policy Context

5.1. National and Regional Planning Policy

5.1.1. The National Planning Framework (NPF) is the Government's high-level strategic plan for shaping the future growth and development of the country to the year 2040.

5.1.2. The NPF contains several policy objectives that articulate the delivery of healthy communities as follows:

- **Section 6.2 Healthy Communities** - Sláintecare and a universal health and social care system is the overarching vision and policy direction for Ireland's healthcare system. The objective is that everyone has access to "the right care, in the right place and at the right time".

5.1.3. Within the RSES for the Southern Region Section 7.1.2 relates to Healthy Communities, and the following Regional Policy Objectives are relevant:

- **RPO 117 Childcare, Education, and Health Services** - It is an objective to improve access to quality childcare, education, and health services through initiatives and projects under the National Development Plan, alignment with Healthy Ireland and support development of outreach and community services for an expanding and ageing population.

5.2. **Design Manual for Urban Roads and Streets (DMURS), DoTTS, March 2013**

5.2.1. In terms of the design of the proposed development, including the entrance and access to the site, it is a requirement that they be considered against the Design Manual for Urban Roads and Streets (DMURS), DoTTS, March 2013. This Manual replaces DMRB in respect of all urban roads and streets and it does not differentiate between public and private urban streets, where a 60kph speed limit or less applies. The implementation of DMURS is obligatory and divergence from same requires written consent from relevant sanctioning authority (NRA, NTA or DTT&S). The Manual seeks to address street design within urban areas (i.e. cities, towns and villages) and it sets out an integrated design approach. Section 2.2.2 of the Manual addresses user priorities, that places pedestrians at the top of the user hierarchy. The need for walkable communities is provided as an issue of social equality, and design for pedestrians should be prioritised, with cyclists also given high priority.

5.3. **National Biodiversity Action Plan (NBAP) 2023-2030**

5.3.1. The NBAP includes five strategic objectives aimed at addressing existing challenges and new and emerging issues associated with biodiversity loss. Section 59B(1) of the Wildlife (Amendment) Act 2000 (as amended) requires the Commission, as a public body, to have regard to the objectives and targets of the NBAP in the

performance of its functions, to the extent that they may affect or relate to the functions of the Commission. The impact of development on biodiversity, including species and habitats, can be assessed at a European, National and Local level and is taken into account in our decision-making having regard to the Habitats and Birds Directives, Environmental Impact Assessment Directive, Water Framework Directive and Marine Strategy Framework Directive, and other relevant legislation, strategy and policy where applicable.

5.4. Climate Action Plan, 2025 [CAP25]

- 5.4.1. It is noted within CAP25 that Key targets to further reduce transport emissions include a 20% reduction in total vehicle kilometres travelled relative to business-as-usual, a 50% reduction in fuel usage, and significant increases to sustainable transport trips and modal share. In relation to buildings, it is noted that operational emissions in the built environment sector have decreased by 21% since 2018, and achievement of the first sectoral emissions ceilings is within reach. In 2025 it is proposed to transpose the Energy Performance of Buildings Directive, publish a roadmap to phase out fossil fuel boilers, and increase the numbers of building energy rating (BER) assessors, OneStop-Shops, and Sustainable Energy Communities. It is stated within the Plan that, CAP25 is to be read in conjunction with CAP24, and as such I have set out a summary of same below.

5.5. Climate Action Plan, 2024. [CAP24]

- 5.5.1. Implements carbon budgets and sectoral emissions ceilings and sets a roadmap for taking decisive action to halve our emissions by 2030 and reach net zero no later than 2050. By 2030, the plan calls for a 40% reduction in emissions from residential buildings and a 50% reduction in transport emissions. The reduction in transport emissions includes a 20% reduction in total vehicle kilometres, a reduction in fuel usage, significant increases in sustainable transport trips, and improved modal share.

5.6. Kerry Development Plan 2022-2028

5.6.1. The Kerry County Development Plan 2022-2028 is the relevant statutory plan that applies to the subject site. The Tralee Settlement Plan was incorporated as variation no. 1 and provided an 'Existing Residential' zoning for the site. Car parking is 'open for consideration' under this zoning.

5.6.2. Key policy details from the Kerry Development Plan include the following:

- Table 4, Volume 6 provides car parking provision requirements with the site located within 'Area 3' that has a maximum requirement for 1 car parking space per staff and 4 car parking space per consulting room for medical centres. Pharmacy requires 3 spaces per 100sqm and 1 space per staff member.
- Protected Structure RPS-KY-0962 is located to the southwest of the existing medical centre.
- Section 2 of Volume 6 of the Development Plan states it is policy of the PA to protect and improve existing/developed/residential areas and to provide facilities and amenities incidental to those areas.

5.4 Natural Heritage Designations

5.6.3. The following designated sites are located within 15km of the appeal site:

- Lower River Shannon SAC (site code: 2165) approximately 12.8km to the north.
- Stack's to Mullaghareirk Mountains, West Limerick Hills and Mount Eagle SPA (site code: 004161) approximately 5.96km to the northeast.
- Ballyseedy Wood SAC (Site Code: 002112) approximately 2.5km Southeast.
- Tralee Bay Complex SPA (Site Code 004188) approximately 2.6km Southwest.
- Tralee Bay and Magharees Peninsula, West to Cloghane SAC (Site Code 002070) approximately 2.6km Southwest.
- Akeragh, Banna and Barrow Harbour SAC (Site Code 000332) approximately 9.2km west.
- Slieve Mish Mountains SAC (Site Code 002185) approximately 4.2km south.

- Castlemaine Harbour SAC (Site Code 000343) approximately 12.6km south.

6.0 EIA Screening

- 6.1.1. I have had regard to the determination of the Planning Authority in relation to EIAR requirements. Having regard to the nature of the proposed development comprising the development of a car park reconfiguration and extension, within an established urban area and where infrastructural services are available, where stormwater will be attenuated on site, there is no real likelihood of significant effects on the environment arising from the proposed development. The need for environmental impact assessment can, therefore, be excluded at preliminary examination and a screening determination is not required. See completed Form 1 and 2 at Appendix 1.

7.0 The Appeal

7.1. Grounds of Appeal

- 7.1.1. Two third-party appeals have been submitted against the decision of Kerry County Council to grant permission for the proposal. The grounds of the appeal may be summarised as follows:

Traffic and Transport Impacts

- Proposal will result in significant traffic flow of 3,200 vehicle movements per week. This is supported by independent traffic analysis submitted by one of the appellants.
- Residential streets in the area adjoining Oakpark Road are not suitable for extra traffic due to restricted widths, existing on-street parking and road conditions, including subsidence. Proposal will pose a significant safety risk to residents and children.
- Alternative exit strategy of direct access to laneway and Oakpark Road would be preferable to use of residential streets.
- Due to staff parking requirements, only 17 spaces will be available to the public, which is not sufficient. This will lead to parking on Lisbeg Road and result in traffic hazard.

- No consideration given to surge events such as basketball games at sports complex.
- Proposal is contrary to Chapter 11 of Kerry Development Plan, Volume 6, Section 1.20 on transport, DMURS and TII Traffic and Transport Assessment Guidelines.

Surface Water Disposal

- Queried if 100 year storm event and an allowance for 20% climate change is sufficient to accommodate high intensity rainfall events in the proposed soakaway. BRE Digest 365 suggests 30% allowance for climate change.
- Maintenance of proposed soakaway should be ensured.
- Concern that proposed soakaway will lead to deterioration of ground conditions in the surrounding area.

Conflict with Residential Zoning

- Proposal is inappropriate in scale and intensity for a residentially zoned area, resulting in over provision of parking, traffic impacts incompatible with residential use and erosion of established character of the neighbourhood.

Loss of Community Space and Public Realm

- Proposal would result in a loss of informal open space, and no assessment has been carried out in relation to this impact.
- This is contrary to SPPR 3 of the compact Settlement Guidelines which requires that car parking be minimised, substantially reduced, or where appropriate eliminated, particularly where excessive parking would undermine residential amenity, pedestrian safety, and the primacy of active and sustainable travel.

Other Matters

- Original submission by one appellant not properly considered including issues of traffic safety, residential amenity, zoning conflict and loss of community space. Proposals to mitigate impacts of the proposal were not given proper consideration therefore undermining validity of planning decision.

7.2. Applicant Response

7.2.1. The applicant has provided a response to the appeal that may be summarised as follows:

- Response provided in relation to traffic impacts of proposal. Confirm that car park proposed is associated with a long-established medical centre and pharmacy and therefore no new trips are generated. Proposal is effectively a road and traffic improvement scheme to enhance parking and traffic management associated with the existing facility.
- Sufficient capacity exists on the surrounding network and road junctions. On-street parking at the proposed car park entrance will be removed as a result of the proposal.
- Transport and Traffic Assessment done in line with TII requirements and represents a worst-case scenario that assumes all trips are 'new' trips.
- 30% of trips are non-car based, many cross over trips are expected and the car park is forecast to operate well below capacity.
- Proposal has been subject to a Stage 1/2 Road Safety Audit with all recommendations included in final layout. Conditions attached to grant of permission also included road safety, pedestrian connectivity and construction management requirements.
- Traffic estimates submitted by the appellant are not realistic and are not supported by actual traffic surveys undertaken by the applicant.
- Response provided in relation to drainage proposals for site. Proposal designed in accordance with BRE Digest 365 guidance.
- The 1 in 100 year storm event and 20% climate change allowance are included in the scheme design as required.
- Proposed drainage design will be subject to a maintenance regime including grass and weed management, cleaning of petrol interceptor, inspection of gulleys, manhole monitoring for silt build-up and jetting of storm water network. A frequency of this maintenance is also recommended.

- Soakaway testing was done in accordance with appropriate practice for a site of this size. Trial pits outside the site would not be standard practice.
- Proposal for soakaway is appropriately located from structures and site boundaries (7.3m and 5.2m). Noted that BRE Digest 365 document does not recommend an additional 30% volume added, and 20% volume for climate change is provided.

7.3. Planning Authority Response

7.3.1. None on file.

7.4. Observations

7.4.1. None.

8.0 Assessment

8.1. Having reviewed the details and appeal documentation on the file, the submissions made, having visited the site, and having regard to relevant local and national policy and guidance, I consider the main issues to be the following:

- Procedural Issues
- Principle of Development
- Traffic and Transport Impacts
- Drainage
- Loss of Community Space

8.2. Procedural Issues

8.2.1. A third-party appeal contends that their original submission to the Planning Authority in relation to the subject proposal was not given due consideration in terms of residential amenity impacts, traffic impacts and other matters. Having reviewed the content of the third-party appeal documentation and the submissions made, I am satisfied that the matters raised in submissions are similar in nature to the issues raised in the submitted appeal documents. I am therefore satisfied that all issues can

be appropriately addressed in this report and proceed with my assessment on this basis.

8.3. Principle of Development

- 8.3.1. In considering the principle of the proposed car parking use I acknowledge that the Planning Authority were satisfied that the principle of a car park in an established residential area was acceptable, with due regard given to the 'open for consideration' category under the 'Existing Residential' land use zoning provided within the Tralee Settlement Plan.
- 8.3.2. In relation to the zoning objective in the operative Kerry County Development Plan 2022-2028, the site is zoned for 'Existing Residential' use where 'Carparking (Surface/Multi-storey)' is 'Open for Consideration'. I am cognisant of the fact that this is not a standalone car park and is intrinsically linked to the established pharmacy and medical centre adjacent. I therefore consider the car park use to be ancillary to the primary use, for the purposes of my assessment.
- 8.3.3. I note the comments contained in the third-party appeal that the proposal will fundamentally alter the character of this residential area and will detract from the local area. The proposed car park reconfiguration and extension, I consider, is a formalisation of existing car parking arrangements and note specifically that there is no extension to the existing medical centre or pharmacy as part of this proposal. This would constitute an ancillary use and would facilitate parking for customers/visitors that are already parking within the existing car park and surrounding on-street parking, to access the existing facilities. The principle of a car parking use associated with the existing medical centre and pharmacy uses is therefore acceptable in principle and subject to consideration of other design and environmental compliance impacts.

Principle of Development conclusion

- 8.3.4. I consider that the proposed car park reconfiguration and extension represents a use which can be considered ancillary to the primary use of the medical centre and pharmacy and that its use in this location would not be contrary to the zoning objective, nor the overall nature of the established uses in this area. Accordingly, I would consider that the principle of the proposed development is acceptable.

8.4. Traffic and Transport Impacts

- 8.4.1. The appeal notes that an increase in the number of traffic movements on Lisbeg and Cloondara will lead to traffic safety and vehicular conflict issues along this busy route, reduce safety for pedestrians and be unacceptable within this residential area. The appeal submits that up to 3,200 additional exits will occur on a weekly basis as a result of the proposal.
- 8.4.2. I note the applicant states in their submitted Traffic and Transport Assessment (TTA) that the subject proposal is for the extension of an existing car park only, does not include an extension of existing uses on site and will therefore not result in an increase in vehicle trips. This position is confirmed in the applicant response to the appeal.
- 8.4.3. While I accept there will be no increase in trips in the current scenario, as there is no proposal to increase numbers of consulting rooms or pharmacy floor space, if permitted, there is scope for an introduction of new exit and entry movements to and from the car park via Cloondara and for entry movements via Oakpark Road.
- 8.4.4. The submitted documents by the applicant notes a worst case scenario to and from the car park where no trips take place by walking or cycling and the car park would be full within the AM peak period. A 50% assumption of vehicles leaving the car park during this period is also provided to maximise the number of assumed trips in their assessment. The forecast increase in traffic from this worst case scenario on the surrounding road network is given as 2% of existing flows, which I consider to be a negligible increase and note this would not impact significantly on junction capacity in the area including the Cloondara/Oakpark Road Junction. Despite this assessment, I am mindful that any trips associated with this car park are already on the network, and I am satisfied that the proposal in itself will not lead to any negative impacts in relation to road capacity in the area.
- 8.4.5. As noted above, I acknowledge that one of the third party appeals submits that the proposal would result in 3,800 additional vehicle exits over a weekly timeframe. This would equate to peak flows every hour over an 8.5 hour day, which would be a worst case, high activity level of trips. While I note the calculations provided by the appellant, I would reiterate that due to there being no alteration to existing operations other than the provision of car parking, I am satisfied the trips associated with this

facility are already on the network and no new trips will arise as a result of the proposal itself.

- 8.4.6. While it was not possible to accurately discern the reason for on-street parking in the area, I did note this was an extensive practice in the locality on my visit to the site. I noted some car parking practices included mounting the roadside kerb at Cloondara/Lisbeg and I am therefore satisfied that the proposed car park will enhance road safety at this location and remove at least some road side parking that is associated with the medical centre and pharmacy that is already oversubscribed as submitted by the applicant.
- 8.4.7. The appellants submit that due to staff car parking requirements, only 17 spaces will be available for visiting members of the public, which will not be sufficient and will result in parking on the surrounding residential roads. I note this may already be occurring and the subject proposal would alleviate this practice and enhance road safety in the area through the formalisation of parking practices. The appellant also submits that a more appropriate exit point would be to the adjacent Cloondara Laneway, with bollards to restrict exit to Cloondara Estate. This is not the proposal before me, however, I would note the restricted width of the laneway for turning movements and would not consider this an appropriate road width for the provision of safe vehicular and pedestrian movements.
- 8.4.8. I note Kerry County Council Roads Section were satisfied with the design and purpose of the car park proposal. Furthermore, I note the TTA as submitted by the applicant, and I am satisfied that the proposal will not result in road network constraints or traffic delays, owing to the fact that the existing trips are already on the road network. The proposal will enhance road safety across the site and formalise parking arrangements associated with the existing medical centre and pharmacy. The proposed entry/exit to Cloondara/Lisbeg will not result in any significant level of additional traffic movements and I am satisfied the proposal will enhance road safety in the area.

Pedestrians

- 8.4.9. A third-party appeal references the potential impacts of the proposal on the existing environment for pedestrians and casual joggers in the area.

- 8.4.10. I note the Planning Authority in their grant of permission sought a pedestrian crossing at the entrances to the proposed car park and for the provision of a pedestrian path to the Cloondara Road.
- 8.4.11. I have reviewed the submitted documentation including drawings and I am satisfied the subject proposal will serve to reduce on-street parking at the proposed new entry/exit point at Cloondara, with double yellow lines recommended either side of the access junction. I consider the proposal to be in compliance with DMURS design standards in relation to sightlines, turning areas and internal circulation, with appropriate road markings provided. I also have regard to the submitted RSA with the application and I am satisfied that the proposed works including road markings, one way entry from Oakpark Road, and pedestrian crossings/connection points as recommended by the Planning Authority will enhance the safety of this section of Cloondara/Lisbeg for pedestrians and those seeking to access the medical centre on foot and do not consider there to be an unacceptable conflict between vehicles and vulnerable road users at this urban location, that would merit refusal.

Conclusion

- 8.4.12. Having regard to the proposed formalisation of parking practices at this location, that will enhance vehicle, pedestrian and cyclist safety, noting there will be no increase in traffic as a result of the proposal in itself, and the Kerry County Council Roads Department approval of the proposal, I am satisfied that permission for the reconfiguration and extension of the existing car park is acceptable.
- 8.4.13. I am satisfied from the submitted Traffic and Transport Assessment that the subject proposal would not lead to any significant road network impacts, and as I previously indicated, the majority of users of this proposal can be reasonably expected to be already travelling to this location for medical/consulting purposes.

8.5. Drainage

Overview

- 8.5.1. The third-party appeal submits that the proposed soakaway and nature-based solutions proposed on site should be sufficient to allow for the 100 year storm event and provide an allowance of up to 30%. The appeal also submits that ground conditions in the surrounding area should have been assessed to ensure the

proposed soakaway does not impact ground conditions in the locality and that maintenance details have not been provided.

- 8.5.2. The submitted project details include for drainage infrastructure and an underground surface water soakaway measuring 12m long, 5.5m wide and 1.5m deep under the surface of the proposed extended car park. Other measures include 2no. tree pits and drainage gulleys, with silt traps to avoid sedimentation within the soakaway. In the first party response to the appeal, the applicant submits that all drainage will be adequately provided as part of the proposed development, will be subject to a maintenance regime and provides adequate allowance for climate change.

Surface Water Drainage

- 8.5.3. The applicant proposes to provide a soakaway to collect water from roofs and hard surfaces and address drainage within the confines of the site. The appeal states BRE Digest 365 suggests a climate allowance of 30% which is noted at Section 3.4 of the BRE document. I note this is a UK specified document and other, Irish based documents such as the NRA Guidance document HD 33/15 suggests a 20% allowance for drainage systems in new roads. I therefore accept a 20% allowance as an acceptable standard for climate change allowance in the subject proposal.
- 8.5.4. The proposed soakaway and tree pits will have a combined capacity load of 43.4m³. The total forecast capacity requirement is 37.5m³, which allows for 20% climate change as per standard practice and which I find acceptable.
- 8.5.5. The proposal also allows for an aggregate with a void ratio of 40% to be used and a half emptying time has also been checked during the filtration testing to verify that it is less than 24 hours. The filtration and site soakaway testing was done to BRE 365 soakaway standards, BS EN 1997-2:2007 and the relevant British standards code of practice for site investigations. 3 trial pits were excavated and tested, and I am satisfied that appropriate sampling was undertaken and no groundwater was confirmed. Clayey gravelly sand and slightly gravelly sandy clay was encountered to a depth of 1.5m and which is generally considered to have good drainage characteristics.
- 8.5.6. I note that Surface Water drainage is to be dealt with on site only, which is welcomed to remove any extra pressure on public networks, with nature based solutions also included as shown on the drawings and as proposed in the documentation

submitted. I further note that Kerry County Council raised no issues in relation to the proposal and recommended conditions to ensure the surrounding road network is not impacted with surface water. This condition is sufficient to ensure that the proposed works provide an ongoing satisfactory management of surface water drainage, and I recommend the Commission to include a similar condition with any grant of permission.

- 8.5.7. In relation to the appeal submission that ground conditions at locations outside the subject site should be tested, I consider that to be an overly onerous imposition on an applicant for development when the subject proposal is designed in accordance with appropriate BRE Soakaway standards, has sufficient capacity for forecast rainfall and surface water collection and has been shown to provide adequate drainage characteristics to accommodate the predicted load. I am therefore satisfied that an appropriate drainage strategy is proposed by the applicant to address surface water management within the site and do not consider this to be a reason for refusal.

8.6. Loss of Community Space

- 8.6.1. A third-party appeal submits the proposal would result in a loss of community space and public realm that is used on an informal basis. It is unclear if this submission is in reference to the subject site or the surrounding road network. On my visit to the site, the subject site was overgrown and enclosed with a 2m high wall and boundary fencing along the laneway, so could not be feasibly used as a public community space. If this submission is in relation to the road space, as I outlined above I am satisfied the subject proposal would formalise the existing car parking arrangements in the area, would remove on street parking at the proposed site entrance with the provision of double yellow lines on street and would provide appropriate visibility of car park turning movements from a single access point. I therefore do not accept that the proposal would result in a loss of community space or informal public realm and do not find a reason for refusal in this regard.

9.0 AA Screening

- 9.1.1. Having reviewed the details on file and having regard to the nature and scale of the proposed development, the location of the site within an established urban setting,

the absence of ecological and/ or hydrological connections, and the physical separation distances to European Sites, I consider the potential of likely significant effects on European Sites arising from the proposed development, alone or in combination effects, can be reasonably excluded.

- 9.1.2. Please refer to the attached appendices for detailed Stage 1 Appropriate Assessment.

10.0 Water Framework Directive

- 10.1.1. I conclude that on the basis of objective information, that the proposed development will not result in a risk of deterioration on any water body (rivers, lakes, groundwaters, transitional and coastal) either qualitatively or quantitatively or on a temporary or permanent basis or otherwise jeopardise any water body in reaching its WFD objectives based on the mitigation measures, drainage arrangements and management of surface water as set out in the proposed development. Please see WFD Assessment attached at Appendix 3 of this report.

11.0 Recommendation

- 11.1. I recommend that permission be granted based on the following reasons and considerations.

12.0 Reasons and Considerations

- 12.1.1. Having regard to the form and layout of the proposed development, the roads layout in the area and surrounding land uses, it is considered that, subject to compliance with the conditions set out below, the proposed development would not impede the flow of traffic in the area, would enhance the safety of vulnerable road users including pedestrian and cyclists and would overall improve traffic safety. 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 submitted to the planning authority on the 19th day of June 2025 and as amended on the 19th 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.	Prior to the commencement of development, the final layout and design details/specifications for footpaths, pedestrian crossings, road layout, road markings, signage etc. shall be agreed in writing with Roads Section, Kerry County Council. A copy of the written agreement and of any revised agreed layout shall be submitted to the Planning Authority. The agreed works shall be undertaken by the developer to the satisfaction of Roads Section, Kerry County Council. Reason: In the interests of public safety and the proper planning and sustainable development of the area
3.	(a) Prior to the commencement of development, a Construction Traffic Management Plan shall be agreed with the Roads Section, Kerry County Council and a letter of agreement from the District Engineer Kerry County Council shall be submitted to, and agreed in writing with, the Planning Authority prior to the commencement of development. (b) All works carried out on the public footpath, or the public road shall require a Road Opening Licence & Hoarding Licence. (c) Any interference with or damage to the road or footpath in the area caused during the construction of the development shall be made good at the expense of the developer to the confirmed written

	satisfaction of Kerry County Council. Evidence of all agreements shall be submitted to the Planning Authority within 1 month of said agreement(s). (d) Adequate drainage shall be provided to ensure that freestanding water is not formed on the roadway or footpaths. Reason: In the interests of public safety and the proper planning and sustainable development of the area.
4.	The recommendations set out in the Stage 1 Road Safety Audit submitted shall be carried out in full and costs associated at the sole expense of the applicant, or as otherwise agreed with the Planning Authority. Reason: In the interest of road safety and orderly development.
5.	Site development and building works shall be carried out only between the hours of 0800 to 1800 Mondays to Fridays inclusive, between the hours of 0900 and 1400 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.
6.	Public lighting shall be provided in accordance with a final scheme, details of which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development/installation of lighting. Reason: In the interests of amenity and public safety.

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.

Matthew McRedmond
Senior Planning Inspector

21st July 2026

Appendix 1: Form 1 EIA Pre-Screening

Case Reference	PL-501213-KY-26
Proposed Development Summary	Reconfiguration of existing car park, extension and all associated site works.
Development Address	Oakpark Medical Centre/Oakpark Pharmacy, Clonalour, Oakpark Road, Tralee, Co. Kerry
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?	☒ Yes, it is a 'Project'. Proceed to Q.2.
	☐ No, No further action required.
(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)	

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. Discuss with ADP.	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	State the Class and state the relevant threshold
☒ Yes, the proposed development is of a Class but is sub-threshold.	Class 10 (b) (ii) - Construction of a car-park providing more than 400 spaces, other than a car-park provided as part of, and incidental to the primary purpose of, a development. The proposal is significantly less than the threshold provided with 45no. spaces proposed and is

Preliminary examination required. (Form 2) OR If Schedule 7A information submitted proceed to Q4. (Form 3 Required)	incidental to the primary purpose of the existing medical centre.
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 ☐	
No ☒	Pre-screening determination conclusion remains as above (Q1 to Q3)

Inspector: _____ Date: _____

Appendix 2: Form 2 - EIA Preliminary Examination

Case Reference	PL-501213-KY-26
Proposed Development Summary	Reconfiguration and extension to car park and all associated site works.
Development Address	Oakpark Medical Centre/Oakpark Pharmacy, Clonalour, Oakpark Road, Tralee, Co. Kerry
This preliminary examination should be read with, and in the light of, the rest of the Inspector's Report attached herewith.	
Characteristics of proposed development (In particular, the size, design, cumulation with existing/ proposed development, nature of demolition works, use of natural resources, production of waste, pollution and nuisance, risk of accidents/disasters and to human health).	The site lies within an urban area. Surrounding land uses are a mix of residential and commercial uses. It is not considered that any significant cumulative environmental impacts will result when considered in combination with existing developments. There are no significant demolition works involved, and there are no identified risks of accidents or disaster, nor is there any obvious risks to human health that result from the proposed development. The proposed development will not give rise to the production of significant waste, emissions or pollutants.
Location of development (The environmental sensitivity of geographical areas likely to be affected by the development)	The proposed development would be in keeping with the mixed use and commercial nature of adjacent developments.

in particular existing and approved land use, abundance/capacity of natural resources, absorption capacity of natural environment e.g. wetland, coastal zones, nature reserves, European sites, densely populated areas, landscapes, sites of historic, cultural or archaeological significance).	The site is not located within any designated site. The closest Natura 2000 sites is the Ballyseedy Wood SAC, which is located 2km southeast, Tralee Bay and Magharees Peninsula, West to Cloghane SAC and Tralee Bay Complex SPA located 2.5km to the west. The site is located within a vacant site in an urban area with some amendments to the existing configuration. The proposal would not have the potential to affect other significant environmental sensitivities in the area. While there will be some disturbance of existing grassland on site, there is no evidence on file that the site is of particular ecological value, nor is there evidence that the site is of particular ecological value for any species, and I am satisfied that there will be no significant effects on biodiversity. The site has not been identified as being of particular historic, cultural or archaeological significance.
Types and characteristics of potential impacts	The scale of the proposed development is not significant in the context of existing development in the surrounding area.

(Likely significant effects on environmental parameters, magnitude and spatial extent, nature of impact, transboundary, intensity and complexity, duration, cumulative effects and opportunities for mitigation).	During the construction phase noise, dust, traffic and vibration emissions are likely. However, any impacts would be local and temporary in nature and the implementation of standard construction practice measures would satisfactorily mitigate potential impacts. Impacts on the surrounding road network at construction stage can be mitigated by way of adherence to a Construction Management Plan. Impact during operational phase are limited to noise from entering/exiting traffic, which can be mitigated through on site management, and traffic impacts that can be accommodated on the existing network.
Conclusion	
Likelihood of Significant Effects	Conclusion in respect of EIA
There is no real likelihood of significant effects on the environment.	EIA is not required.

Inspector: _____ **Date:** _____

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

(only where Schedule 7A information or EIAR required)

Appendix 3: Standard AA Screening Determination

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	Reconfiguration of existing car park and extension with all associated site works.			
Brief description of development site characteristics and potential impact mechanisms	Infill development on 2.66ha site with existing Medical Centre, pharmacy and car park to rear. Site in undeveloped/vacant state, existing built up area, located c 2km to European site, potential impact on ground water from disposal of surface water. The appeal site is located 2km northwest of Ballyseedy Wood SAC (Site Code 002112) and 2.5km east of Tralee Bay Complex SPA (Site Code 004188) and Tralee Bay and Magharees Peninsula, West to Cloghane SAC (Site Code 002070).			
Screening report	No.			
Natura Impact Statement	No.			
Relevant submissions	No references to biodiversity or wildlife in any submissions.			
Step 2. Identification of relevant European sites using the Source-pathway-receptor model				
Three European sites are identified as being located within a potential zone of influence of the proposed development as detailed in Table 1 below. I note that no further range of European Sites is necessary for consideration in relation to this proposed development.				
Table 1:				
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
Ballyseedy Wood SAC (Site Code 002112)	Alluvial forests with <i>Alnus glutinosa</i> and <i>Fraxinus excelsior</i> (Alno-Padion,	2km southeast	No physical or hydrological pathways. Separation and diversion of water runoff by the public system would dilute any potential impacts.	Y

	<i>Alnion incanae</i>, <i>Salicion albae</i>) [91E0] Ballyseedy Wood SAC National Parks & Wildlife Service			
Tralee Bay and Magharees Peninsula, West to Cloghane SAC (Site Code 002070)	Estuaries [1130] Mudflats and sandflats not covered by seawater at low tide [1140] Coastal lagoons [1150] Large shallow inlets and bays [1160] Reefs [1170] Annual vegetation of drift lines [1210] Perennial vegetation of stony banks [1220] Vegetated sea cliffs of the Atlantic and Baltic coasts [1230] Salicornia and other annuals colonising mud and sand [1310] Atlantic salt meadows (<i>Glauco-Puccinellietalia maritima</i>) [1330] Mediterranean salt meadows (<i>Juncetalia maritimi</i>) [1410] Embryonic shifting dunes [2110] Shifting dunes along the shoreline with <i>Ammophila arenaria</i> (white dunes) [2120] Fixed coastal dunes with herbaceous vegetation (grey dunes) [2130] Dunes with <i>Salix repens</i> ssp. <i>argentea</i> (<i>Salicion arenariae</i>) [2170]	2.5km west	No physical or hydrological pathways exist. Separation and diversion of water runoff by the public system would dilute any potential impacts	Y

		Humid dune slacks [2190] Molinia meadows on calcareous, peaty or clayey-silt-laden soils (Molinion caeruleae) [6410] Alluvial forests with Alnus glutinosa and Fraxinus excelsior (Alno-Padion, Alnion incanae, Salicion albae) [91E0] Lutra lutra (Otter) [1355] Petalophyllum ralfsii (Petalwort) [1395] Tralee Bay and Magharees Peninsula, West to Cloghane SAC National Parks & Wildlife Service			
Tralee Complex (Site 004188)	Bay SPA Code	Whooper Swan (Cygnus cygnus) [A038] Light-bellied Brent Goose (Branta bernicla hrota) [A046] Shelduck (Tadorna tadorna) [A048] Teal (Anas crecca) [A052] Mallard (Anas platyrhynchos) [A053] Pintail (Anas acuta) [A054] Scaup (Aythya marila) [A062] Oystercatcher (Haematopus ostralegus) [A130] Ringed Plover (Charadrius hiaticula) [A137] Golden Plover (Pluvialis apricaria) [A140]	2.5km west	No physical or hydrological pathways exist. Separation and diversion of water runoff by the public system would dilute any potential impacts	Y

	Grey Plover (<i>Pluvialis squatarola</i>) [A141] Lapwing (<i>Vanellus vanellus</i>) [A142] Sanderling (<i>Calidris alba</i>) [A144] Dunlin (<i>Calidris alpina</i>) [A149] Black-tailed Godwit (<i>Limosa limosa</i>) [A156] Bar-tailed Godwit (<i>Limosa lapponica</i>) [A157] Curlew (<i>Numenius arquata</i>) [A160] Redshank (<i>Tringa totanus</i>) [A162] Turnstone (<i>Arenaria interpres</i>) [A169] Black-headed Gull (<i>Chroicocephalus ridibundus</i>) [A179] Common Gull (<i>Larus canus</i>) [A182] Wigeon (<i>Mareca penelope</i>) [A855] Wetland and Waterbirds [A999] Tralee Bay Complex SPA National Parks & Wildlife Service			
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				
Given the separation distances involved to the European Sites detailed above, potential effects are not likely to occur as a result of the proposed development. Significant effects from other pathways have been ruled out i.e., habitat loss, spread of invasive species, impacts from noise and disturbance.				
Step 3. Describe the likely effects of the project (if any, alone <u>or</u> in combination) on European Sites				

The proposed development will not result in any direct effects on any SPA or SAC. However, due to the application of the precautionary principle, impacts generated by the construction and operation of the proposed development require consideration.

Sources of impact and likely significant effects are detailed in the table below.

AA Screening matrix

Site name Qualifying interests	Possibility of significant effects (alone) in view of the conservation objectives of the site*	
	Impacts	Effects
Site 1: Ballyseedy Wood SAC (Site Code 002112) QI List: As above	No direct impacts and no risk of habitat loss, fragmentation or any other direct impact. No loss of grassland/ agricultural land. Indirect: Low risk of surface water runoff from construction reaching sensitive receptors. Operational: surface water will be attenuated on site.	Having regard to - the small scale of development proposed, - lack of direct connections or pathways, - the distance to receiving features, - normal best construction practices, - disposal of uncontaminated storm water to ground, It is highly unlikely that the proposed development could generate impacts of a magnitude that could affect habitat quality or QI species of the SAC. Low risk to SAC related to any minor construction related emissions. Low risk of surface or ground water borne pollutants or sediments reaching the SAC. Conservation objectives would not be undermined.
	Likelihood of significant effects from proposed development (alone): N If No, is there likelihood of significant effects occurring in combination with other plans or projects? The proposed development will not result in any effects that could contribute to an additive effect with other developments in the area.	
	Impacts	Effects

Tralee Bay and Magharees Peninsula, West to Cloghane SAC (Site Code 002070)	No direct impacts and no risk of habitat loss, fragmentation or any other direct impact. No loss of grassland/ agricultural land. Indirect: Low risk of surface water runoff from construction reaching sensitive receptors. Operational: surface water will be attenuated within site.	Having regard to - the domestic nature and small scale of development proposed, - lack of direct connections or pathways, - the distance to receiving features, - normal best construction practices, - disposal of uncontaminated storm water to ground, It is highly unlikely that the proposed development could generate impacts of a magnitude that could affect QIs of the SAC. Low risk to SAC related to any minor construction related emissions. Low risk of surface or ground water borne pollutants or sediments reaching the SAC. Conservation objectives would not be undermined.
	Likelihood of significant effects from proposed development (alone): N If No, is there likelihood of significant effects occurring in combination with other plans or projects? The proposed development will not result in any effects that could contribute to an additive effect with other developments in the area.	
	Impacts	Effects
Site 3: Tralee Bay Complex SPA (004188) QI List: As Above	No direct impacts and no risk of habitat loss, fragmentation or any other direct impact. No loss of grassland/ agricultural land. Indirect: Low risk of surface water runoff from construction reaching sensitive receptors.	Having regard to - the domestic nature and small scale of development proposed, - lack of direct connections or pathways, - the distance to receiving features, - normal best construction practices,

	Operational: surface water will be attenuated within site.	- disposal of uncontaminated storm water to ground, It is highly unlikely that the proposed development could generate impacts of a magnitude that could affect QIs of the SPA. Low risk to SPA related to any minor construction related emissions. Low risk of surface or ground water borne pollutants or sediments reaching the SPA. Conservation objectives would not be undermined.
	Likelihood of significant effects from proposed development (alone): N	
	If No, is there likelihood of significant effects occurring in combination with other plans or projects? The proposed development will not result in any effects that could contribute to an additive effect with other developments in the area.	
Step 4 Conclude if the proposed development could result in likely significant effects on a European site		
The construction or operation of the proposed development will not result in impacts that could affect the conservation objectives of European Sites within the zone of influence. Due to distance and lack of meaningful ecological connections there will be no changes in ecological functions due to any construction related emissions or disturbance. There will be no direct or ex-situ effects from disturbance on mobile species during construction or operation of the proposed development. No mitigation measures beyond normal standard construction mitigation and drainage works are required to come to these conclusions.		

Screening Determination

Finding of no likely significant effects

Having carried out Screening for Appropriate Assessment of the project in accordance with Section 177U of the Planning and Development Act 2000 (as amended), I conclude that that the project individually or in combination with other plans or projects would not be likely to give rise to significant effects on European Sites within the surrounding area, or any other European site, in view of the sites Conservation Objectives, and Appropriate Assessment (and submission of a NIS) is not therefore required.

This determination is based on:

- The relatively minor scale of the development and lack of impact mechanisms that could significantly affect a European Site
- Distance from and weak indirect connections to the European sites
- The screening assessment undertaken by the Planning Authority
- No ex-situ impacts

Appendix 4 – Water Framework Directive Assessment

WFD IMPACT ASSESSMENT STAGE 1: SCREENING			
Step 1: Nature of the Project, the Site and Locality			
An Bord Pleanála ref. no.	PL-501213-KY-26	Townland, address	Oakpark Medical Centre/Oakpark Pharmacy, Clounalour, Oakpark Road Cloondara/Lisbeg, Oakpark, Tralee, Co. Kerry
Description of project		Reconfiguration of existing car park, extension and all associated site works.	
Brief site description, relevant to WFD Screening,		Site is located to the rear of an existing medical centre and on vacant land that fronts Cloondara/Lisbeg to the southeast. The site is relatively flat. Excess storm water will drain to an on-site soakaway. A water quality monitoring station is located approx. 400m southwest of the site at Dunnes Stores (ID: RS23B040150) and the site is located within the Laune-Tralee Bay Feale catchment.	
Proposed surface water details		On site soakaway	
Proposed water supply source & available capacity		N/A	
Proposed wastewater treatment system & available capacity, other issues		N/A	

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	250m west	Big River (Tralee)_010	Moderate	Review	None	Potential Surface Water run off	
Groundwater Waterbody	Underlying site	Tralee IE_SH_G_226	Good	Not at Risk	None	Yes, via groundwater	
Step 4: Detailed description of any component of the development or activity that may cause a risk of not achieving the WFD Objectives having regard to the S-P-R linkage.							
CONSTRUCTION PHASE							
No.	Component	Waterbody receptor (EPA Code)	Pathway (existing and new)	Potential for impact/ what is the possible impact	Screening Stage Mitigation Measure*	Residual Risk (yes/no) Detail	Determination** to proceed to Stage 2. Is there a risk to the water environment? (if 'screened' in or 'uncertain' proceed to Stage 2.

1.	River	Big River (Tralee)_010	Yes. Via surface water	Siltation, pH (Concrete), hydrocarbon spillages	Standard construction practice	Yes. Potential for spillages to surface water warrants further assessment	Screened in
2.	Ground	Tralee IE_SH_G_226	Yes, pathway exists via moderate drainage characteristics	Spillages, leakage to groundwater water table	As above	Yes – drainage characteristics warrants further assessment.	Screened in.
OPERATIONAL PHASE							
1.	River	Big River (Tralee)_010	Yes. Surface Water.	Hydrocarbon spillage/siltation, inundation prior to treatment	Attenuation via on site soakaway	Yes. Drainage characteristics and potential for pollution of surface water warrants further assessment.	Screened in
2.	Ground	Tralee IE_SH_G_226	Yes pathway exists via moderate drainage characteristics and high to extreme vulnerability	Ground filtration, spillages	As above	Yes. Drainage characteristics warrant further assessment	Screened in
DECOMMISSIONING PHASE							

1.	N/A						
STAGE 2: ASSESSMENT							
Details of Mitigation Required to Comply with WFD Objectives							
Surface Water							
Development/Activity e.g. culvert, bridge, other crossing, diversion, outfall, etc	<u>Objective 1:Surface Water</u> Prevent deterioration of the status of all bodies of surface water	<u>Objective 2:Surface Water</u> Protect, enhance and restore all bodies of surface water with aim of achieving good status	<u>Objective 3:Surface Water</u> Protect and enhance all artificial and heavily modified bodies of water with aim of achieving good ecological potential and good surface water chemical status	<u>Objective 4: Surface Water</u> Progressively reduce pollution from priority substances and cease or phase out emission, discharges and losses of priority substances	Does this component comply with WFD Objectives 1, 2, 3 & 4? (if answer is no, a development cannot proceed without a derogation under art. 4.7)		
	Describe mitigation required to meet objective 1:	Describe mitigation required to meet objective 2:	Describe mitigation required to meet objective 3:	Describe mitigation required to meet objective 4:			
Construction works	Construction mitigation measures including:	Site specific mitigation methods as described.	Site specific mitigation methods as described.	Site specific mitigation methods as described.	YES		

	• Silt traps installed • Removal of material daily from site • Dust suppression during construction • Servicing of plant and machinery to avoid leakage • Management of refuelling • Covering of soil heaps during heavy rainfall • No excavation during rainfall • Staff compounds designated				
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	- Management of waste Operational mitigation measures including: - Attenuation via on site soakaway with silt sumps				
Details of Mitigation Required to Comply with WFD Objectives					
Groundwater					
Development/Activity e.g. abstraction, outfall, etc.	<u>Objective 1:</u> <u>Groundwater</u> Prevent or limit the input of pollutants into groundwater and to prevent the deterioration of the status of all bodies of groundwater	<u>Objective 2 :</u> <u>Groundwater</u> Protect, enhance and restore all bodies of groundwater, ensure a balance between abstraction and recharge, with the aim of achieving good status*	<u>Objective 3:Groundwater</u> Reverse any significant and sustained upward trend in the concentration of any pollutant resulting from the impact of human activity	Does this component comply with WFD Objectives 1, 2, 3 & 4? (if answer is no, a development cannot proceed without a derogation under art. 4.7)	

Development Activity 1: Development of car park	Site specific construction mitigation methods including: • Silt traps installed • Removal of material daily from site • Dust suppression during construction • Servicing of plant and machinery to avoid leakage • Management of refuelling • Covering of soil heaps during heavy rainfall • No excavation during rainfall • Staff compounds designated • Management of waste	Site specific mitigation methods as described.	Site specific mitigation methods as described	Yes

	Operational mitigation measures including: • Attenuation via on site soakaway with silt sumps for filtration			
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