ARCHITECTURAL & ENGINEERING DESIGN PROJECT EXPLANARY REPORT

Newport Foot Bridge

William Mc Garry & Associates Engineers

Site Address

Newport, Co. Tipperary

Planning Authority

An Coimisiún Pleanála

Reference Number

7766

Comhairle Contae Thiobraid Árann
Tipperary County Council

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Rev	Description	Issued by	Checked	Date
V01	Issued to Client	ZG	WMA	01/08/25
V02	Issued for Planning	ZG	WMA	16/10/25

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1.0 Introduction

This architectural design report outlines the proposed development of a new pedestrian access bridge and the associated upgrade of an existing laneway, designed to enhance connectivity between Newport Village and a nearby amenity space of the Newport Ball Alley. The project aims to provide a safe, accessible, and environmentally sensitive route that encourages active travel and strengthens links between the community and its surrounding landscape.

The scheme includes the design and off-site fabrication of a Foot Bridge, carefully positioned to span from the south to the North bank on the River Small as well as the upgrading of the existing laneway while preserving its rural character. The combined interventions are intended to improve mobility, promote outdoor recreation, and create a meaningful and lasting public realm enhancement for residents and visitors alike.

This report presents the design rationale, site context, architectural strategy, material palette, accessibility considerations, and environmental response — demonstrating how the proposal aligns with best practices in sustainable, inclusive, and context-sensitive design.

1.1 Summary of report

Summary of APB Application requirements		
	APB Required ITEM	Report
01.	Full description of proposed development including details of construction and operational phases and impacts, likely emissions and/or discharges, phasing, and any mitigation measures proposed;	Architectural & Engineering design statement Construction Environmental Management Plan Natura Impact Statement
02.	Protected Structures, Architectural Conservation Area (ACA), archaeological sites or ancient monuments or other built heritage etc. immediately impacted upon or in vicinity whose setting might be affected	Archaeological Design Statement
03.	Adequacy of the public or other water supply;	Architectural & Engineering design statement
04.	Public sewerage facilities and capacity to facilitate the proposed development;	Architectural & Engineering design statement
05.	Availability and capacity of surface water drainage facilities and any history of flooding relevant to the site;	Architectural & Engineering design statement
06.	Flood risk assessment in accordance with The Planning System and Flood Risk Management – Guidelines for Planning Authorities (November 2009);	Flood Risk Assessment statement no impact of flooding on the site or likely to be caused by the works which is an upgrade to existing. NOTE : Flood Risk Assessment stating same to be carried out
07.	Hydrological / hydrogeological assessment of project;	Hydrological Assessment being carried out by Tobin Consulting Engineers Refer to Section 50.
08.	Assessment under the Water Framework Directive and associated regulations including any capacity of receiving waters to assimilate any additional discharge loadings in accordance with water quality standards and objectives;	N/A no additional surface water is being added to receiving waters.
09.	Assessment of landscape status and visual impact, as appropriate;	Natura Impact Statement

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10.	Carrying capacity and safety of road network serving the proposed development;	Architectural & Engineering design statement
11.	The likely significant impact arising from the proposed development, if carried out including impacts on amenities of properties in vicinity;	N/A Existing amenity to be upgraded
12.	Air, odour and noise emission assessments; and	Construction Environmental Management Plan & Environmental Impact Assessment
13.	Any Special Amenity Area Order (SAAO) which may be affected by the proposed development	N/A
14.	Justification for the project;	Architectural & Engineering design statement
15.	main Development Plan provisions relating to the subject site and surrounding area including any relevant Core Strategy provisions;	N/A Existing amenity to be upgraded
16.	relevant planning history relating to the subject site and the surrounding area;	Architectural & Engineering design statement
17.	relevant national, regional and local policies	Architectural & Engineering design statement
18.	description of use of adjoining, abutting or adjacent lands.	Refer to land owner consent letter.

1.2 Purpose of Submission

The proposed submission is for the creation of a new footbridge access link to link the village of Newport to the Newport Ball Alley Amenity space and upgrade of existing access lane from Pound Street .

2.0 Limitations of Review

This report only deals with the proposed works incorporated in this planning application for the Tipperary County Council on behalf of Tipperary County Council.

The proposed report aims to outline the mitigation affects that the proposed works have incorporated with an ethos of “Light Hand Approach”.

3.0 Project Overview

The proposed pedestrian foot bridge has been designed to provide a safe, functional, and aesthetically sensitive crossing over the River Small a tributary of The Newport River which forms part of the Lower Shannon River Special Area of Conservation, connecting the heart of the village to the existing local amenity space. This intervention enhances access for residents and visitors, encouraging increased use of the green space while strengthening social connectivity within the village.

Located within a nature context, the design responds to the natural character of the landscape and the scale of the village. The surrounding environment – defined by mature trees, traditional architecture, at a confluence of water courses – has informed a design approach that is visually light, contextually sympathetic, and environmentally considerate.

The project consists of the following:

- Resurfacing of existing lane Access,
- Creation of New Amenity space to the South bank
- Create a new pedestrian link bridge with path to link into existing amenity space walkway.

3.1 The Site

The project is located in North Tipperary adjacent to the Limerick County Boarder in Newport village Irish Grid Reference R 72592 62278, (ITM : X – 572545 : Y- 662309.)

The total site area for the project is .32 Hectares encompassing a local amenity space to the North in the form of the Newport Ball Alley and amenity space bounded by the river Newport to the East and the River Small to the South. To the South an existing access lane that serves exiting properties outside the Tipperary County Council ownership. This access lane is paved for the upper section and becomes a compacted earth path as it approaches the River Smallbank which splits the site. The ownership of Tipperary County Council encompasses the majority of the Newport Ball Alley and access Lane.

The topography of the site accessing from the South Lane is a steep narrow Lane, with existing access points from both sides to adjacent properties. The lane levels off adjacent to the riverbank which is a bracken enclosed site. The north bank abuts an existing local amenity space in the form of the ball Alley and park lands.

There is two accesses points to the site, from Pound Street, L2110, adjacent to the main street, pedestrian access is via the lane but there is currently no link across the River Small to the North Bank and Larger amenity space. The North Bank which accesses the Ball Alley is also Via pound street further West and is not a direct easy accessible walk way. Parking is limited to on street parking on the surface streets with no formal parking area to the Ball Alley side.

The site is located within Newport Village, Bounded by Mixed use development to the South and South East abutting the River Newport on the West, to the North of the site the development is abutting agricultural lands and residential properties. The surrounds to the site are natural hedgerow with mixed trees and shrubs.

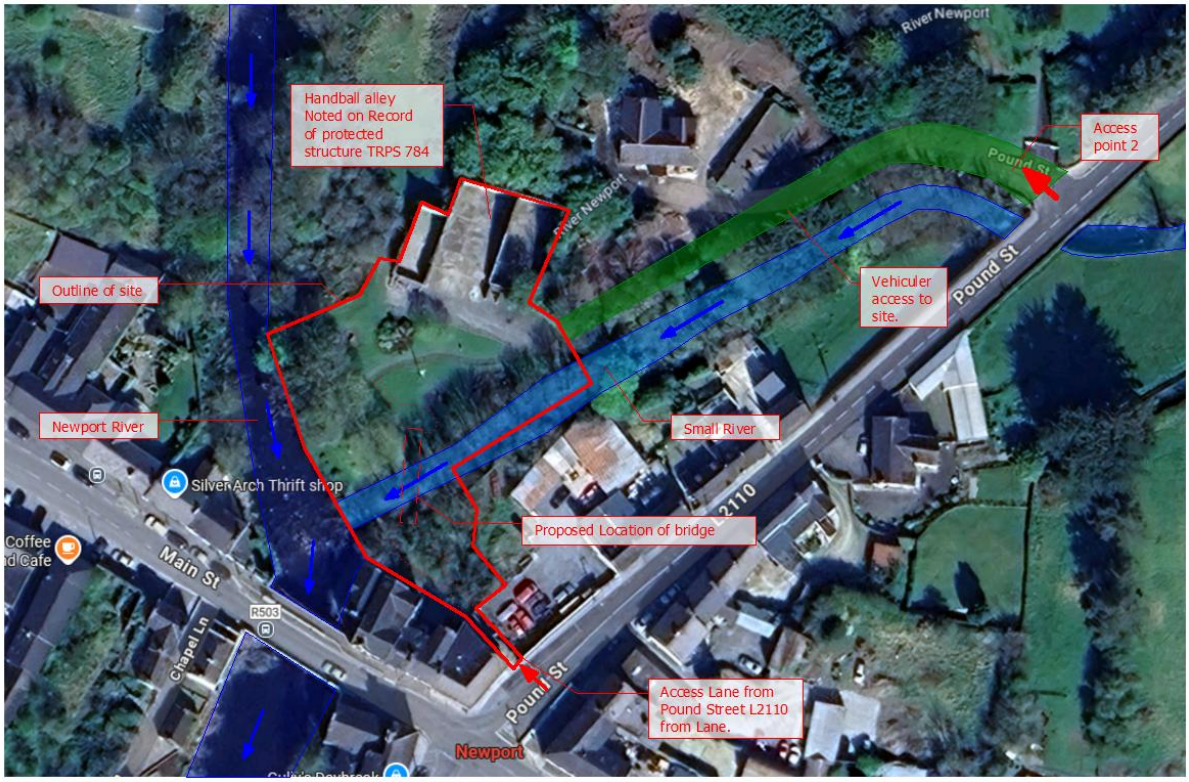

Figure 1: Site Location (Source Google Maps)

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3.2 Archaeology

SMRZones represent an area around each monument, the scale of which varies with the class of monument. This area does not define the extent of the monument, nor does it define a buffer area beyond which ground disturbance should not take place – it merely identifies an area of land within which it is expected that the monument will be located. It is not a constraint area for screening – such must be set by the relevant authority who requires screening for their own purposes. From review of the County Development Plan the area is located within an area of Architecture Conservations and zoned as an area of archaeological potential.

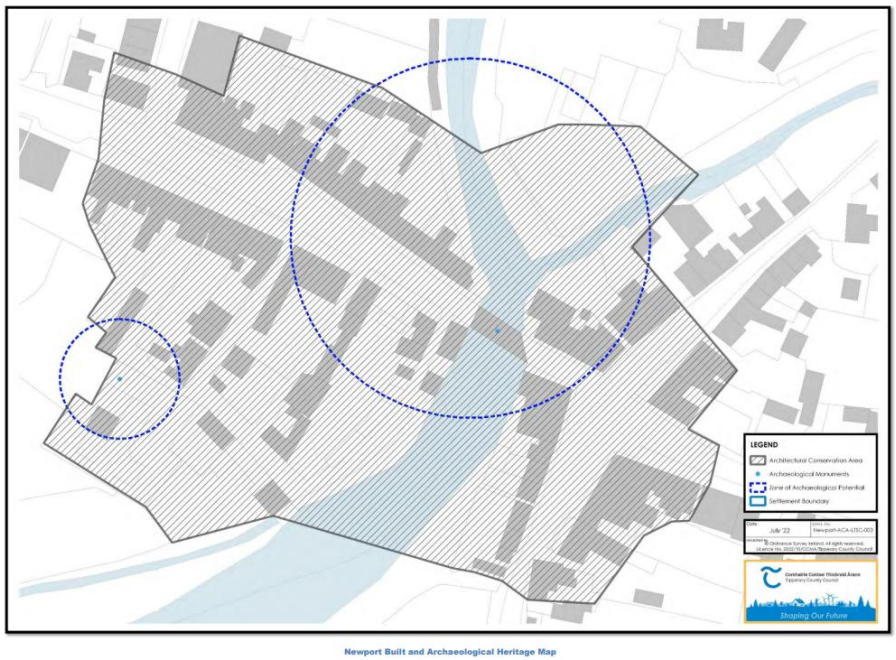

Figure 2: Newport Built and Archaeological Heritage Map. Ref County Development Plan Section 2

The Newport Ball Alley amenity is within close proximity and to 2 records of the Protected structures record of County Tipperary.

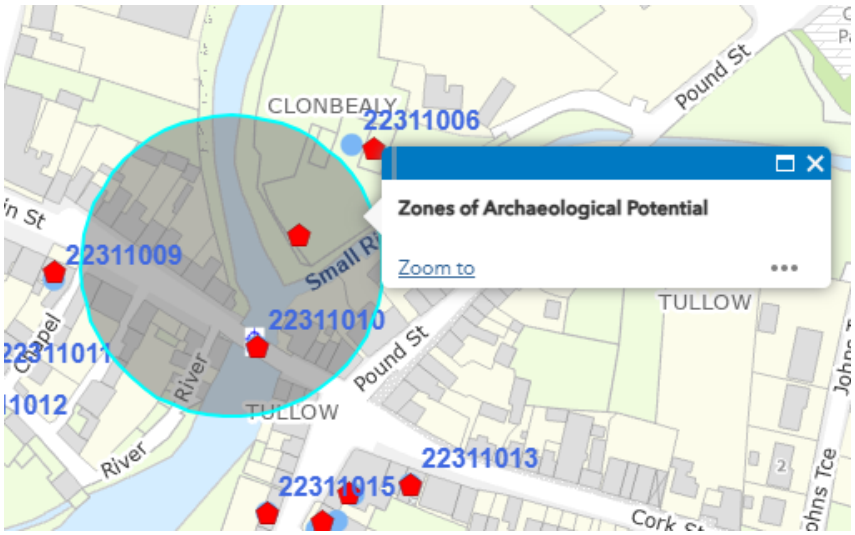

Figure 3: Extract of Archaeology (Arch GIS 2025)

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Record of Protected Structures for County (RPS)

Local authorities maintain a public record of protected structures. Protected structures and structures which are of architectural, historical, archaeological, artistic, cultural, scientific , social or technical interest.

Tipperary Record of Protected Structures for County	
ID : TRPS 784	Ball Alley

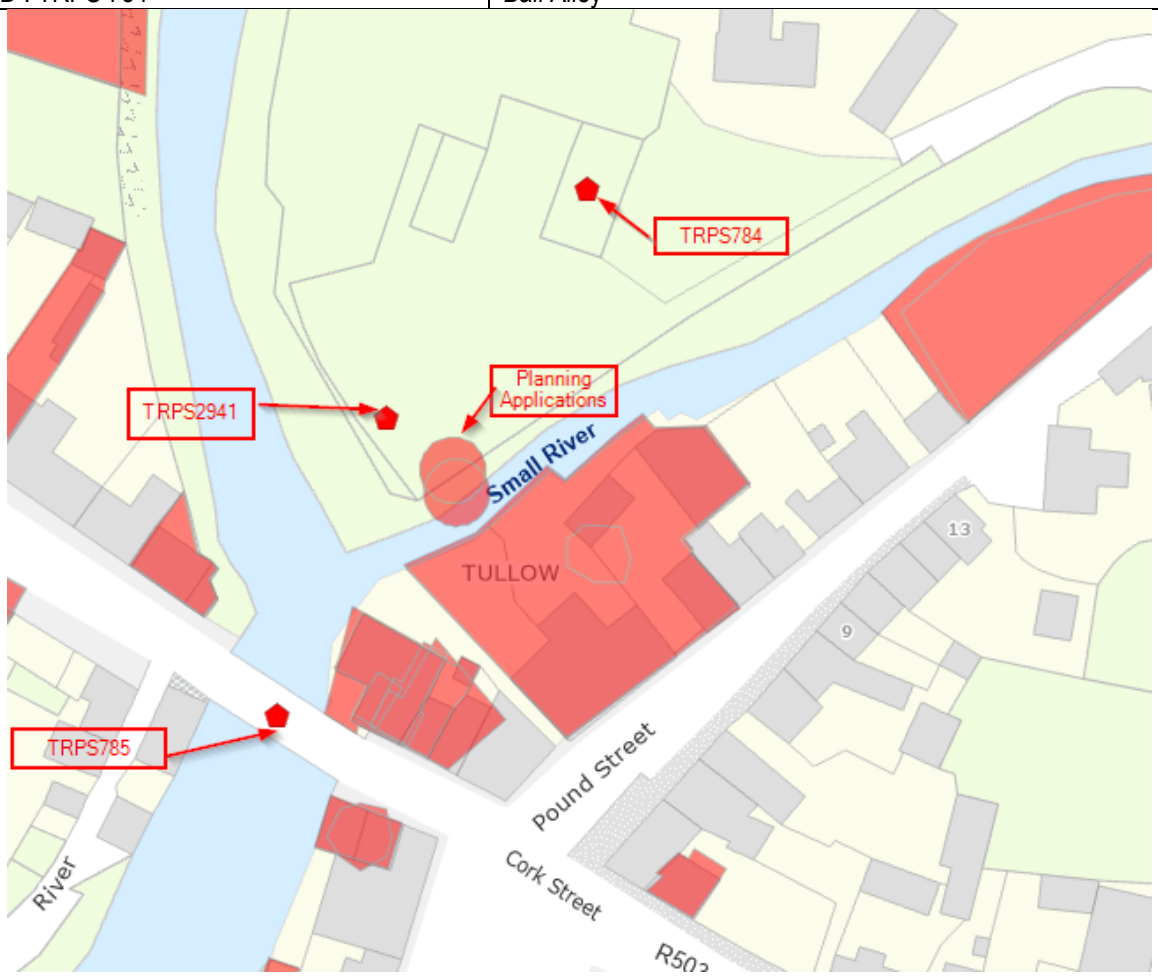

Figure 4: Extract of Tipperary Record of Protected Structures.

Three handball Alleys constructed in mass concrete against the rendered random stone walls of the former two-storey National School. Contains remnants of tiered pre-cast concrete seating and steps to ball Alleys, and blocked window openings with stone s.

Impact

The works to be carried out on site will have no affect on the monument. A method of work should be employed by the contractor to ensure that works around the monument have no adverse effect.

NOTE Due care should always be taken where the site will impact on a Protected Structure. Refer to Archaeological statement for the protected structure.

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Tipperary Record of Protected Structures for County	
ID : TRPS2941	Mill Stones

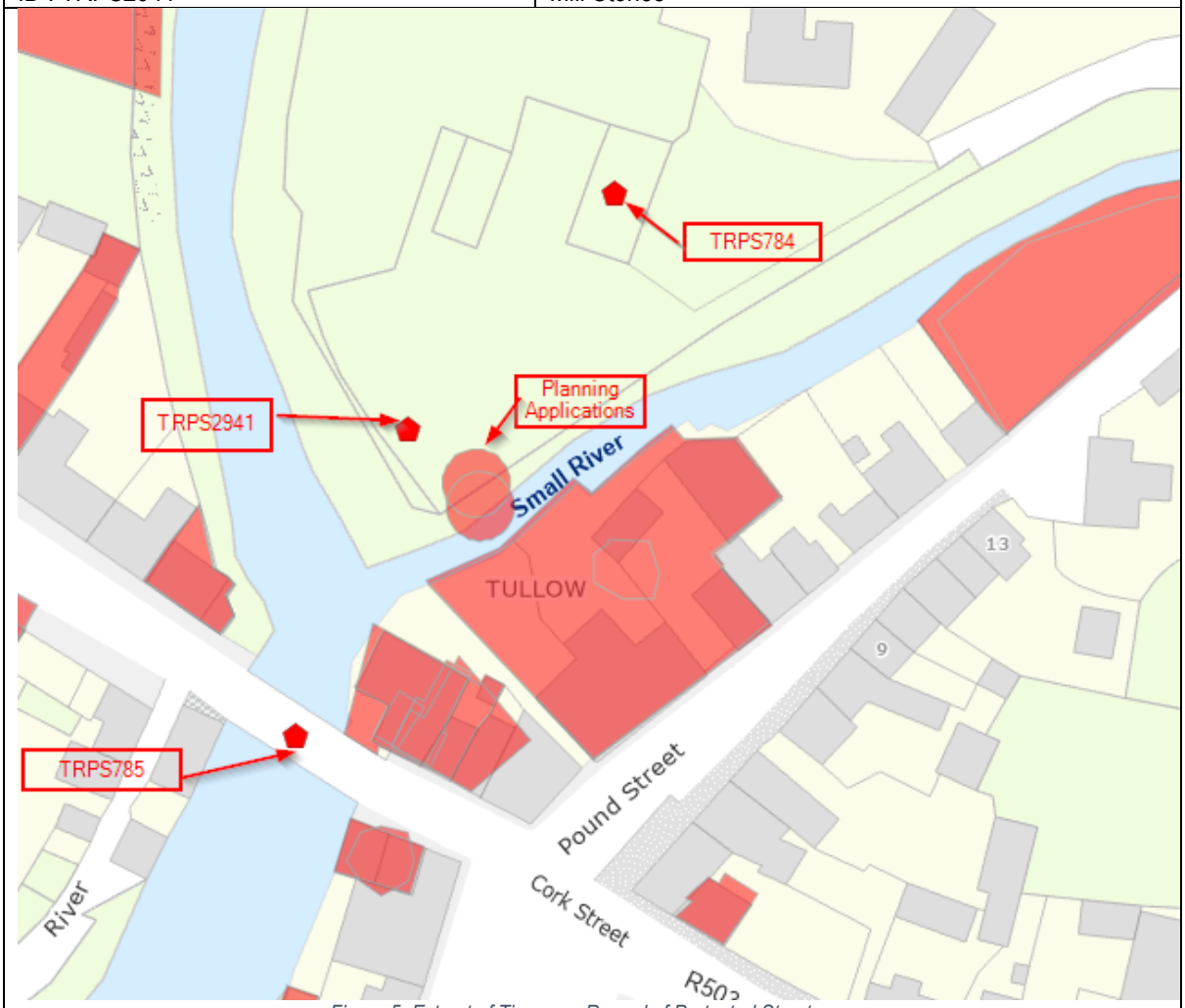

Figure 5: Extract of Tipperary Record of Protected Structures.

Mill Stone

Impact

The works to be carried out on site will have no affect on the monument. A method of work should be employed by the contractor to ensure that works around the monument have no adverse effect.

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Tipperary Record of Protected Structures for County	
ID : TRPS785	Bridge

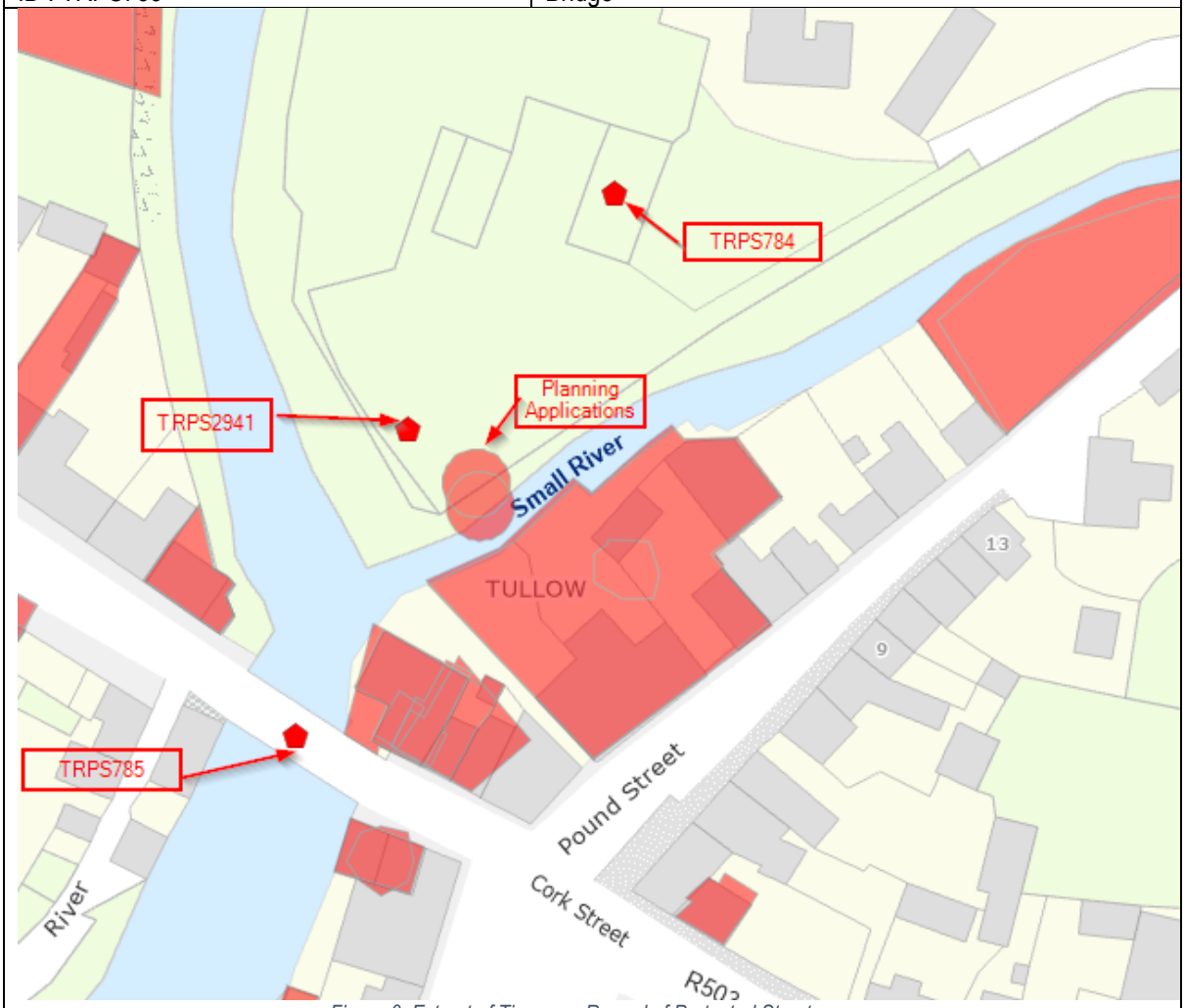

Figure 6: Extract of Tipperary Record of Protected Structures.

Stone Bridge
Impact
The works to be carried out on site will have no affect on the monument. A method of work should be employed by the contractor to ensure that works around the monument have no adverse effect. NOTE Due care should always be taken where the site will impact on a Protected Structure. Refer to Archaeological statement for the protected structure.

3.3 Ecology

The site is located within the Lower River Shannon Special area of Conservation. An Environmental Impact Assessment has been carried out, based on the project class approach. It is summarised in the Flynn Furney Environmental impact statement that the proposed development will have little to no Environmental impact on the area.

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Figure 7: Lower Shannon SAC

"The potential impacts would not be considered likely to have significant effects on the environment given that the appropriate mitigation measures are followed during the construction phase of the project, as advised in the conclusion of the Appropriate Assessment Screening Report (FFEC, 2025). No negative impacts are anticipated from the operational phase of the project; similarly, no significant cumulative impacts are considered likely and no negative transboundary impacts are anticipated"

3.6 Flooding

A review has been carried out of the mapped data including the Ordnance Survey, the OPW Flood Hazard Mapping and the Catchment Flood Risk Assessment and Management (CFRAM) studies.

Historic Mapped Data

Following a review of the historic maps for the area including the OS 6-inch map and 25-inch it can be seen on these maps that there is a record of areas "Liable to Flood" See extract below. Historic flood and swelling of the river is noted on the River Small and upstream of the Newport River within the site boundary.

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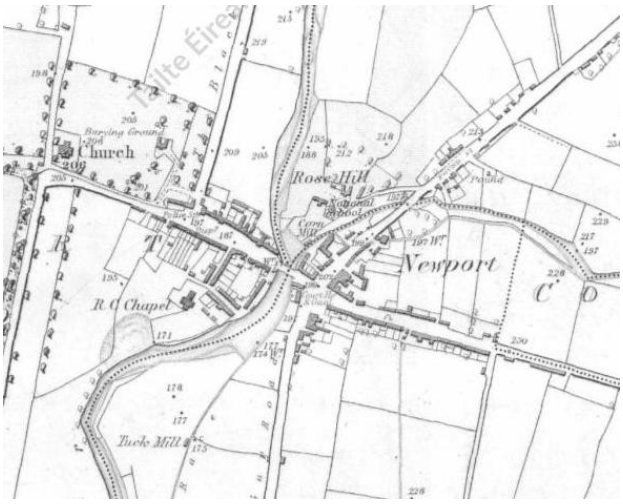

Figure 8: Historic 6" Map

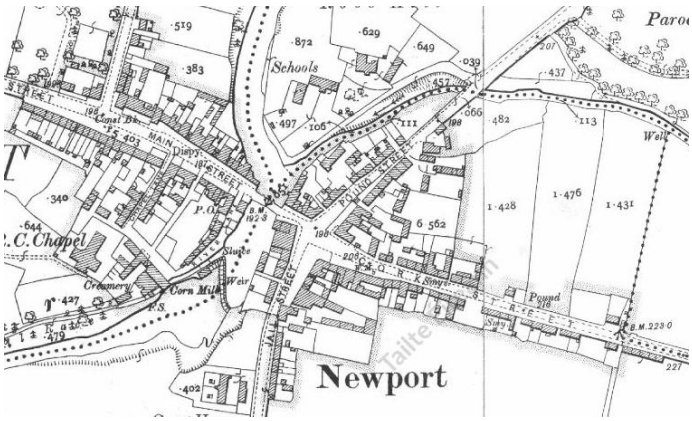

Figure 9: Historic 25" Map

OPW Flood Hazard Mapping

As part of the National Flood Risk Management Policy, the OPW developed a web-based data set, which contains information concerning historical flood data and displays related mapped information.

Studies carried out by the OPW are at the core of the national policy for flood risk management and the strategy for its implementation. Part of the CFRAM Studies is to assess flood risk, through the identification of flood hazard areas and the associated impacts of flooding. The CFRAM studies consider coastal and fluvial flooding. The CFRAM map for the area is outline below.

After reviewing Flood Hazard Maps for the area, there is a recurring flood event related to the River Small which impacts on the site. The fluvial flooding event is reoccurring.

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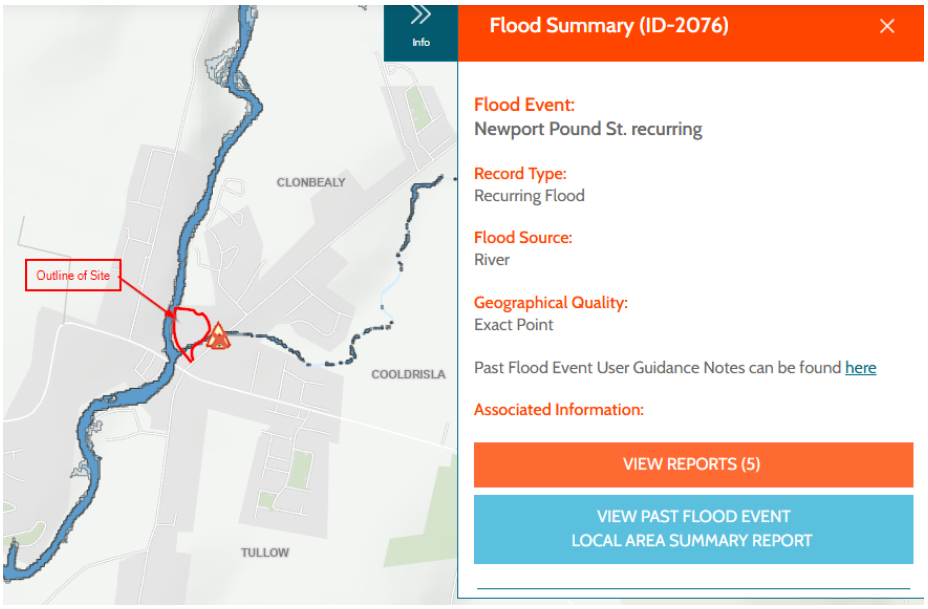

Figure 10: OPW Floor Mapping Extract

Flooding Conclusion

The proposed development is located within area subject to flooding. As previously noted in the initial flooding Review which identifies the flooding History and location of past flood events. The area has been prone to flooding in the recent past and has a history of flooding. A strategic Flood Risk Assessment has been carried out for Newport Ball Alley in association with the development plan.

CFRAM Mapping

The 1 : 100 year flood level is proposed to be 52.62m, the proposed invert level of the bridge is 53.539m 900mm above the 1: 100 year flood level to account for an additional 300mm for climate change as recommended by the OPW for the section 50 application but also a further 600mm to widen the bridge and ensure that the abutment have limited to no impact on the free flowing water of the bridge.

Node Label	10% AEP		1% AEP		0.1% AEP	
	Water Level (mOD)	Total Flow (m³/s)	Water Level (mOD)	Total Flow (m³/s)	Water Level (mOD)	Total Flow (m³/s)
02NEW00069	52.05	46.08	52.41	62.76	52.71	79.15
01SMR00035	51.89	10.71	52.25	14.26	52.62	17.75
01NEW13437u	51.78	52.09	52.14	68.78	52.46	85.15
01NEW13000JD	47.84	57.05	48.16	75.55	48.42	93.65
01NEW12175	41.82		42.14		42.43	

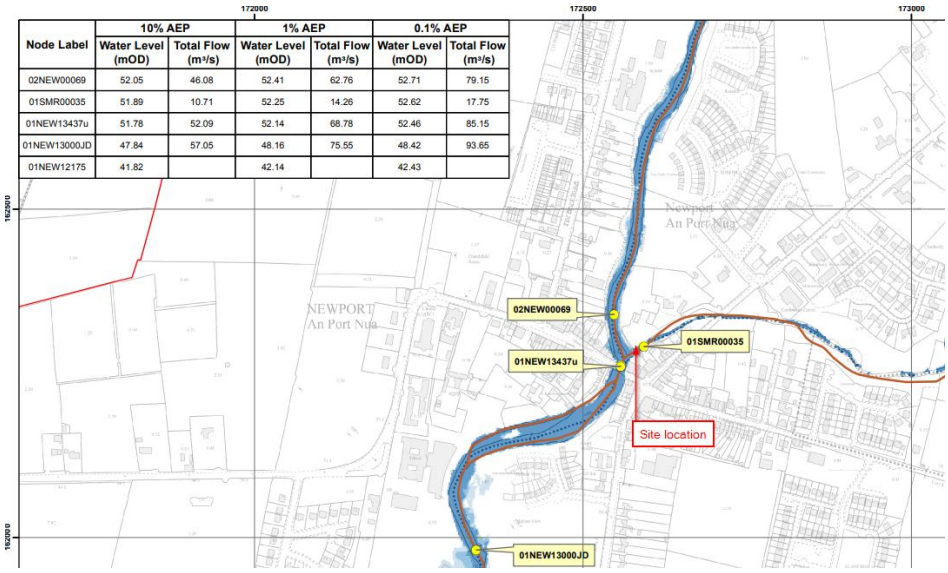

Figure 11: Extract of the OPW Flood Mapping

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The proposed development does not increase the contributing water to the river as it is an unoccupied food bridge. The increase of hardstanding over the water course is dealt with from run of to permeable paving either side to ensure no adverse build of water in the water course.

Flooding Summary

The mapped data shows the extent of the bridge abutment to be outside the 0.1% AEP Fluvial Flood event; this has no reduction of the current available flood area of the river.

The bridge is 900mm above the 0.1% AEP flood event level, thus not impeding any flow of the river during a flooding event.

The additional hardstanding created by the proposed bridge does not impede on the water course as the water is distributed into permeable paving on the existing banks.

It can be stated from the design proposed that the bridge will have limited affect on flooding and any risk items arising from flooding have been duly managed in the design.

3.7 Planning History

Previous Planning History

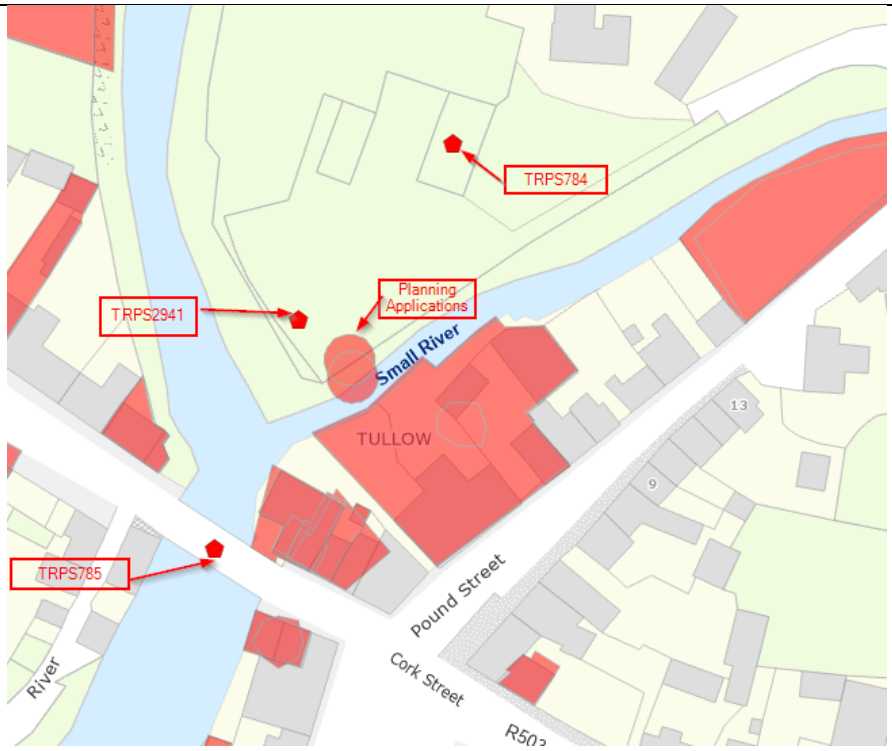

Figure 12: Extract of Tipperary Planning Search (31/07/2025)

Application to Tipperary County Council	Ref
Planning Application	**20/809**
A stone faced Foot Bridge over Cully River – Incomplete Application	
Planning Application	**20/788**
Within Ownership boundary but outside scope of works – Incomplete Application	

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No previous planning application have been made for the Ball Alley or lane for Tipperary County Council within the site boundary of the works proposed. Application have been made to the council for works but have been incomplete applications.

3.7 Policy Context

3.7.1 National Level

The application is being made under an umbrella of policies as noted below which aim to provide funding for the development of new outdoor recreational infrastructure. They also provide support for the necessary repair, maintenance, enhancement or promotion of existing outdoor recreational infrastructure in rural areas across Ireland.

The Town Centre First – Measure 3

The application is being made under the Town centre First – Measure 3. Town Centre First is a national cross-government policy in Ireland, launched in 2022, aimed at revitalising town centres. Its key goals are to tackle vacancy, combat dereliction, enhance heritage, strengthen local communities, and make town centres more vibrant places to live, work, visit and do business. It works through a number of schemes and supports (e.g. heritage revival, planning/design funding, town plans, etc.)

Town and Village Renewal Scheme

The TVRS is a national scheme managed by local authorities on behalf of the Department of Rural and Community Development. First introduced in 2016, to help rural towns and villages become more attractive, sustainable, socially & economically vibrant. Its objectives include: regenerating town and village centres, reducing vacancy and dereliction, enhancing public & community amenity, improving streetscapes, supporting local economic and social activity, and repurposing heritage or derelict buildings

3.7.2 County Development Plan

Below is an extract of the County Development Plan Policy Context Map for Newport town as zoned.

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The site is primarily located within the amenity space zoned for Newport. The town is deemed a Local Town in settlement Hierarchy and in such is an important role as a centre for Retail and service provision. In section 3.0 of the County Development section 2 Settlement guide it boasts reference to the proposed town park with in Newport, although not linked the proposed development would be in keeping with ethos of increasing amenity space in the town centre to support the local community and business. Along with references to the proposed public realm upgrades to Newport to support its growing population the proposed development will have an immediate positive impact on the street scape.

Tipperary Transforming – Tourism Product Development Plan 2020 – 2030'

The site is not located within a particular strategy plan but falls under the General "Tipperary Transforming – Tourism Product Development Plan 2020 – 2030' (Tipperary Tourism and Tipperary County Council), supporting the importance of the a collaborative approach with stakeholders to enhance tourist experience and support local areas in managing the growth. Particularly from planning.

Planning Policy as Per County Development Plan		
It is the policy of the Council to:		
TM 3	Promote sustainable transport	Provides a direct, car-free pedestrian route between key amenities.
GI2	Enhance green infrastructure	Connects the park, river corridor, and village green spaces
DPO 4	High-quality design character.	Lightweight, context-sensitive structure complementing local
EN 5	Protect river corridors	Minimal intervention with appropriate ecological mitigation.
CDP 10.3	Promote placemaking network	Establishes a focal civic element within the village's public realm
9-1	Encourage and support tourism development, including accommodation and related facilities, to locate within existing settlements, subject to normal planning and environmental considerations, where they can support compact growth and regeneration, provision of services and the general economic vitality of settlements. New development will be required to relate sympathetically to the scale, capacity and level of development and facilities in the settlement	
9-2	In assessing proposals for tourism development, including accommodation, at locations outside of settlement centres, to consider proposals on a case-by-case basis, having regard to; (a) The nature and scale of the proposal in the context of its setting, (b) The specific need for the development to locate in the rural area and not within a settlement, (c) Demonstration that the development is compatible with the protection of the environment, including lakeshore and riparian habitats. (d) The environmental conditions and sensitivities, scenic amenity, availability of services and the cumulative impact of such developments on the environment.	
9-3	Encourage all new tourism related development proposals to: (a) Maximise energy efficiency through siting, layout, design and incorporate best practice in energy technologies, conservation and smart technology. (b) Support best-practice environmental management including energy efficiency, waste management, biodiversity and sustainable transport.	

Table 1: Extract Planning Policy for Tourism Development (Tipperary County Development Plan 2022)

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Green and Blue Infrastructure

The Council acknowledges the importance of existing way-marked ways and rights of way in the county and in this respect will seek to preserve and maintain existing public rights-of-way and way-marked ways. Where appropriate, and in the interest of gaining formal public access to important tourism or heritage attractions, the Council may also undertake a formal process of preserving and implementing public rights of way. The Council will seek to ensure that public rights-of-way are well marked and signposted, and will seek to integrate signage with existing themes and brands where appropriate. The Council will work with the following stakeholders; National Trails Office of the Irish Sports Council, Waterways Ireland, Bord Na Mona, LEADER, the Heritage Council, Office of Public Works and the National Parks and Wildlife Service.

Planning Policy as pre County Development Plan	
It is the policy of the Council to:	
14-1	(a) Require new development proposals to incorporate a 'Green Infrastructure' approach to the planning, design and management of built form/public realm and green and blue spaces, (where feasible), and to consider all opportunities for synergies and linkages with existing blue and green infrastructure in both urban and rural areas, in line with the Development Management Standards set out in Volume 3. (b) Ensure that proposals for greenway/blueway development contribute towards the protection or enhancement of existing green infrastructure and have regard to the "Connecting with nature for health and wellbeing" EPA Research Report 2020 and the Development Management Standards 1.1 Habitats Directive Assessment and 1.2 Environmental Assessment. (c) Where new development is required to prepare a 'Sustainability Statement', they must demonstrate compliance with this policy to the satisfaction of the Council.
14-2	Preserve and protect existing public rights-of-ways, and way-marked ways which give access to lakeshores, mountains, riverbanks or other places of natural beauty or recreational, tourism or heritage amenity, and to create new formal public rights-of-way as appropriate, and as required as part of emerging and developing tourism, regeneration and amenity initiatives.
14-3	To restrict new development where an existing or proposed public rights-of-way will be affected unless the level of amenity loss is minimised by: a) Diversion of the route by the minimal practical distance, b) The character of the route is not materially affected, c) Appropriate legal procedures have been undertaken to extinguish any existing right-of-way and to establish a new right-of-way to replace it.

Table 2: Extract Planning Policy for Green and Blue Infrastructure (Tipperary County Development Plan 2022)

Environmental and Natural Assets

The NPF and the RSES aim to protect and value our important and vulnerable habitats, landscapes, natural heritage and green spaces. They highlight the importance of the interrelationships between biodiversity, natural heritage, landscape and our green spaces. The NPF states that integrated planning for green infrastructure, and the natural services that our environment provides is to be incorporated into the preparation of statutory land use plans. It also refers to the importance of biodiversity, and how the planning system can respond to challenges such as climate change and ensure that development has regard to the requirements of relevant environmental legislation. The Tipperary Heritage Plan 2017 – 2021 (Tipperary County Council, 2017) seeks to support heritage in all its forms. In accordance with the Heritage Act of 1995, heritage is defined as monuments, archaeological objects, heritage objects, architectural heritage, flora, fauna, wildlife habitats, landscapes, seascapes, wrecks, geology, heritage gardens and parks and inland waterways.

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This Plan, through its supporting Environmental Reports (SEA Environmental Report, Natura Impact Statement and Strategic Flood Risk Assessment) as set out in Volume 5, focuses on the way that the natural environment works as a system. Environmental protection is a core objective, and the Council will seek, at all times, to integrate sustainable economic and social development with the protection and enhancement of our natural environment, and the natural services on which we depend.

Planning Policy as pre County Development Plan	
It is the policy of the Council to:	
11-2	Ensure the protection, integrity and conservation of European Sites and Annex I and II species listed in EU Directives. Where it is determined that a development may individually, or cumulatively, impact on the integrity of European sites, the Council will require planning applications to be accompanied by a NIS in accordance with the Habitats Directive and transposing Regulations, 'Appropriate Assessment of Plans and Projects, Guidelines for Planning Authorities', (DEHLG 2009) or any amendment thereof and relevant Environmental Protection Agency (EPA) and European Commission guidance documents.
11-3	Ensure the conservation and protection of existing, and proposed NHAs, and to ensure that proposed developments within or in close proximity to an existing or proposed NHA would not have a significant adverse impact on the status of the site as described.
11-4	(a) Conserve, protect and enhance areas of local biodiversity value, habitats, ecosystems and ecological corridors, in both urban and rural areas, including rivers, lakes, streams and ponds, peatland and other wetland habitats, woodlands, hedgerows, tree lines, veteran trees, natural and semi-natural grasslands in accordance with the objectives of the National Biodiversity Plan (DCHG 2017) and any review thereof. (b) Safeguard, enhance and protect water bodies (rivers/canals/lakes) and river walks and to provide links, where possible, to wider green infrastructure networks as an essential part of the design process. (c) Require an 'Ecosystems Services' approach for new development to incorporate nature-based solutions to SUDS, in so far as practical, as part of water management systems, public realm design and landscaping, in line with best practice. (d) Where trees or hedgerows are of particular local value, the Council may seek their retention, or where retention is not feasible, their replacement and will seek a proactive focus on new tree-planting as part of new development.
11-17	Ensure the protection of the visual amenity, landscape quality and character of designated 'Primary' and 'Secondary' amenity areas. Developments which would have a significant adverse material impact on the visual amenities of the area will not be supported. New development shall have regard to the following: a) Developments should avoid visually prominent locations and be designed to use existing topography to minimise adverse visual impact on the character of primary and secondary amenity areas. b) Buildings and structures shall integrate with the landscape through careful use of scale, form and finishes. c) Existing landscape features, including trees, hedgerows and distinctive boundary treatment shall be protected and integrated into the design proposal.
11-18	Ensure that new development does not result in significant noise disturbance and to ensure that all new developments are designed and constructed to minimise noise disturbance in accordance with the provisions of the Noise Action Plan 2018 and

	relevant standards and guidance that refer to noise management.
11-19	Ensure that new development does not result in significant disturbance as a result of light pollution and to ensure that all new developments are designed and constructed to minimise the impact of light pollution on the visual, environmental and residential amenities of surrounding areas

Table 3:Table 1: Extract Planning Policy for Environmental and Natural Assets (Tipperary County Development Plan 2022)

Tipperary LCA

Tipperary LCA 12 - RIVER SHANNON - NEWPORT LCA

The County Development Plan and Town Plans/Local Area Plans (and any review thereof), set out the statutory basis and the planning policy and objectives for the protection of the landscape of the county. This LCA is a technical support document for the planning framework and will give guidance to planning decision making and also the preparation and review of plans and strategies in the future. The LCA should be read in conjunction with the Development Plan framework for the county.

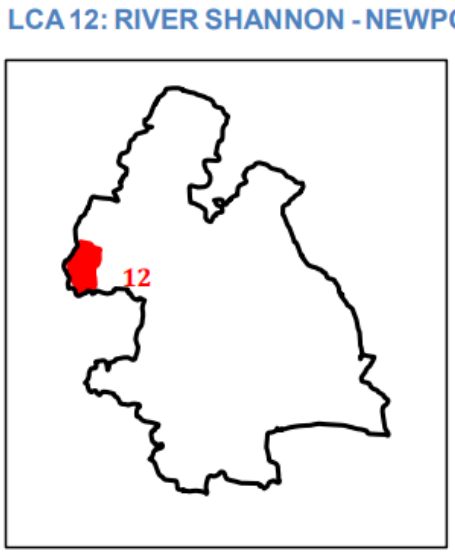

Figure 13: Extract Tipperary LCA Appendix 3 County Development Plan

Other Policy References

Design Manual for Urban Roads and Streets (DMURS, 2020 Update) — prioritising pedestrian safety and legibility.

National Planning Framework (NPF, 2018) — supports compact settlements and active travel infrastructure.

Tipperary Active Travel Strategy (where applicable) — aligns with goals for walking and cycling network expansion in key settlements

4.0 Architecture

4.1 The Proposed Bridge

The bridge will be fully fabricated off-site using precision-engineered components. This method minimises on-site disruption, reduces construction time, and ensures high-quality standards. The modular construction approach also reduces environmental impact on the sensitive river habitat and maintains uninterrupted access to surrounding spaces during installation.

4.1.1 Design Intent and Objectives

- **Connectivity**: Seamlessly connect the village to the amenity space, improving access for all users including pedestrians, cyclists, and those with mobility challenges.
- **Place-Making**: Create a visually engaging and inviting structure that complements the existing landscape while acting as a local landmark.
- **Sustainability**: Utilize off-site fabrication methods to minimize on-site disruption, reduce construction time, and improve quality control.
- **Experience**: Incorporate a dedicated viewing area within the bridge design to encourage use beyond transit — as a gathering, resting, and observational point with views over the landscape.

4.1.2 Architectural Design Approach

- Form and Aesthetics: The bridge will feature a contemporary yet context-sensitive design, with slender, elegant lines that minimize visual intrusion. Materials such as weathering steel, timber, or powder-coated steel will be considered for durability and minimal maintenance.
- Modular Construction: Components will be prefabricated off-site to ensure high quality and precision. The modular approach also reduces construction impact on sensitive environments and minimizes disruption to local residents.
- Viewing Platform: A widened section at a midpoint or key viewpoint will allow users to pause, reflect, and enjoy panoramic views. Subtle seating and interpretive elements may be included to enrich the experience.
- Integration with Existing Pathways: The new structure will tie in smoothly with existing paths, using appropriate gradients, surfacing materials, and landscaping to ensure full accessibility and visual harmony

The form of the bridge is deliberately simple and elegant, with clean lines and minimal visual clutter. Key features include:

- **Materials:** Durable, low-maintenance materials such as weathering steel, timber, or powder-coated steel, chosen for their longevity, visual warmth, and compatibility with the rural context.
- **Structure:** A slender single-span design to avoid the need for intermediate supports in the water, preserving the river ecology and flow.
- **Decking and Railings:** Non-slip timber or composite deck surfaces with open balustrades that ensure safety without obstructing views across the river.
- **Accessibility:** A gentle gradient and inclusive design ensure full accessibility for all users, including those with reduced mobility or pushchairs.

4.1.3 Sustainability and Impact

The design prioritises sustainability through:

- **Off-site manufacture**, reducing waste and emissions.
- **Low-energy materials** with long life cycles.
- **Minimal groundworks**, preserving the local ecology and riverbanks.
- **Encouragement of walking and cycling**, supporting village sustainability goals.

4.1.4 Conclusion

The Foot Bridge and walkway serve not only as a functional link but as a civic gesture that enhances community connectivity, encourages active travel, and offers a new destination within the landscape. Its off-site construction method ensures efficiency, quality, and minimal site impact — aligning with modern principles of sustainable and resilient design. Minimizing ecological impact is a priority. Where necessary, the bridge spans sensitive habitats to avoid intrusion. Drainage and foundation solutions will be developed with ecological input, and materials with low embodied carbon will be prioritized. Lighting and natural surveillance principles will ensure the route feels safe and welcoming during all hours.

4.2 Refurbishment of Existing Lane Access

The upgrade of an existing lane to serve as a safe, accessible, and visually cohesive approach to a new Foot Bridge that connects the village with a nearby amenity space. The design aims to preserve the rural character of the lane while improving usability, safety, and inclusivity for all users.

4.2.1 Design Objectives

- **Connectivity**: Create a seamless and legible pedestrian route from the village to the new bridge.
- **Accessibility**: Ensure the route is suitable for users of all abilities where practicable to do so, with appropriate gradients, surface finishes, and rest areas.
- **Character Preservation**: Retain and enhance the existing character of the lane, respecting its historical, ecological, and landscape context.
- **Safety and Comfort**: Upgrade the lane to improve underfoot conditions, lighting, and sightlines, ensuring a secure and pleasant route.

4.2.2 Site Context

The existing lane is a lightly trafficked rural path, currently used informally for pedestrian movement. It features a mixture of hard and soft surfacing, natural vegetation along its edges, and occasional boundary walls or hedgerows. The lane runs from the edge of the village to the proposed location of the Foot Bridge, crossing undulating terrain and offering scenic views over the surrounding landscape.

4.2.3 Design Proposals

Surface Improvements: A new surface treatment will be laid using permeable, durable materials such as resin-bound gravel or compacted stone with fines, chosen for their rural aesthetic and ease of maintenance. Surfacing will be DDA-compliant.

- Edge Treatments: Native hedgerows and low-impact edging will define the path while maintaining a green corridor feel. Existing vegetation will be retained and supplemented where appropriate
- Wayfinding and Lighting: Discreet wayfinding markers and low-level lighting (where necessary) will be introduced to enhance usability while respecting the area's dark sky environment.

4.2.4 Conclusion

The upgrade of the existing lane is a modest yet meaningful intervention that will unlock access to a new Foot Bridge, thereby improving mobility, connectivity, and the quality of the public realm. It has been carefully designed to balance modern access requirements with a deep respect for the rural setting and community character. The upgraded lane will act as both a movement corridor and a public realm asset — offering opportunities for pause, interaction, and informal engagement with the landscape. The improved connection enhances local walkability and contributes to placemaking by fostering a stronger relationship between the village and surrounding natural assets.

The proposed Pedestrian Footbridge Link to Newport represents a strategic, sustainable, and community-focused intervention in line with the Tipperary County Development Plan 2022–2028.

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It enhances accessibility, supports active travel, and celebrates Newport's unique river landscape — embodying the principles of good design, placemaking, and environmental stewardship.

5.0 Structure

The following works have bene designed in accordance with

DESIGN CODES	
Eurocode 0	IS EN1990 + NA – Basis of structural design
Eurocode 1	IS EN1991 + NA – Actions on structures
Eurocode 2	IS EN1992 + NA – Design of concrete structures
Eurocode 3	IS EN1993 + NA – Design of steel structures
NSSS	National Structural Steel Specification 5th edition
Building Regulations	Building Regulations Technical Guidance Documents A through K

5.2 Bridge

The bridge has been designed with an offsite construction mentality to limit the works within the glens. Limited concrete, which can be controlled in the form of levelling grout will be required to the head off the existing abutment which are to remain in place. These appear visually good condition and require only localised repair. The bridge has been designed for an imposed loading of 10kN/m^2 .

The bridge is to be constructed of a precast concrete bridge deck with metal handrail on concrete screw pile abutments either side. The deck is to be Concrete or timber with an anti slip coating to the client requirements.

The proposed materials are robust and will require limited maintenance through out the design life . the steel handrail is to be galvanised or powder coated to a Ral colour of the clients requirements and the bridge timber deck is to be covered with pressurised tanalised timber with an anti slip coating.

The proposed is to be manufactured off site and brought to site in its components to limit the requirement for heavy machines accessing the location.

- Bridge beams
- Deck / Handrail unit
- Timber Decking for concrete finish
- Handrail Cap

Connections between element are to be bolted which can be fixed together on site. The installation duration of the bridge is forecasted to take 2 days within the Glens area.

Foundation for the bridge are to be low impact screw piles where possible to limit any impact on the potential invasive species but also any possible archaeological elements within the foot print of the bridge abutments.

5.3 Viewing Platform

The viewing platform is to be formed of a levelled earthen viewing platform, the proposed area requires very little structural requirement due to the levels forming a natural platform.

Minor retention is required in a localised area and it is envisaged that bedded timber sleeper can be constructed to form the structural element of the wall while providing a soft finish more fitting to the natural area. The viewing platform is to be split into stepped levels, allowing for a seated area overviewing the existing amenity space.

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6.0 Transport

The provision for the safety of the existing and future users is an important consideration in the design and this has been considered in detail during the proposed planning phase. This section aims to outline how key road safety issues and how these have been addressed.

Access

Access to the amenity space previously required foot traffic to walk out of Newport along an existing footpath to an informal shared gravel access which has very little accommodation for pedestrians. The proposed scheme plans to focus the access via the pedestrian access route of the lane and across the new pedestrian link bridge reducing pedestrian traffic on the informal gravelled access way.

7.0 Drainage Systems.

7.1 Storm Water Management

The proposed development will have very little hard standing outside of the existing. Surface run off along the existing access lane will need to be dealt with due to the incline preventing slippage from pluvial build up underfoot. This water will be discharged into a soakaway area to the right in the existing bracken for treatment before joining the existing river network.

7.2 Foul Drainage

No requirement for foul drainage is envisaged for these works.

7.3 Potable Water

No requirement for potable water is envisaged for these works.

6.0 Appendices

Appendix A – Drawing Package

North

Handball alley Noted on Record of protected structure TRPS 784

Planning Notice 2 of 2

Protected structure. Shoeing stone noted on record of protected structures. TRPS2941

Planning Notice 1 of 2

52996
53223
54010
53241
53715
53002
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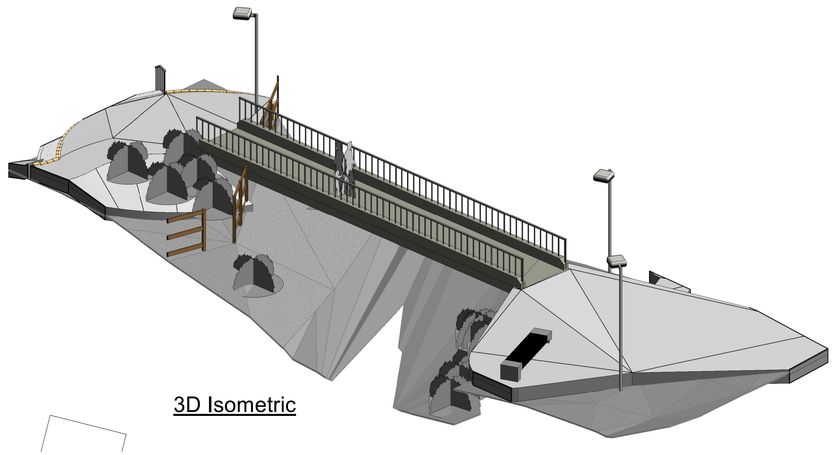
55401



3D Isometric

1 **Site Layout**
1 : 250

Rev:	Description:	Date:	By:	To:
1	Levels Updated	18/06/25	ZG	ZG
2	Issued for Plannig	17/10/25	ZG	ZG

NOTES:

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3. DO NOT SCALE FROM DRAWINGS.
4. ALL DIMENSIONS IN S.I. UNITS UNO.

PROPOSED WORKS

The proposed works include the installation of new foot bridge, re surfacing of existing path and creation of a seating area with tables.

SITE AREA

Total Ownership Area =	3195 m²
Redline Boundary Area =	3710 m²

DRAWING LEGEND

Total Ownership Boundary

Outline of Proposed Works

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Tipperary County Council

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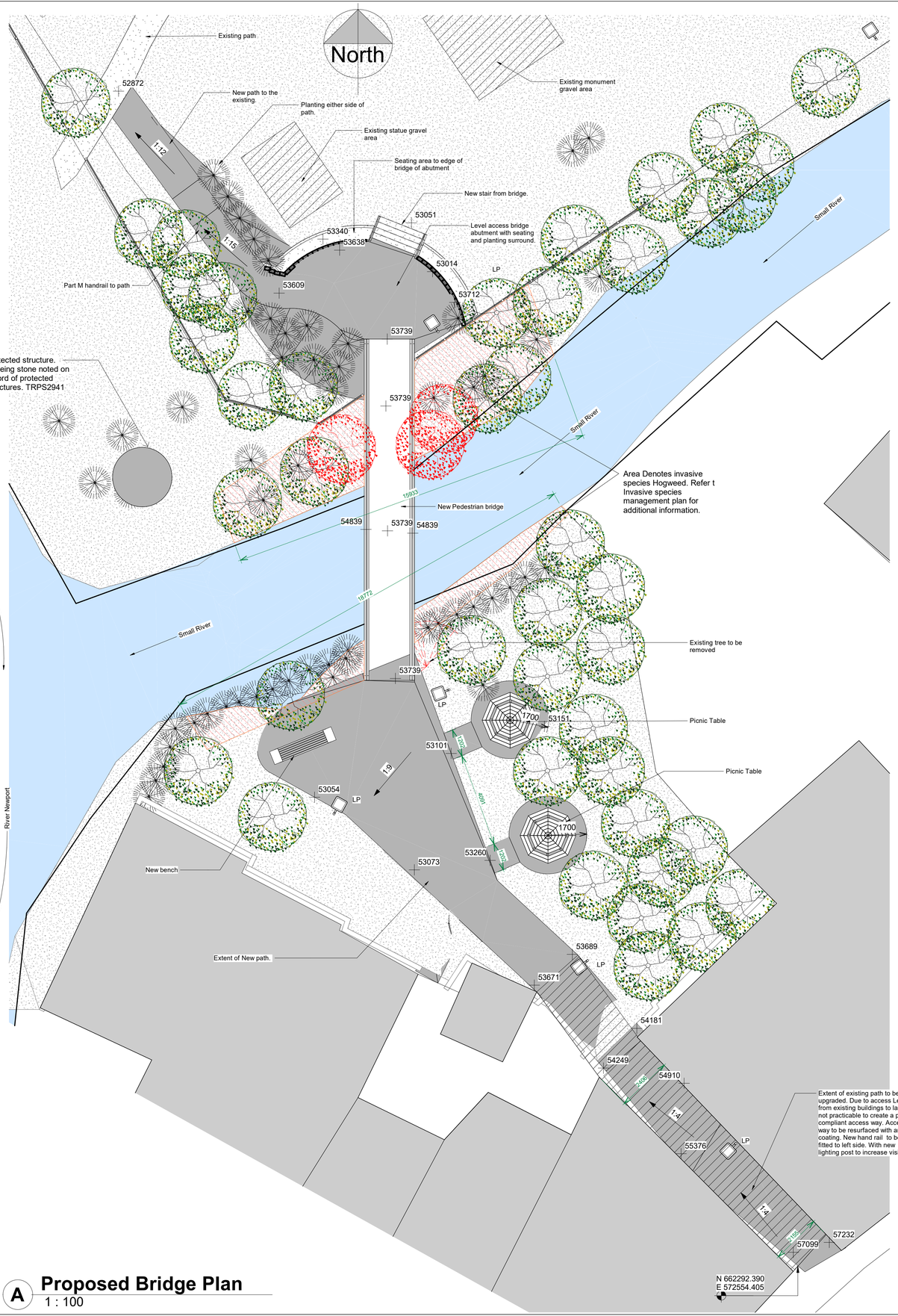
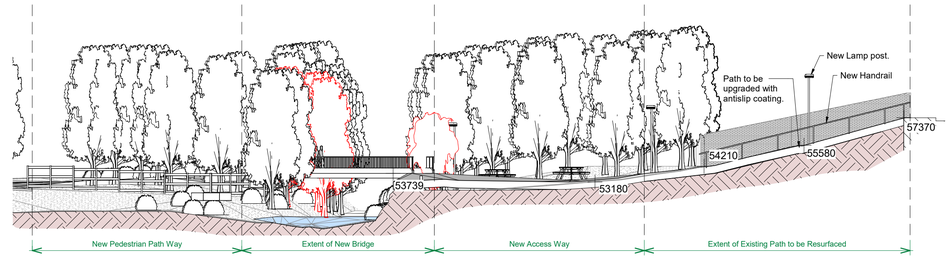
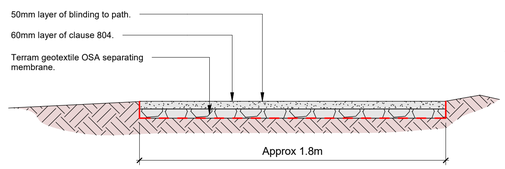
Planning	REV: 2
Tipperary County Council	
Newport Foot Bridge	
Proposed Site Plan	
Project number:	7766
Date:	12/06/25
Drawn by:	ZG
Checked by:	ZG
Scale @ A1:	As indicated
Sheet No:	7766- WMA- ZZ- ZZ- DR- A- 1000



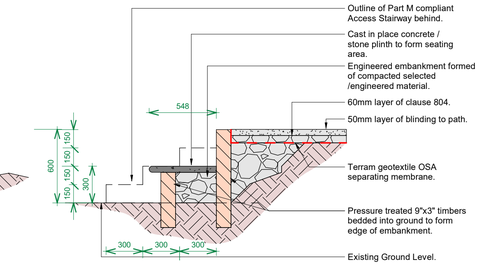
A Proposed Bridge Plan
1 : 100



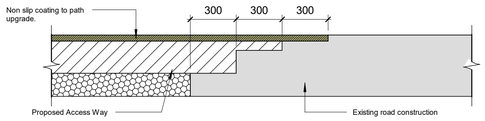
1 Long Section of Path
1 : 200



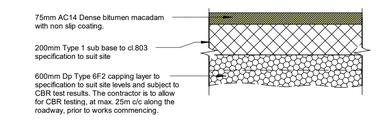
2 Proposed New Path
1 : 20



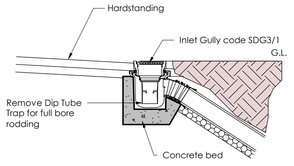
3 Abutment Seating Step
1 : 25



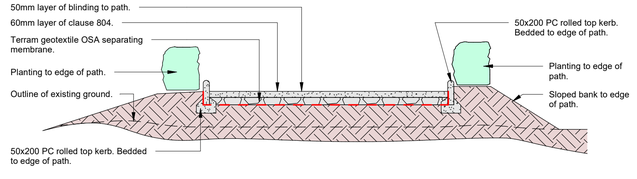
4 New Access Way Tie in Detail
1 : 20



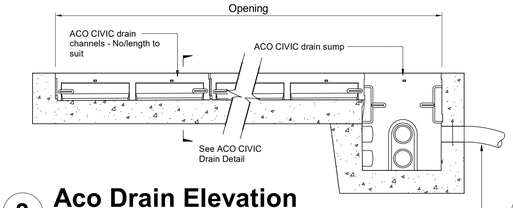
5 New Access Way Build Up
1 : 20



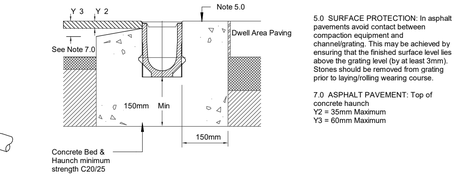
6 Inlet Gully
1 : 20



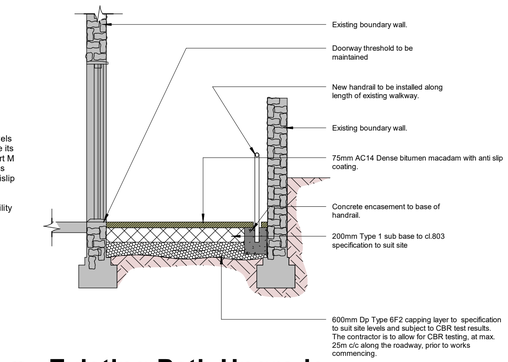
7 Proposed New Ramp Section
1 : 25



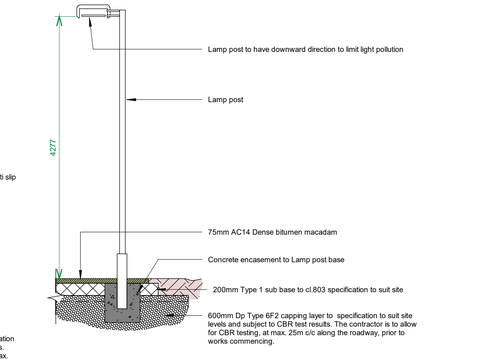
8 Aco Drain Elevation
1 : 20



9 Aco Drain Section
1 : 10



10 Existing Path Upgrade
1 : 40



11 Lamp Post
1 : 50

Rev:	Description:	Date:	By:	To:
1	Levels Updated	18/06/25	ZG	ZG
2	Issued for Plannig	17/10/25	ZG	ZG

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Planning	REV: 2
Tipperary County Council	
Newport Foot Bridge	
Proposed Plan	
Project number:	7766
Date:	12/06/25
Drawn by:	ZG
Checked by:	ZG
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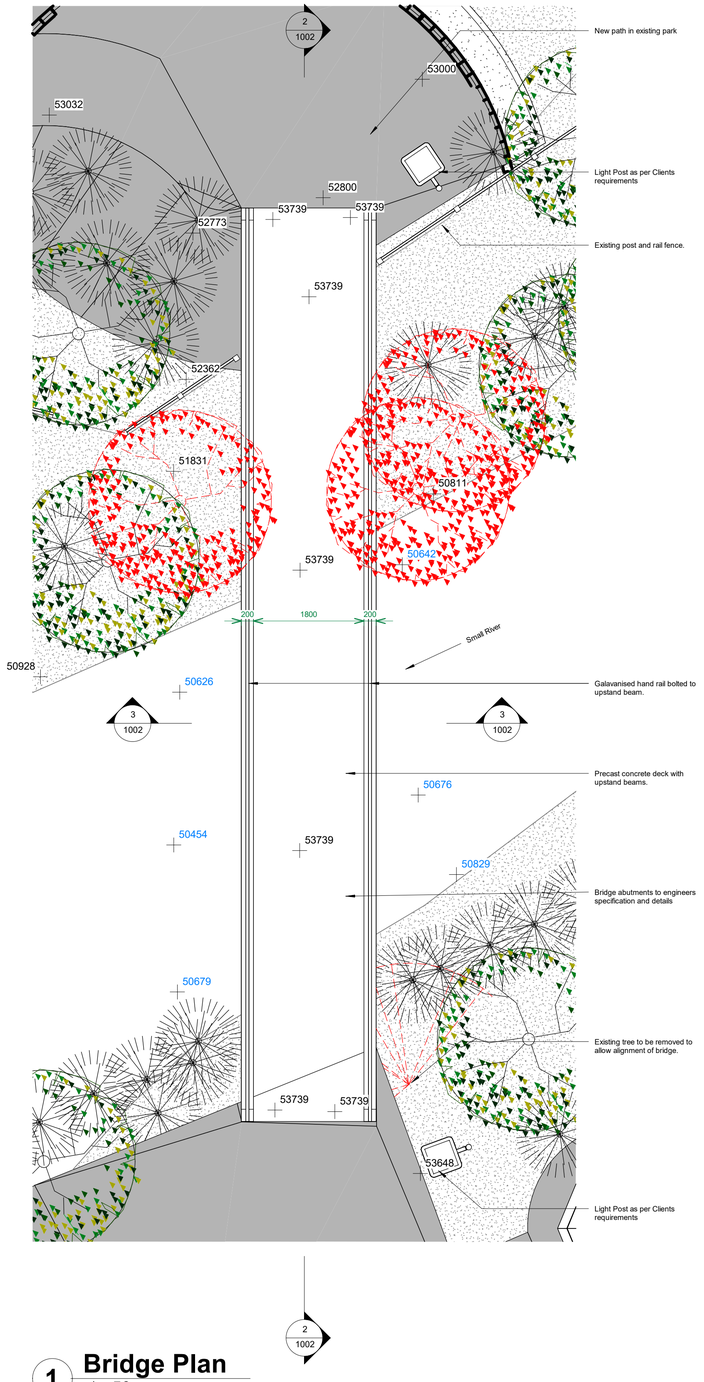

1 Bridge Plan
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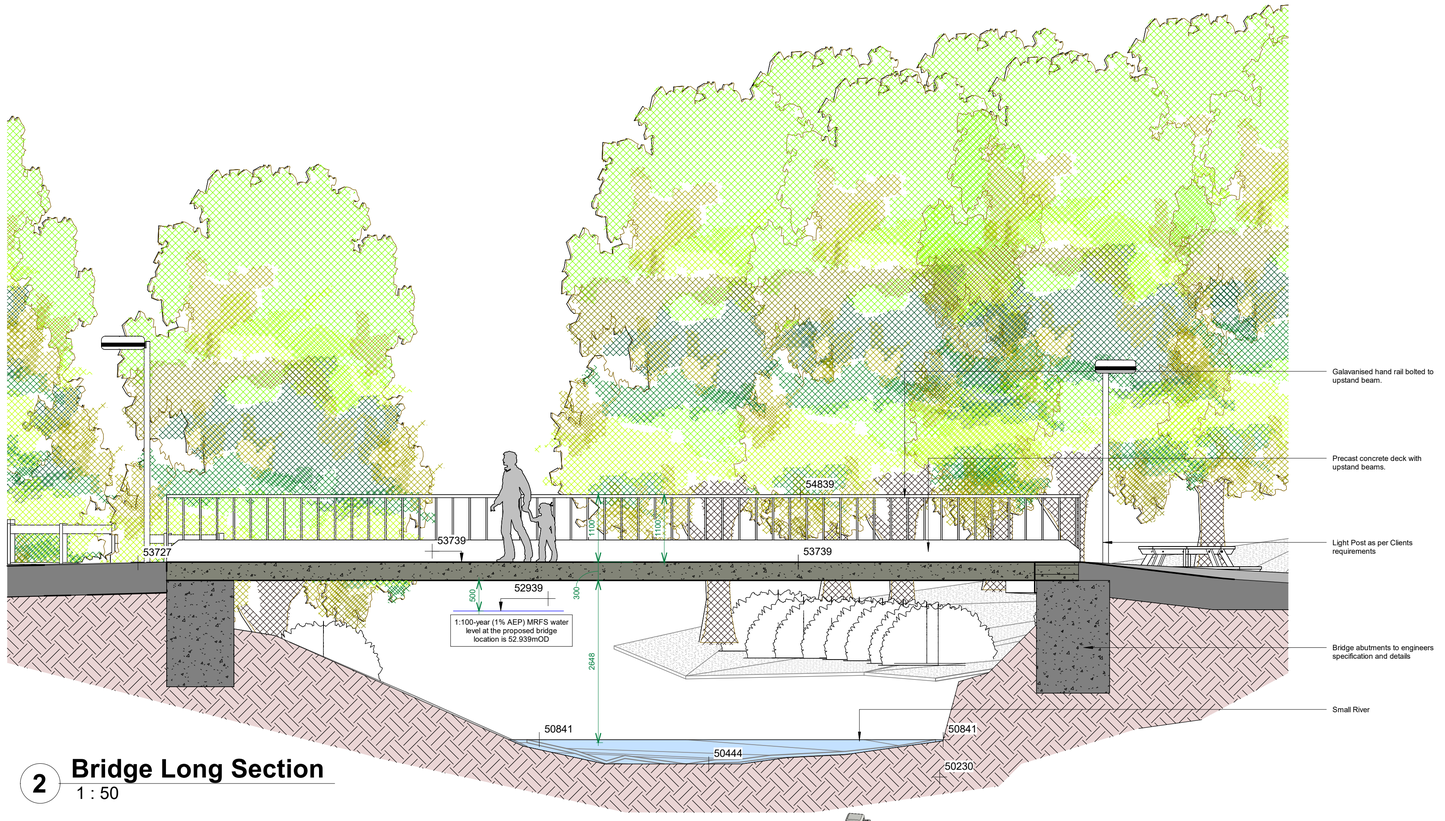
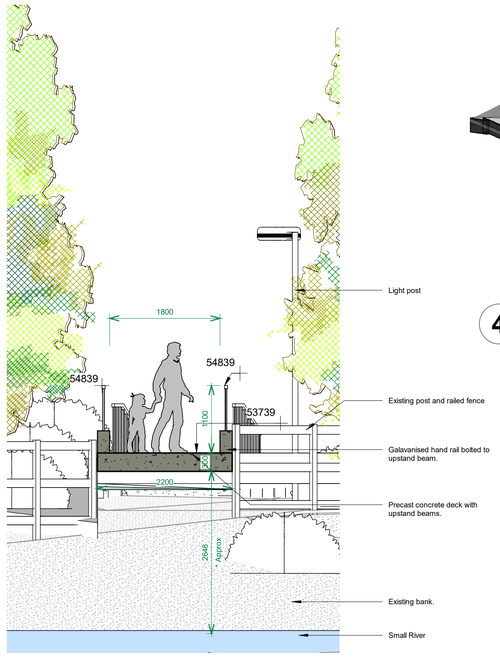
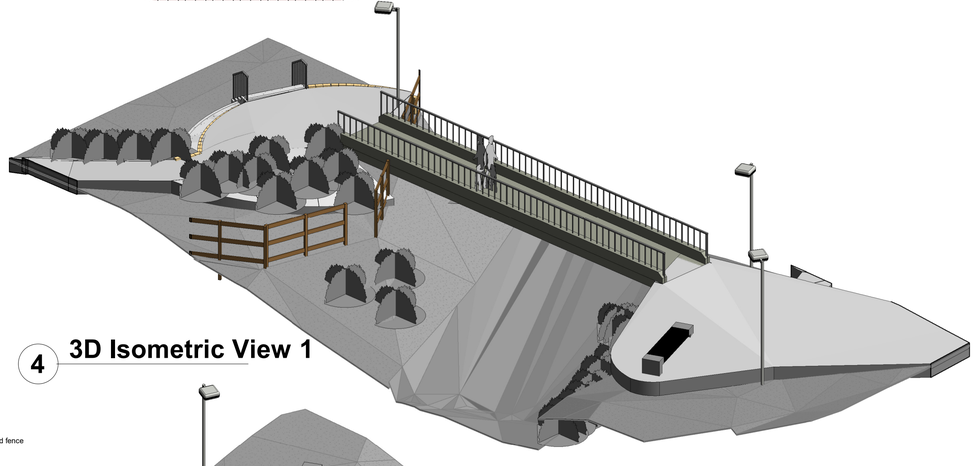


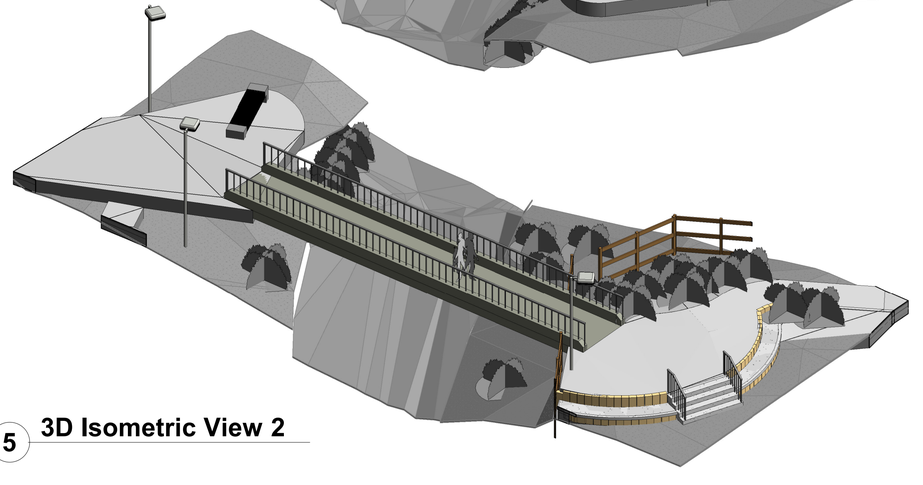
2 Bridge Long Section
1 : 50



3 Bridge Short Section
1 : 50



4 3D Isometric View 1



5 3D Isometric View 2

Rev:	Description:	Date:	By:	To:
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2	Issued for Plannig	17/10/25	ZG	ZG

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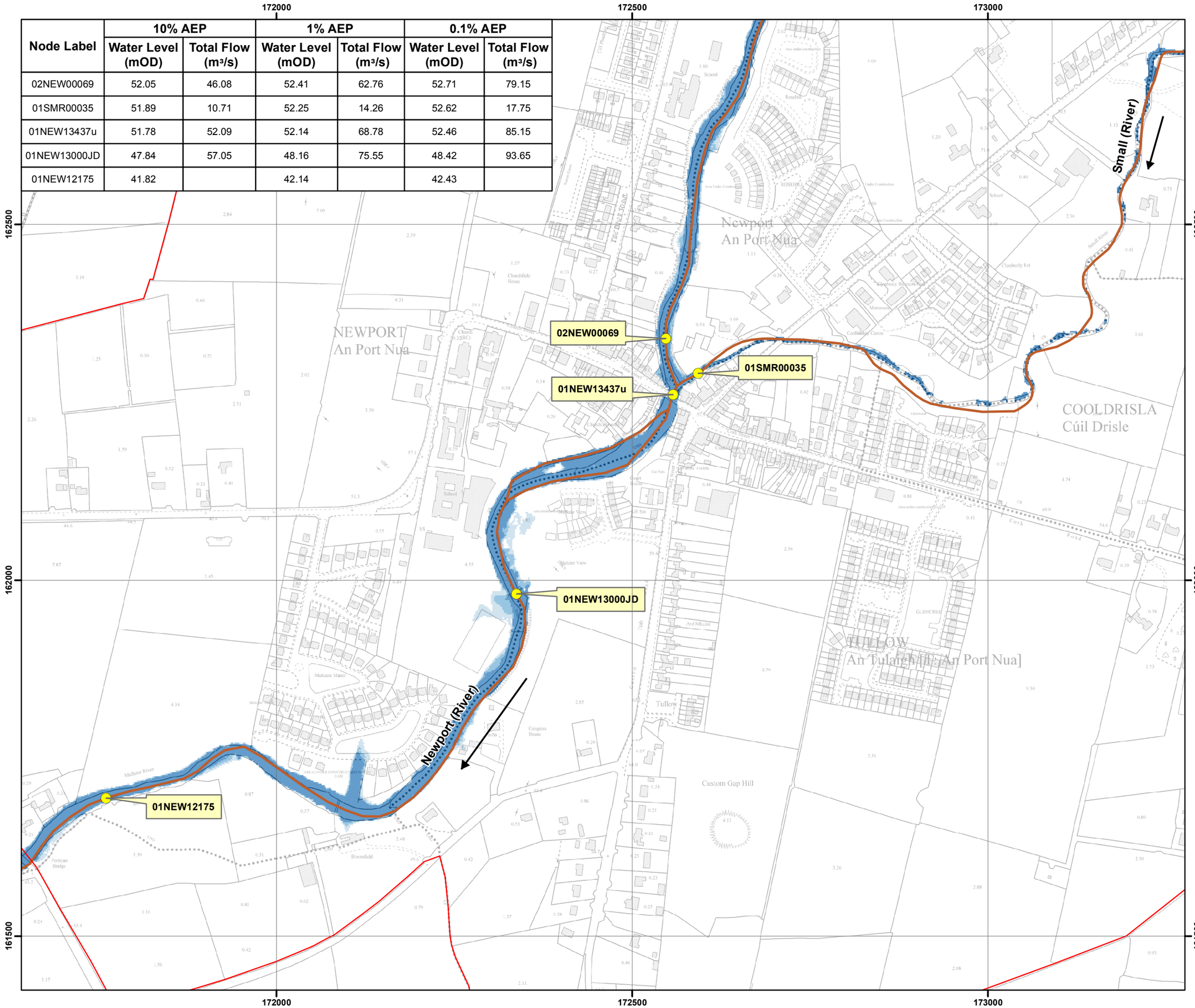
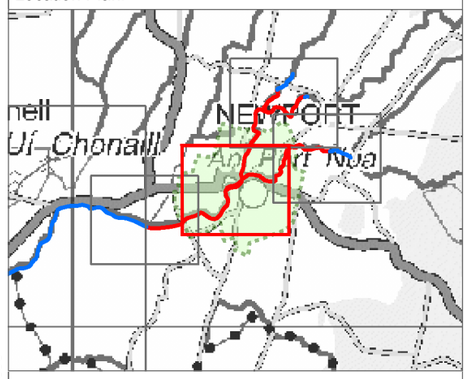
Tipperary County Council	
Newport Foot Bridge	
Bridge Plan and Sections	
Project number:	7766
Date:	12/06/25
Drawn by:	ZG
Checked by:	ZG
Scale @ A1:	1 : 50
Sheet No:	7766- WMA- ZZ- ZZ- DR- A- 1002

Appendix B – CFRAM flooding Map

Node Label	10% AEP		1% AEP		0.1% AEP	
	Water Level (mOD)	Total Flow (m³/s)	Water Level (mOD)	Total Flow (m³/s)	Water Level (mOD)	Total Flow (m³/s)
02NEW00069	52.05	46.08	52.41	62.76	52.71	79.15
01SMR00035	51.89	10.71	52.25	14.26	52.62	17.75
01NEW13437u	51.78	52.09	52.14	68.78	52.46	85.15
01NEW13000JD	47.84	57.05	48.16	75.55	48.42	93.65
01NEW12175	41.82		42.14		42.43	



Location Plan:



Legend:

- Nodes
- Model Reach
- AFA Boundary
- Flood Defence: Wall
- Flood Defence: Embankment
- Defended Area

10% AEP Fluvial Flood Extent
(1 in 10 chance in any given year)

1% AEP Fluvial Flood Extent
(1 in 100 chance in any given year)

0.1% AEP Fluvial Flood Extent
(1 in 1000 chance in any given year)

IMPORTANT USER NOTE:
THE VIEWER OF THIS MAP SHOULD REFER TO THE DISCLAIMER, GUIDANCE NOTES AND CONDITIONS OF USE THAT ACCOMPANY THIS MAP.

The Office of Public Works
Jonathan Swift Street
Trim
Co. Meath
C15 NX36

Merrion House
Merrion Road
Dublin 4
D04 R2C5

Project:		SHANNON CFRAM STUDY
Map Type:		EXTENT
Source:		FLUVIAL
Area:		NEWPORT
Scenario:		EXISTING
Drawn by:	GH	Date: JUNE 2016
Checked by:	AC	Date: JUNE 2016
Reviewed by:	MC	Date: JUNE 2016
Approved by:	PS	Date: JUNE 2016
Map Number:		S2526NET_EXFCD_F1_01
Sheet: 1 of 6		Revision: 0
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