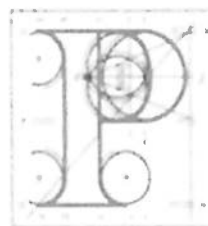


Our Case Number: ACP-324624-26



An
Coimisiún
Pleanála

Warren Hurst
21 Pairc na hAbhainn
Athenry
Co. Galway

Date: 02 October 2026

Re: Proposed Development in Páirc na hAbhainn, Athenry, Co. Galway

Páirc na hAbhainn, Athenry, Co. Galway

Dear Sir / Madam,

An Coimisiún Pleanála has received your recent submission in relation to the above-mentioned proposed development and will take it into consideration in its determination of the matter.

Please note that the proposed development shall not be carried out unless the Commission has approved it with or without modifications.

If you have any queries in relation to the matter, please contact the undersigned officer of the Commission at laps@pleanala.ie

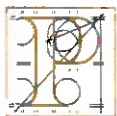
Please quote the above mentioned An Coimisiún Pleanála reference number in any correspondence or telephone contact with the Commission.

Yours faithfully,

Lauren Griffin
Executive Officer
Direct Line: 01-8737244

AA02

SIDS/LARs

An
Coimisiún
Pleanála

Planning Appeal Online Observation

Online Reference
NPA-OBS-007363

Online Observation Details

Contact Name
Warren HurstLodgement Date
01/10/2026 13:47:03Case Number / Description
324624

Payment Details

Payment Method
Online PaymentCardholder Name
Warren HurstPayment Amount
€50.00

Processing Section

S.131 Consideration Required

☐ Yes — See attached 131 Form☐ N/A — Invalid

Signed

EO

Date

Fee Refund Requisition

Please Arrange a Refund of Fee of

€ 50.00

Lodgement No

LDG— 090586-26

Reason for Refund

No fee appropriate assessment cases

Documents Returned to Observer

☐ Yes ☒ No

Request Emailed to Senior Executive Officer for Approval

☒ Yes ☐ No

Signed

Laurie Ciffin

EO

Date

2/10/26

Finance Section

Payment Reference

ch_3ULjO7B1CW0EN5FC0VND65VP

Checked Against Fee Income Online

EO/AA (Accounts Section)

Amount

€

Refund Date

Authorised By (1)

SEO (Finance)

Authorised By (2)

Chief Officer/Director of Corporate Affairs/SAO/Board
Member

Date

Date

File With

SECTION 131 FORM

Appeal No

ABP—

Defer Re O/H

☐

Having considered the contents of the submission dated/received
from _____ I recommend that section 131 of the Planning
and Development Act, 2000 be/not be invoked at this stage for the following reason(s):

Section 131 not to be invoked at this stage.

Section 131 to be invoked — allow 2/4 weeks for reply.

Signed

EO

Date

Signed

SEO/SAO

Date

M

Please prepare BP — Section 131 notice enclosing a copy of the attached submission.

To

Task No

Allow 2/3/4 weeks

BP

Signed

EO

Date

Signed

AA

Date

OBSERVATION REGARDING PROPOSED ACCESS, TRAFFIC, ROAD SAFETY AND RESIDENTIAL AMENITY

**An Coimisiún Pleanála
Case JP07.324624 / 324624
Páirc na hAbhainn, Athenry, Co. Galway**

Name: Warren Hurst

Address: 21 Pairc na Habhainn. Athenry. Galway. H65YR22

Date: 01 October 2026

I wish to make an observation regarding the proposed development at Páirc na hAbhainn, Athenry. I would like to make clear at the outset that I am not opposed to the principle of providing additional housing or affordable housing in Athenry. My concerns relate primarily to the proposed vehicular access arrangement, road safety, traffic, residential amenity, construction activity and the long-term implications of routing additional development traffic through the existing Páirc na hAbhainn estate.

1. Proposed access through the existing Páirc na hAbhainn estate

The current proposal provides vehicular access to the proposed 16-house development through the existing Páirc na hAbhainn residential estate. Páirc na hAbhainn already contains approximately 62 homes and has a single vehicular entrance/exit. The proposed arrangement would therefore introduce permanent additional traffic into an established residential environment rather than providing the new development with a separate access arrangement.

I ask the Board to consider whether it is appropriate to route all vehicular traffic associated with the proposed development through the existing estate, particularly where the applicant's own Stage 1/2 Road Safety Audit has identified a number of issues associated with the proposed entrance, pedestrian movements, the turning head and the relationship between existing and proposed roads.

The Road Safety Audit identifies, among other matters, concerns regarding the clarity of the proposed entrance/junction arrangement, pedestrians potentially crossing between parked vehicles, the adequacy of the turning head for larger vehicles, the absence of a footpath on the western side of the existing estate road, diagonal pedestrian crossing movements, and the use of the existing turning head for long-term parking. The audit recommends changes and further safety review before construction.

2. Alternative access towards the R348

I ask that an alternative vehicular access arrangement towards the R348 be properly investigated before the proposed connection through Páirc na hAbhainn is accepted as the only practical solution.

There is an approved vehicular access associated with the adjoining Athenry Camogie Club development from the R348, immediately adjacent to the western side of Páirc na hAbhainn. I am not suggesting that this access can simply be used by the proposed housing development, as that would require appropriate landownership, engineering, planning and road-safety assessment. However, given the proximity of the developments and the existence of approved R348 access infrastructure, I believe it is reasonable to require the applicant to demonstrate that an independent access from or towards the R348 has been properly examined and to explain why such an arrangement is not feasible.

In my view, an alternative access assessment should compare the options rather than assuming that connection through the existing residential estate is the only available arrangement.

3. Existing traffic-management measures on the R348

As a resident who regularly walks along the R348, I have observed that the traffic-management measures shown in the accompanying photographs have been in place in this area for at least two years.

The photographs show a substantial length of closely spaced bollards/cones fixed along the centre of the carriageway. As can be seen particularly in Photographs 1 and 2, these are positioned sufficiently close together that an ordinary passenger vehicle cannot physically pass between them to cross the opposing lane. Photograph 3 shows the wider context of the road layout and access arrangements.

I consider this relevant to the assessment of potential access arrangements because the existing measures appear to channel vehicles along the established direction of travel rather than permitting vehicles to simply cross the opposing carriageway. I am not suggesting that the photographs, by themselves, establish that an R348 access is safer or technically feasible. Rather, I ask that the applicant and the relevant Roads Authority formally assess the existing traffic-management arrangement and its implications for any potential access to the R348.

4. Relationship with the adjoining 49-house development

There is also an adjoining 49-house development in the area. I ask that the Board consider the combined effect of the two developments and whether the relationship between their road layouts could provide an alternative to routing the 16-house development through Páirc na hAbhainn.

I recognise that connecting the developments could simply move some traffic onto Baunmore Road and ultimately towards the R347, and I am not suggesting that such a connection should automatically be required. My point is that the available alternatives should be properly assessed, including their traffic, road-safety, pedestrian and residential-amenity consequences, before the existing estate is made the permanent access route for the additional 16 houses.

5. Cumulative traffic and the wider road network

The Traffic and Transport Assessment considers traffic generation from the proposed 16 houses and models the external road network. It predicts relatively low additional peak-period traffic from the development. However, junction capacity on the wider road network is not the only consideration when deciding whether a particular residential estate road is an appropriate access route.

The suitability of the internal estate road should also be considered in terms of pedestrian safety, visibility, parking, manoeuvring, construction traffic, residential amenity and the cumulative effect of traffic from existing and adjoining developments.

I therefore ask that the Board consider the cumulative traffic implications of the proposed development alongside other development in the area, rather than considering the 16 houses in isolation.

6. Future development and long-term access

I am also concerned about the precedent created by establishing the Páirc na hAbhainn estate as the access route for this development. If further development takes place in the surrounding lands in the future, there is a risk that the existing estate could become the natural route for additional traffic.

Any permission should therefore clearly establish that the access arrangement is designed for the permitted development and should not create an expectation or precedent for future developments to rely upon Páirc na hAbhainn for vehicular access.

I believe that long-term planning of the surrounding area should, where feasible, seek to provide development access towards the wider road network rather than progressively increasing traffic through an established residential estate.

7. Road safety within Páirc na hAbhainn

The applicant's own Road Safety Audit provides important evidence that the proposed access arrangement requires careful consideration. The identified issues should not simply be treated as matters of design detail. They concern how pedestrians, residents, parked vehicles, refuse vehicles and other traffic will interact with the proposed access.

I ask that all Road Safety Audit recommendations be fully addressed and that the revised arrangement be subject to the appropriate further road-safety review before construction.

8. Construction traffic and protection of the existing estate

The Traffic and Transport Assessment indicates a construction period of approximately 12–18 months, with around 30 workers at peak, approximately 20 worker vehicles and potentially up to four HGV loads per hour during the busiest construction periods.

Given that construction traffic would have to pass through the existing Páirc na hAbhainn estate, I ask that a detailed Construction Traffic Management Plan be required. This should address construction-vehicle routing, delivery scheduling, vehicle sizes, turning and waiting arrangements, pedestrian safety, protection of parked vehicles, road cleanliness and emergency access.

I also ask that a photographic pre-condition survey of the existing estate roads, footpaths and associated infrastructure be undertaken before construction begins, with a clear mechanism for making good any damage attributable to construction traffic or works.

9. Early-morning construction noise

I am not asking that workers be prohibited from arriving before 8am. Workers may need to arrive early, park and prepare for the working day.

My concern is the commencement of heavy machinery, noisy construction activities and HGV delivery/loading operations at very early hours. Construction activity associated with the adjoining development has, in my experience, included significant machinery and construction traffic from approximately 7am, which has caused disturbance, particularly for residents who work late shifts.

I therefore ask that any permission include a clear condition that heavy machinery, noisy construction

activity, HGV deliveries, loading/unloading and other significant noise-generating construction works shall not commence before 8am, while allowing workers to arrive earlier where necessary provided that they do so without generating significant noise or disturbance.

10. Overall request

For the reasons set out above, I respectfully ask the Board to require the applicant to:

- properly investigate and compare alternative vehicular access arrangements, including an independent access towards the R348;
- demonstrate why an access arrangement separate from Páirc na hAbhainn is not feasible if that is the applicant's position;
- fully address the issues and recommendations contained in the Road Safety Audit and undertake any required further safety audit;
- consider the cumulative traffic and road-safety implications of the proposed development together with adjoining and committed development;
- ensure that the proposed access through Páirc na hAbhainn does not establish a precedent for future development traffic to use the estate;
- prepare and comply with a detailed Construction Traffic Management Plan;
- undertake a photographic pre-condition survey of the existing estate roads and footpaths before construction;
- include enforceable construction-hour controls preventing heavy machinery, noisy construction activity and HGV delivery/loading operations before 8am; and
- protect the residential amenity, pedestrian safety and road infrastructure of the existing Páirc na hAbhainn estate throughout the construction period and thereafter.

Application documents referred to

The matters above refer to the applicant's submitted Proposed Site Layout Plan, Traffic and Transport Assessment, Stage 1/2 Road Safety Audit and associated planning documentation for An Coimisiún Pleanála case JP07.324624 / 324624.

Photographic evidence – R348 traffic-management measures

The following photographs are included to illustrate the existing traffic-management arrangement observed on the R348. They are provided as supporting observations and are not intended to replace a formal engineering or road-safety assessment.

Photograph 1



Close view of the closely spaced central bollards/cones.

Photograph 2



Wider view showing the length and continuity of the traffic-management measures.

Photograph 3



Wider context showing the surrounding road and access arrangement.

Submission note: Please review the document, insert your name and address, check any factual details against the final application documents, and submit it before the stated deadline.