



Comhairle Contae Thiobraid Árann
Tipperary County Council

Chief Executive's Report PT8TT30

Part VIII Development

Proposed Improvement Works and Active
Travel Measures, at
The Ragg, Thurles, Co. Tipperary

7th September, 2023

1. Nature and extent of the proposed development and the principle features thereof:

The proposed Part VIII development includes proposed improvement works and active travel measures on the L1432 local road and the R498 Regional Road, at the townlands of Bouladuff and Clehile, The Ragg, Thurles, comprising of the following;

- Rural fringe signs and road markings in accordance with TII CC-SCD-05116 ON R498 approaches;
- Realignment of the R498 from The Ragg pub to immediately north of the cross roads;
- Kerbing to define the realigned R498 carriageway edge;
- Defined bus-stops for northbound and southbound busses north of the cross roads;
- Upgraded public lighting to provide lighting consistent with an urban environment;
- Footways on both sides of the realigned R498 to reflect primary pedestrian demands lines;
- Regularising the geometry of the crossroads to be consistent with an urban environment;
- Set-back the R498 boundary of the field immediately south of the L4131 to improve visibility to the driver's left for traffic entering the R498 from the L4131;
- A shared surface on the north side of the L4131 between the R498 and the school access;
- A footway from the school access to the cemetery;
- Uncontrolled crossings on the R498 north and south of the crossroads and on the L4131 at the access to the school.
- Realignment of the Ballycahill Road approach to its junction with the R498;
- Set-back of the roadside boundary on the east side of the R498 to improve visibility for southbound traffic on the R498

2. Site Location & Description

The proposed improvement works and active travel measures are to be carried out on the L1432 local road and the R498 Regional Road, at the townlands of Bouladuff and Clehile, The Ragg, Thurles, approximately 8km north west of Thurles Town Centre and 4.8km south-east of Borrisoleigh.

The scheme covers a distance of approximately 480m along the regional road, stretching from a point approximately 185m north of the junction of the R498 and local roads, L4131 & L4132. The scheme extends south-east wards to a point approximately 40m south of the junction with the local road L4124.

The scheme further extends along the local roads:

- L4132 – westwards for a distance of approx. 30m
- L4131 – eastwards along the Templemore Road for a distance of approx. 380m (to the eastern boundary of the cemetery) and
- L4124 – southwards along the Ballycahill Road for a distance of approximately 40m

(Site Layout Plan included as Figure 1 below).



Figure 1: Scheme layout plan

3. Public Consultation

Plans and particulars of the proposed development were available for inspection and purchase from 9:30 am to 4.30 pm., Monday to Friday from 19th July, 2023 to the Friday 18th August, 2023 at the following locations:

- Tipperary County Council, Civic Offices, Emmet Street, Clonmel, Co. Tipperary (inspection and purchase).
- Tipperary County Council, Civic Offices, Limerick Road, Nenagh, Co. Tipperary (inspection and purchase).
- Tipperary–Cahir–Cashel Municipal District Offices, Rosanna Road, Tipperary Town, Co. Tipperary.
- Tipperary County Council website www.tipperarycoco.ie

Submissions and observations with respect to the proposed development could be made in writing to Tipperary County Council no later than 4.30 pm on Friday 1st September, 2023.

4. Consideration of Submissions

6 no. third party submissions were received in respect to the proposed development as set out below.

Submission Ref. No.	Name and Address	Date received
1	Anthony Moroney	21/07/2023
2	Enda Walsh	11/08/2023
3	Board of Management of Inch NS	14/08/2023
4	John Egan	30/08/2023
5	Sally Young	01/09/2023
6	Geraldine Long	01/09/2023

A summary of 3rd party submissions in addition to the consideration and recommendation of the Chief Executive are included under Section 8 of this report. It is considered that the implementation of the requirements and conditions as set out under Section 10 of this report will address the issues raised in the submissions received.

5. Prescribed Bodies

The Part VIII application was referred to the following prescribed bodies for comment;

- An Taisce - The National Trust for Ireland
- The Heritage Council
- Uisce Éireann (Irish Water)
- Dept of Housing, Local Government and Heritage

2 no. submissions were received from the Prescribed Bodies as follows;

- Dept of Housing, Local Government and Heritage on 01/09/2023 via portal.
- Uisce Éireann (Irish Water) on 31/08/2023 via portal.

A summary of the submissions from prescribed bodies in addition to the consideration and recommendation of the Chief Executive are included under Section 8 of this report. It is considered that the implementation of the requirements and conditions as set out under Section 10 of this report will address the issues raised in the submissions received.

No other responses received from the Prescribed Bodies.

6. Referrals

The Part VIII application was not referred to any internal sections.

7. Planning Assessment

Planning Policy Context

The **Tipperary County Development Plan 2022-2028 (TCDP)** is the relevant Development Plan for the area. The following policies, objectives and sections of the TCDP 2022 are relevant to the assessment of the proposal;

- 12-4** Maintain and protect the safety, capacity and efficiency of Tipperary’s roads network and associated junctions in accordance with the Spatial Planning and National Roads Guidelines for Planning Authorities, (DECLG, 2012) and the Trans-European Networks Regulations and to avoid the creation of additional access points to national roads to which speed limits greater than 60kmh apply.
- 12-G** Through Council own development, such as public realm upgrading and regeneration programmes, seek to encourage the following principles;
- (a) Implement improvements to facilitate pedestrians and cyclists and to improve access for people with mobility needs.
 - (b) Support the ‘10-minute towns’ concept and active travel projects.
 - (c) Seek funding under the ‘Active Travel Towns Initiative’ for the implementation of strategies and infrastructure to support walking and cycling.
 - (d) To consider how existing and proposed transport services may be supported and facilitated through the spatial planning process.
 - (e) In installing active travel infrastructure, provide a facility for monitoring and reporting of footfall and use.

12-K Work in partnership with TII and the Department of Transport, to support the delivery of the 'Strategic Roads' projects as outlined in this Plan, and to continue to support these Strategic Roads projects in line with national, regional and local transport needs and priorities.

Principle of the Proposed Development

The proposed Part VIII development includes improvement works and active travel measures over a distance of approximately 480m along the regional road R498, and also extending along local roads, L4131, L4132 & L4124.

The proposed works were identified as necessary owing to a number of issues, including high speed rates on both approaches to The Ragg on the R498, poor or non-existent pedestrian facilities, poor or no footway provision at some locations including no footpath to the school, absence of any cycleways, absence of controlled pedestrian crossings and no junction controls. Furthermore, driver visibility is comprised at a number of junctions.

The main elements of the proposed development are:

- rural fringe signs and roadmarkings in accordance with TII CC -SCD-05116 on R498 approaches;
- realignment of the R498 from The Ragg pub to immediately north of the crossroads;
- kerbing to define the realigned R498 carriageway edge;
- defined bus-stops for northbound and southbound buses north of the crossroads;
- upgraded public lighting to provide lighting consistent with an urban environment;
- footways on both sides of the realigned R498 to reflect primary pedestrian demand lines;
- regularising the geometry of the crossroads to be consistent with an urban environment;
- set-back the R498 boundary of the field immediately south of the L4131 to improve visibility to the driver's left for traffic entering the R498 from the L4131;
- a shared surface on the north side of the L4131 between the R498 and the school access;
- a footway from the school access to the cemetery;
- uncontrolled crossings of the R498 north and south of the crossroads and on the L4131 at the access to the school. Subject to appropriate traffic speeds after construction of the Scheme, the northern crossing could be upgraded to a Zebra crossing;
- realignment of the Ballycahill Road approach to its junction with the R498;
- set-back of the roadside boundary on the east side of the R198 to improve visibility for southbound traffic on the R498.

Design & Layout

- The scheme covers a distance of approximately 480m along the regional road, stretching from a point approximately 185m north of the junction of the R498 and local roads, L4131 & L4132. The scheme extends south-east wards to a point approximately 40m south of the junction with the local road L4124.
- Boundary setback, erection of bollards, etc will be introduced to improve the existing road alignment realignment will remain within the existing road boundaries.
- Construction of new and improvement of existing footpaths
- It is proposed to introduce shared surfacing to the east and west of uncontrolled crossing to provide safe footpath connectivity to the school
- It is proposed to introduce shared surfacing to the north of the cross roads (junction of R498 with local roads L4131 & L4132) to provide safe footpath connectivity to the GAA grounds.
- The proposal does not include any obtrusive structures and is not located within a visually sensitive area or along any designated scenic routes or views. The proposal does not present any design relates concerns.

Archaeology

The application site is not located within the Zone of Archaeological Potential. The closest Recorded Monuments

- TN02345 (Barrow – mound barrow)
- TN02346 (Cist)

are located to the north-east of the proposed works on the Local Road, L4131, with the Zone of Archaeological Potential at a distance of approximately 450m. Having regard to the location of the proposed works, outside the Zone of Archaeological Potential, and at a significant remove from same, it is considered that the proposal does not give rise to any archaeological related concerns.



Figure 2 Zone of Archaeological Potential (ZAP) – depicted by grey circle above

Architecture

The proposed development will include works to the public realm adjacent to Protected Structure, TRPS753 (NIAH Reference: 22,403,415.00). The works will take place outside the curtilage of the protected structure and therefore it is considered same will not have any impact on the architectural value of the building.

It is noted that the submission from the Dept of Housing, Local Government and Heritage did not consider the Protected Structure to be an issue of concern.



Figure 3 - RPS and NIAH building (identified by red square above)

Services

Roads:

Temporary Traffic Management measures will be required during the construction stage of the proposed development.

Surface water:

Surface drainage will be provided by the existing R498 drainage systems. It is considered that there will be no increase in runoff as a result of the proposed development.

Water & Waste water:

The proposal does not include for provision of water or waste water services. A requirement, as requested by Uisce Éireann (Irish Water) will be included for under Section 10 to ensure the protection of water and waste water facilities during the construction stage.

Flooding

There is no risk of flooding identified at this location.

Appropriate Assessment (AA)

The Planning Authority has had regard to the document 'Appropriate Assessment of Plans and Projects in Ireland - Guidance for Planning Authorities' published by the DoEHLG in December 2009. This document provides a guide to the requirements of Articles 6(3) and 6(4) of the Habitats Directive.

The Part 8 application includes An Appropriate Assessment Screening Report has been prepared by the Lead Section and concludes that on the basis of information, and having regard to the proximity of the proposed development to the Natura sites listed below, that the proposed development, individually or in combination with other projects, will not be likely to have a significant effect on a European site as listed below.

The Screening Report identifies that the development site is within 15km of the following Natura 2000 sites;

- Lower River Suir Special Area of Conservation (SAC, Site Code 002137), approximately 1.7km.
- Slievefelim to Silvermines Mountains SAC (Site Code 004165), approximately 13.5km.
- Anglesey Road SAC (site code 002125), approximately 13.8km
- Kilduff-Devilsbit Mountain SAC (site code 000934), approximately 10.5km

There are no water courses which drain the scheme and there is no connectivity with the River Suir which is located at a distance of approximately 1.7km.

I have considered the AA Screening report undertaken and I am satisfied that the proposed development would not be likely to have a significant effect individually, or in-combination with other plans and projects, on the Natura 2000 network. Consequently, a Stage Two Appropriate Assessment is not required for the project. I concur with the findings of the AA Screening undertaken on behalf of the Lead Section.

Environmental Impact Assessment (EIA)

In relation to the requirement for Environmental Impact Assessment (EIA), a screening report has been prepared by the Lead Section. An examination of the nature, size and location of the development has been undertaken and it has been determined that there is no real likelihood of significant effects on the environment arising from the proposed development, and accordingly an EIA is not required. I concur with the findings of the EIA Screening Report undertaken by the Lead Section

8. Summary of submissions & Chief Executives Recommendations

Ref. No. 1	Submission Name & Address Development Applications Unit, Department of Housing, local Government and Heritage
Summary Submission from Development Applications Unit, Department of Housing, Local Government and Heritage. The submission requested that 2 no. conditions be attached relating to removal of hedgerow as set out below: 1) Where it is necessary to remove scrub/hedgerows/treelines, this must be undertaken outside of the bird nesting season. The bird nesting season runs from the 1st March to 31st August. 2) There should be no net loss of hedgerow on site due to this development. Removed hedgerow should be replaced with an equal length of native hedgerow (native species mix – this does not include beech, sycamore, leylandii) and should follow the guidelines set out in the All Ireland Pollinator Plan, of which Tipperary County Council is a signatory. New hedgerow should be incorporated into the site in such a way as to maximise connectivity to the wider landscape	
Consideration The submission required that conditions be attached regarding removal of hedgerow etc. A requirement to this effect can be included for in Section 10.	
Recommendation A modification shall be included to ensure hedgerows are retained or replaced.	
Ref. No. 2	Submission Name & Address Uisce Éireann PO Box 6000, Dublin 1 Ireland.
Summary Uisce Éireann has no objection in principle to the proposal, however our records indicate the presence of water services infrastructure which may be impacted by the proposed development. Therefore, Uisce Éireann requests the applicant to liaise with Uisce Éireann during the final design stage of the proposed development works in order to ascertain the impact on the existing Uisce Éireann network infrastructure so that protection works or replacement works can be agreed and carried out as appropriate.	

Uisce Éireann requests that prior to any works being undertaken, that the location of any / all watermain(s) / sewer(s) and any associated fittings shall be confirmed on the ground with the local water curator.

The new kerb-lines should be set out on site so that the local water curator can ensure that the new kerb-line will not be sitting on top of the existing water main and/or sewer line as the new kerb-line appears in close proximity to this infrastructure in the submitted drawings.

Uisce Éireann requests that the integrity of the infrastructure shall be protected during the works and the Council's water service's engineer consulted prior to and during construction.

Uisce Éireann respectfully requests any grant of permission be conditioned as follows:

1. The applicant shall liaise with Uisce Éireann regarding existing water services infrastructure in the vicinity of the proposal prior to and during construction to ensure that the integrity of Uisce Éireann's infrastructure shall be protected both during and after the completion of the works relating to this proposal.
2. Any proposals by the applicant to divert or build over existing water or wastewater services shall be submitted to Uisce Éireann for written approval prior to works commencing.
3. Separation distances between the existing Uisce Éireann assets and proposed structures, other services, trees, etc. have to be in accordance with the Uisce Éireann Codes of Practice and Standard Details.
4. All development shall be carried out in compliance with Uisce Éireann Standards codes and practices.
5. All Uisce Éireann infrastructure affected by the works shall be reinstated in accordance with Uisce Éireann Standards.

Reason: To ensure adequate provision of water and wastewater facilities.

Consideration

The submission requests the development be conditioned to ensure the integrity of Uisce Éireann's infrastructure and protected during and after the proposed works. A requirement to this effect can be included for in Section 10.

Recommendation

A modification shall be included to ensure UÉ infrastructure is protected.

Ref. No.	Submission Name & Address
3	Anthony Moroney

Summary

The proposed development is welcome.

<p>It would be beneficial if a segregated Cycleway (or wider shared use pathway) could be introduced linking the Ballycahill road Junction to the GAA pitch entrance and possibly beyond to the Community Centre to allow for safer mobility of children and adults accessing these community facilities and could be also used to access the school via the uncontrolled crossing.</p> <p>I welcome the introduction of the 'Out of Lane' bus stops as this will provide for safe alighting & egressing of the vehicles.</p> <p>Need to ensure Wheel chair accessibility standards are implemented and seating would be welcome at these bus stops to allow older individuals to rest while waiting for the Bus.</p>	
<p>Consideration</p> <p>Wheelchair accessibility standards will be adhered to at the bus stops and suitable seating will be provided where possible.</p> <p>The pathway to the L4124 / Ballycahill Road and the provision of a wider footpath to the Community Centre does not form part of this scheme.</p> <p>However, both proposals are being considered as part of a future scheme.</p>	
<p>Recommendation</p> <p>No changes are recommended on foot of this submission.</p>	
<p>Ref. No.</p> <p>4</p>	<p>Submission Name & Address</p> <p>Enda Walsh</p>
<p>Summary</p> <p>Install flash light speed limit down on Borrisoleigh road</p>	
<p>Consideration</p> <p>Signage for the scheme will be considered during detailed design.</p>	
<p>Recommendation</p> <p>No changes are recommended on foot of this submission.</p>	
<p>Ref. No.</p> <p>5</p>	<p>Submission Name & Address</p> <p>Board of Management Inch N.S.</p>
<p>Summary</p> <p>The Board of Management of Inch National School welcome the proposal.</p> <p>Concerns raised about the land take to the road frontage adjacent to the parking area, which will greatly impact on the play area available to pupils.</p> <p>Concerns also raised about proposed changes to school parking area. Request further consultation to address these issues.</p>	
<p>Consideration</p>	

Proposed land take relates to an area of ground measuring approximately 12sqm, with a resulting benefit of a footpath from the school to the crossing on the R498. It is considered that the improved safe pedestrian route justifies the small land take.

The overall impact on the parking area equates to a reduction in the number of available parallel parking spaces by 1 space, primarily caused by increased set back from junction with R498 and to accommodate the new footpath. It is considered that the improvements to the road surface, kerb lines and road marking will likely have a positive impact in terms of the utilisation of the available spaces which will mitigate the effects of the reduction in the length of the parking area.

Recommendation

No changes are recommended on foot of this submission.

Ref. No.	Submission Name & Address
6	John Egan

Summary

Submission on behalf of owners of The Ragg Public House. Submission welcomes the road improvements, but raises a number of concerns including the following:

- significant reduction in parking space available to the business.
- New owners intend to separate public parking at pub from 6 no. spaces for use by residents of house (2 No.) and staff and disabled parking (4 No.). Public parking will be accessed via the main entrance to the south and as formalized by the proposed introduction of the raised island. Submission requests an alternative layout to scheme to facilitate this, e.g. right turning into the small area containing "residential parking independently.
- Submission welcomes the pathway network from the village centre linked to the Ballycahill road junction which will require land from part of the public house property. Submission suggests a simple beech hedgerow could be planted just inside the new footpath here with some box hedging over the last section to tie in with the other side of the entrance.
- The entrance to the carpark will need to be wider than shown in the Part 8 drawings so as to continue to facilitate buses and lorries who will now have a much tighter turning space as a result of the proposed works.
- Ease of access for passing trade is critically important to the business which may necessitate the entrance to be moved further south.

Consideration

The internal carpark changes are a matter for the property owner. The current proposal maintains the two vehicular accesses to the premises.

While, the pathway to the L4124 / Ballycahill Road does not form part of this scheme, it will be considered as part of a future scheme.

<p>The Scheme is concerned with the improvement of active travel facilities through the village and, in particular, with active travel facilities at the school. The proposed extension of the right-turn is outside the scope of the Scheme.</p>	
<p>Recommendation No changes are recommended on foot of this submission.</p>	
<p>Ref. No. 7</p>	<p>Submission Name & Address Sally Young, Cleakile, Ballycahill, Thurles, on behalf of The Ragg Development Group</p>
<p>Summary Submission is from a local group representing local businesses, tidy villages, national School, GAA, Inch Church and local residents. The submission is supportive of the proposed development. However some concerns raised in relation to a number of issues including:</p> <ul style="list-style-type: none"> • loss of playing and parking areas at Inch NS • clarification required regarding width of footpath outside school, plans to solve flooding from R498 entering school, date for installation of pedestrian crossings, design for boundary on field opposite The Ragg pub, potential upgrade of street lighting in surrounding area, and width of approach roads. • need to relocate footpath from school side of R498 and extend to Ballycahill Road • need for lights/markings for approach to school from Templemore Road • need for lights advising of speed limits and speed ramps on approach roads to The Ragg • need for extension of reduced speed limits to Moloneys Shop and road widths of all approach roads • concerns regarding high kerbing at junctions which may impact lorries and machinery turning and also regarding turning circles for large vehicles • path to be installed from O' Rourke's premises to the area in front of the Ragg pub for safety and to link village • confirmation that no works will be carried out at school without prior agreement 	
<p>Consideration The proposed land take relates to an area of ground measuring approximately 12sqm, with a resulting benefit of a footpath from the school to the crossing on the R498. It is considered that the improved safe pedestrian route justifies the small land take.</p> <p>The overall impact on the parking area equates to a reduction in the number of available parallel parking spaces by 1 space, primarily caused by increased set back from junction with R498 and to accommodate the new footpath. It is considered that the improvements to the road surface, kerb lines and road marking will likely have a positive impact in terms</p>	

of the utilisation of the available spaces which will mitigate the effects of the reduction in the length of the parking area

The width of the footway varies, all footpaths are a minimum of 1.8m wide in accordance with DMURS. Road widths will generally be reduced as part of the scheme to reduce speeds and provide additional space for non-vehicular road users. The standard kerb height for the scheme is 125mm in accordance with DMURS. Road markings and signage will be considered during the detailed design phase. Vehicular Swept Path analysis is being undertaken as part of the detailed design. The locations referred to have been noted for inclusion in the analysis.

Drainage improvement works and public lighting are part of the scheme. Subject to appropriate traffic speeds after construction of the Scheme, the northern crossing could be upgraded to a Zebra crossing. The pathway to the L4124 does not form part of this scheme. However, it is being considered as part of a future scheme. The new boundary will opposite The Ragg public house will consist of a timber post and tension mesh fence.

Speed limit reviews fall outside the scope of the current scheme. Speed limit reviews are undertaken on a county wide basis by the local authority. Speed ramps are being considered on the L4131 and L4132 but not on the R498.

Works impacting the school will be carried out during the school holiday periods following consultation with the relevant stakeholders.

Recommendation

No changes are recommended on foot of this submission.

Ref. No.	Submission Name & Address
8	Geraldine Long, Parents Committee, Inch N.S.

Summary

The Parent's committee support concerns raised by the Board of Management of Inch National School in respect of the proposed land take from the school on the grounds and the impact on the play area available.

The submission also raises concerns with the proposed reduction to the current parking area. Submission requests a review to ensure at least the current level of parking is maintained.

Consideration

Response as per submission no. 5 above.

Proposed land take relates to an area of ground measuring approximately 12sqm, with a resulting benefit of a footpath from the school to the crossing on the R498. It is considered that the improved safe pedestrian route justifies the small land take.

The overall impact on the parking area equates to a reduction in the number of available parallel parking spaces by 1 space, primarily caused by increased set back from junction with R498 and to accommodate the new footpath. It is considered that the improvements

to the road surface, kerb lines and road marking will likely have a positive impact in terms of the utilisation of the available spaces which will mitigate the effects of the reduction in the length of the parking area.

Recommendation

No changes are recommended on foot of this submission.

9. Conclusions and Recommendations

The Planning Authority is satisfied that the proposal, subject to the following considerations being implemented, is in accordance with the **Tipperary County Development Plan 2022-2028**, will not impact on the visual amenity or archaeological heritage of this area, is acceptable in terms of design, drainage and presents no significant impacts on the conservation objectives of the Lower River Suir SAC and presents no flood risk issues.

The development as set out on the plans and particulars is considered acceptable and is consistent with the principle of the proper planning and sustainable development of the area. Therefore, it is recommended that the proposed development should proceed subject to the following recommended requirements and conditions.

10. Requirements and Conditions

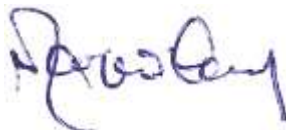
The development should be subject to the following:

1.
 - a) The applicant shall liaise with Uisce Éireann regarding existing water services infrastructure in the vicinity of the proposal prior to and during construction to ensure that the integrity of Uisce Éireann's infrastructure shall be protected both during and after the completion of the works relating to this proposal.
 - b) Any proposals by the applicant to divert or build over existing water or wastewater services shall be submitted to Uisce Éireann for written approval prior to works commencing.
 - c) Separation distances between the existing Uisce Éireann assets and proposed structures, other services, trees, etc. have to be in accordance with the Uisce Éireann Codes of Practice and Standard Details.
 - d) All development shall be carried out in compliance with Uisce Éireann Standards codes and practices.
 - e) All Uisce Éireann infrastructure affected by the works shall be reinstated in accordance with Uisce Éireann Standards.

2 a) Where it is necessary to remove scrub/hedgerows/treelines, this must be undertaken outside of the bird nesting season. The bird nesting season runs from the 1st March to 31st August.

b) There should be no net loss of hedgerow on site due to this development. Removed hedgerow should be replaced with an equal length of native hedgerow (native species mix – this does not include beech, sycamore, leylandii) and should follow the guidelines set out in the All Ireland Pollinator Plan, of which Tipperary County Council is a signatory. New hedgerow should be incorporated into the site in such a way as to maximise connectivity to the wider landscape

District Planner:



Date: 07.09.2023

**Senior Executive
Planner:**



Date: 08/09/2023

A/Senior Planner:



Date: 11/09/2023

**A/Director of
Services:**



Date: 11/09/2023