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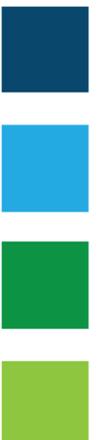
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Comhairle Contae Thiobraid Árann  
Tipperary County Council

## Cahir Town Centre Car Park

### Planning Report



# Cahir Town Centre Car Park

## Planning Report

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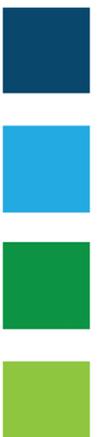
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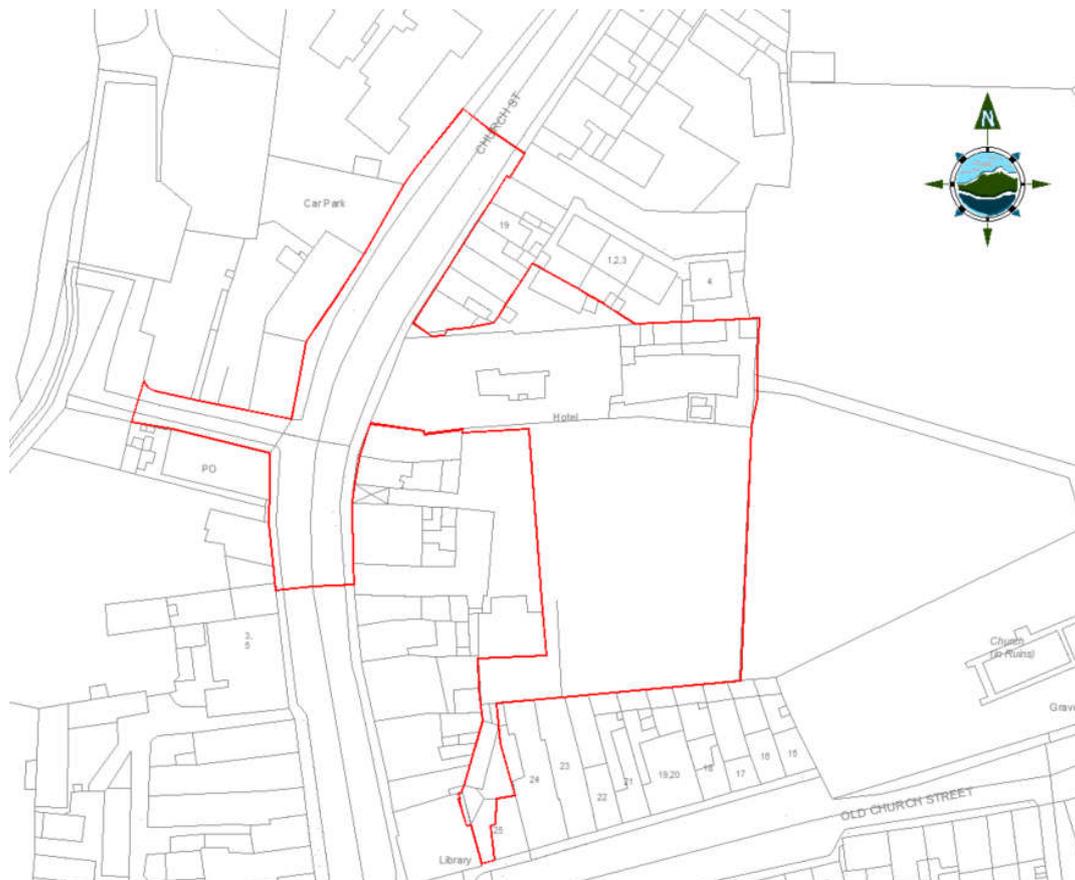




## 1.0 INTRODUCTION

### 1.1 BACKGROUND

Tipperary County Council propose to develop a car park within Cahir town centre that will relocate existing on street parking and also add vital parking capacity to the town. The proposed Development is to be accessed off Church Street (R670) (refer to Figure 1-1 below). The proposed Development site is approx. 0.4 hectares in area and is made up of a green field site and a brown field site. There are existing structures on the latter site which will require demolition.



*Figure 1-1 - Proposed Site Location (planning boundary outlined in red)*

The proposed project is one aspect of the overall “Pathway to the Regeneration of Cahir Town Centre” project which will propose regeneration works for the town centre. As part of the overall regeneration works, car park spaces will be removed from the overall on street parking capacity. These are to be relocated to the proposed off-street carparking facility. Electric car charging spaces and bus parking are also proposed for this facility.

To facilitate the proposed works, Tipperary County Council are applying for Planning Permission in accordance with Part 8 of the Planning and Development Regulations 2001, as amended, for the proposed Development and this Planning Report provides a summary of the documentation submitted as part of the Planning Application and collates the main conclusions of the Reports submitted.

## 2.0 PLANNING APPLICATION DOCUMENTATION

The planning application pack consists of 10 copies of the following documentation:

1. Cover Letter
2. Planning Report (this document)
3. Plans and Elevations, consisting of:
  - 11170-2000 – Site Location Map
  - 11170-2001 – Existing Site Layout
  - 11170-2002 – Demolition Works - Site Plan
  - 11170-2003 – Proposed Site Layout
  - 11170-2004 – Signage & Line marking Layout
  - 11170-2005 – Ex & Proposed Site Sections Sht 1
  - 11170-2006 – Ex & Proposed Site Sections Sht 2
  - 11170-2007 – Proposed Site Boundary Elevations Sht 1
  - 11170-2008 – Proposed Site Boundary Elevations Sht 2
  - 11170-2009 – Swept Path Analysis Sht 1
  - 11170-2010 – Swept Path Analysis Sht 2
  - 11170-2011 – Proposed Storm Drainage Layout
  - 11170-2012 – Site Development Details Sht 1
  - 11170-2013 – Site Development Details Sht 2
  - 11170-2014 – Standard Manhole Details Sheet 1 of 2
  - 11170-2015 – Standard Manhole Details Sheet 2 of 2
  - 11170-2016 – Standard Pipe Bedding Details
  - 11170-2017 – Market Building External Works
  - 21.2177 PL – E001 Public Lighting Site Layout
  - 21690-01-101-Landscape Master Plan
  - 829-SK-105 – Proposed Landscape Plan
4. Civil Engineering Design Report prepared by Tobin Consulting Engineers
5. Appropriate Assessment Screening Report prepared by Tobin Consulting Engineers
6. Environmental Impact Assessment Screening Report prepared by Tobin Consulting Engineers
7. Architectural Heritage Impact Assessment prepared by Architectural Conservation Professionals
8. Archaeological and Built Heritage Assessment Report prepared by IAC Archaeology
9. Traffic Assessment Report prepared by Tobin Consulting Engineers
10. Flood Risk Assessment prepared by Tobin Consulting Engineers
11. Bat Assessment Report prepared by Bat Eco Services
12. Preliminary Construction Management Plan prepared by Tobin Consulting Engineers
13. Site Notice
14. Newspaper Advert

In addition to 10 copies of the above information, we have also included a soft copy of all documents in the form of a USB.

### 3.0 PROPOSED DEVELOPMENT

As noted previously, the proposed development is to be located off the Church Road in Cahir town centre – refer to Figure below. The proposed development is located within the Cahir Town Architectural Conservation Area and is located adjacent to Protected Structure No. S241 and S246.



*Figure 3-1 - Proposed Site Layout*

The Proposed Development will consist of, but not be limited to, the following works:

- I. The demolition of an existing structure (the former Castle Court Hotel), associated outbuildings and boundary walls.
- II. Demolition and reconfiguration works to outbuildings to the rear of the Market House Building (Protected Structure S241).
- III. The construction of a new carpark, access road and junction onto Church Street including all site accommodation works. Vehicular and pedestrian access is to be provided off Church Street with a provision provided for an additional future pedestrian link through the adjacent Market House Building site onto Old Church Street.
- IV. The carpark will comprise of 91 spaces in total including 86 no. car parking spaces (including 3 no. disabled spaces and 4 no. Electric parking spaces), 3 no. standard bus and 2 no. minibus parking spaces and bicycle parking facilities.
- V. The provision of 2 no. twin electric charging points to accommodate 4 no. electric car charging spaces onsite.
- VI. All ancillary site works including retaining walls, bicycle parking, public lighting, bollards, landscaping, surface water drainage, connections to public services, signage, etc.
- VII. The provision of electric parking capacity signage at the main entrance to the carpark.
- VIII. Alterations to Church Street, including the provision of a raised table section of carriageway, provision of paved pedestrian areas and the relocation / removal of street furniture, road markings and street parking and all associated siteworks.

The proposed development is located within Cahir Town Architectural Conservation Area and is located adjacent to Protected Structure No. S241 and S246.

## 4.0 CIVIL ENGINEERING DESIGN

The storm water drainage design has been designed to cater for all surface water runoff from all hard surfaces in the proposed development including roadways, roofs, paved areas etc. The storm water drainage services have been designed to take account of the requirements of the Department of Environment “Recommendations for Site Development Works for Housing Areas”, 1998, the “Greater Dublin Strategic Study” and “Sewers for Adoption” published by WRC, UK.

The storm drainage for the entire development has been designed using the InnoVize MicroDrainage Design Software in accordance with the Recommendations for Site Development Works for Housing Areas and the Greater Dublin Strategic Drainage Study (GDSDS).

A dedicated storm water drainage system will be provided for the development and will pick up surface water run-off from roadways, footways, pedestrianised zones and car parking areas, this water will be directed through a petrol interceptor before discharging to the public sewer network. An offline attenuation tank will be installed to provide storage capacity within the site.

Surface water runoff from roads and footpaths throughout the site will be collected by a combination of channel drains and precast concrete gullies with lockable cast iron grating and frame connected to a piped system.

All sewers have been designed so that the velocities achieved fall within the limits of 0.8 and 3m/sec as set out in ‘Recommendations for Site Development Works’ as published by the Department for the Environment.

### 4.1.1 Surface Finishes

**Primary Pedestrian Areas:** It is proposed to use mixed size granite slabs, silver grey and mid grey with a bush hammered finish



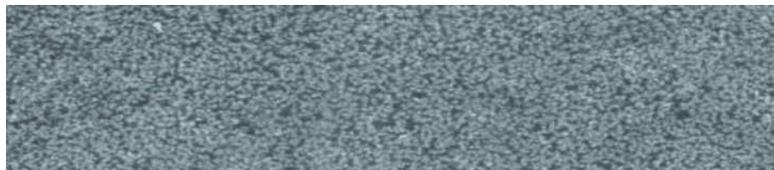
*Figure 4-1 - Surface Finish – Primary Pedestrian areas*

**Secondary Pedestrian Areas:** It is proposed to use “Tobermore Fusion” or similar type precast concrete granite aggregate slabs in sizes 600x400x80mm and 400x400x80mm in silver grey and mid grey colour aggregate.



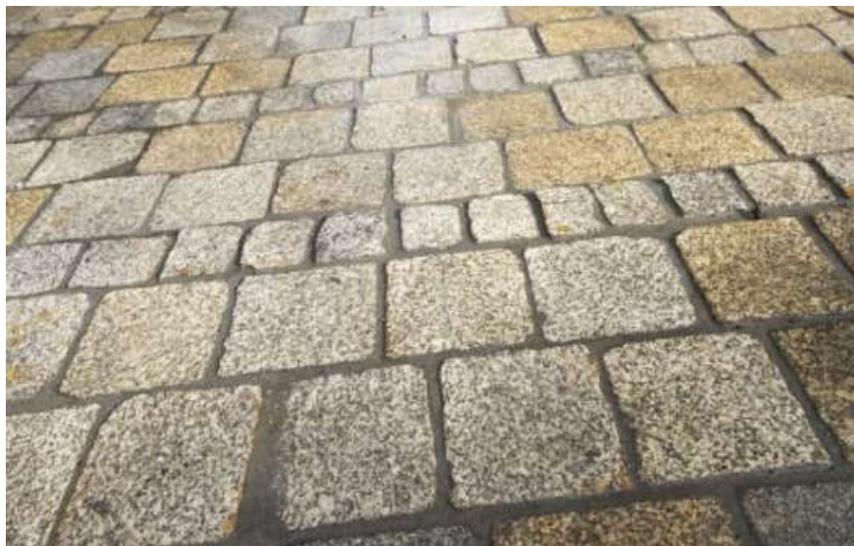
*Figure 4-2 - Surface Finish - Secondary Pedestrian areas*

**Kerbs:** It is proposed to use Irish limestone kerbs with a bush hammered finish in conjunction with the paved areas.



*Figure 4-3 - Surface Finish - Limestone Kerbs*

**Carriageway:** The main circulation carriageway within the site will have a macadam finish. The raised table is to consist of granite stone setts of mixed colour and size, 150mm thick with a bush hammered finish.



*Figure 4-4 - Surface Finish - Trafficked Setts*

## 5.0 APPROPRIATE ASSESSMENT SCREENING

The Appropriate Assessment Screening was carried out by Tobin Consulting Engineers. The main conclusion of the Screening Report is as follows:

### 5.1.1 *Potential for Direct Effects*

There is no potential for direct effects on any European site as the Proposed Development is not located within or directly adjacent to a European site.

### 5.1.2 *Potential for Indirect Effects*

Whilst applying the precautionary principle, considering the type of development, its location in an urban environment, and its proximity to European sites, it is determined that no source-pathway-receptor exists for potential indirect impacts which could give rise to likely significant effects on any European site.

There is no potential for likely significant effects to Otter, which is a qualifying interest species of the Lower River Suir SAC. Otters are a crepuscular species, mostly emerging at dusk and dawn. However, no night works are anticipated as part of this Proposed Development thereby reducing the potential for likely significant disturbance effects associated with construction noise and activity. In addition, there are several buildings between the Proposed Development site boundary and the River Suir which will screen out construction noise. Furthermore, the Proposed Development is located in an urban environment therefore construction noise and activity will be similar to the ambient noise and activity that already exists from traffic and passers-by.

There is no potential for impacts on the water quality of the River Suir. Siltation caused by construction works or oil/fuel spillages from construction machinery would enter the towns wastewater system via drains on the Cashel Road, adjacent to the Proposed Development site. This water would then be treated along with the towns surface water runoff and household sewage before being discharged into the River Suir. The Proposed Development will also have a dedicated surface water drainage system which will incorporate attenuation and controlled discharge to the existing public storm network. Therefore, there is no potential for likely significant effects on any of the aquatic qualifying interest species of the Lower River Suir SAC.

### 5.1.3 *Potential for In-Combination Effects*

As part of the AA screening process, relevant projects and plans in the region must also be considered in addition to the Proposed Development. The purpose of this is to identify at this early stage any possible in-combination effects on the Natura 2000 network from the Proposed Development, in-combination with other plans and projects.

The characteristics of existing, proposed, or other approved plans or projects, which may result in in-combination effects with the Proposed Development and have likely significant effects on European site(s), were assessed.

All plans have the capacity to produce impacts, and generally do. While plans are drafted with specific aims and policies to achieve a specific objective, for example, the development of economic and transport infrastructure within a region, there may be impacts which will prove negative to another aspect of a region; specifically on Annex I habitats or Annex II species. On

saying this, plans may have the capacity to introduce very positive objectives in the area of environmental protection.

In-combination effects with other developments in the area are possible. A review of Tipperary County Council planning portals revealed small scale residential and business developments in Cahir, such as change of business type, erecting shop fronts and small-scale renovations. These are not expected to have any in-combination effects with Proposed Development. No large-scale commercial developments were noted in the area.

### **CAHIR LOCAL AREA PLAN 2021-2027**

Cahir Local Area Plan 2021-2027 is a statutory document providing a six-year framework for the planned, co-ordinated and sustainable development of Cahir Town. The Plan replaces the Cahir Local Area Plan 2011-2017 (as extended). Cahir Local Area Plan 2021-2027 includes objectives and policies which are associated with the protection of the natural environment, European sites and watercourses. All new plans and projects proposed within the county must adhere to the above-mentioned policies and objectives. Adherence to the Council's policies and objectives will therefore ensure that all plans and projects proposed will not result in significant effects on biodiversity and European sites and includes the requirement that any future proposed plans or projects to be subject to Screening for Appropriate Assessment and/or Appropriate Assessment to examine and assess their effects on European sites, alone and in-combination with other plans and projects.

Considering the above and taking into account the absence of potential significant effects associated with the Proposed Development under appraisal in this report, there is no potential for in-combination effects on any European site.

#### ***5.1.4 SCREENING ASSESSMENT CONCLUSION***

This screening assessment determined, in light of best available scientific data, that potential impacts associated with the Proposed Development, either alone or in-combination with other plans and projects, will not result in likely significant effects on any European site in view of their conservation objectives. A Stage 2 Appropriate Assessment is therefore not required.

## 6.0 ENVIRONMENTAL IMPACT ASSESSMENT SCREENING

The Environmental Impact Assessment Screening was carried out by Tobin Consulting Engineers. The purpose of the review is to determine the applicability of the EIA Directive to the proposed development and whether the proposed development is likely to result in significant effects, thereby requiring that an EIA is carried out.

This EIA Screening took due notice of the following regulations and guidance documents:

- Planning and Development Acts and Regulations 2000 – 2021;
- EU Directive 2011/92/EU, as amended by Directive 2014/52/EU (the EIA Directive);
- Department of Housing, Planning and Local Government (August 2018) Guidelines for Planning Authorities and An Bord Pleanála on Carrying out EIA (the 2018 Guidelines);
- Environmental Protection Agency (Draft - August 2017) Revised Guidelines on the Information to be contained in Environmental Impact Assessment Reports (the Draft EPA Guidelines); and
- European Commission (2017) Environmental Impact assessment of Projects, Guidance on Screening (the EC 2017 Guidance).

The main conclusion of the Screening Assessment Report is as follows:

The proposed development does not meet or exceed Schedule 5, Part 1 or Part 2 thresholds and criteria, and as such, EIA is not mandatory. The proposed development can be considered a sub-threshold project under Part 2 Class 10 (b) (iv) & (ii), as well as under Part 2 Classes 14 & 15.

A screening determination is required for a sub-threshold development. An EIA screening has been carried out considering the nature of the proposed development, its size and location having due regard to the criteria listed in Schedule 7 and the relevant information listed in Schedule 7A.

It is concluded that the proposed development will not result in significant effects on the environment. Furthermore, the proposed development is anticipated to result in long term positive effects due to the proposed re-use of an existing derelict site and provision of off-street parking (vehicle and bicycle) facilities.

## 7.0 ARCHITECTURAL HERITAGE IMPACT ASSESSMENT

An Architectural Heritage Impact Assessment was undertaken by Architectural Conservation Professionals for the proposed works site. The findings of the Report are summarised as follows:

In conclusion the proposal as set out within the Architectural Heritage Impact Assessment Report will ensure that the site will have a renewed purpose and prolong the use of the site for many years.

The proposed mitigation measures will ensure that any potential impacts of the proposal are mitigated, and any loss of fabric will be retained by record to an internationally accepted standard.

The following mitigation measures are proposed:

1. High resolution digital photographs are to be taken on a regular and ongoing basis for the duration of the works and a detailed description of the works undertaken be kept and complied.
2. A phased deconstruction of the existing building is to be undertaken, starting with the modern extensions, and working its way back to the historic fabric of the original house. Once the modern extensions are deconstructed, a fabric and record survey of the original parochial house can be undertaken prior to its deconstruction.
3. A phase deconstruction of the existing outbuildings of the Market House is to be undertaken. Once the vegetation has been removed, the site will be recorded, and all necessary fabric record assessments carried out.
4. Archival standard photographs are to be taken on a regular and ongoing basis for the duration of the works.
5. The design for the proposed entrance to the site will be in keeping with the footprint of the original house as a reference to the history of the place.
6. Any protected fabric scheduled for removal / found shall be 'Retained by Record' to ICOMOS standard.
7. Specifications, plans, and method statements prepared by the Building Conservation Accredited Surveyor and Design Team are to be read and adhered to by the contractor, staff and all involved with the proposed works.
8. All works to the historic fabric on the site are to be supervised on an ongoing basis by the Project Building Conservation Accredited Surveyor (Accredited by the RICS and SCSI). A detailed record of works is to be kept and complied for submission to the building record after proposed works have been completed.

## 8.0 ARCHAEOLOGICAL & BUILT HERITAGE ASSESSMENT

The Archaeological Assessment Report identifies that the proposed development area is located within the zone of archaeological potential for the town, which is a recorded monument (TS075-048). The closest individual recorded monument to the proposed development area comprised a graveyard, the corner of which is located c. 8m to the east of the site (TS075-048011).

A review of the Excavations Bulletin (1970–2020) has revealed that no archaeological investigations have been carried out within the proposed development area. Whilst several investigations have been carried out within 200m of the site, no significant archaeological remains have been identified.

Analysis of cartographic sources has revealed that the proposed development area itself has remained relatively unchanged from the post-medieval to modern periods, comprising of an area that follows roughly the same layout as the present day. The Parochial House, within the northern part of the site, remains present in a ruinous condition and was extended in the 20th century as a hotel. The main portion of the development area survives as an open area, although there is no evidence today of a circular quarry pit within the site that was marked on the first edition OS map.

A field inspection has been carried out as part of the assessment. This revealed that the northern part of the site has been impacted by the construction of modern buildings either side of the post-medieval Parochial House. The remainder of the site comprises rough open ground that slopes moderately from east to west. The southern boundary is formed by post medieval property walls and the southwest corner of the site has been heavily scarped out.

Given the relatively undisturbed nature of the site and the results of the overall assessment, it is considered that the proposed development area possesses moderate archaeological potential.

The Assessment Report recommends that a programme of archaeological testing be carried out within the accessible portion of the site prior to the commencement of construction. These works should be carried out under licence to the National Monuments Service of the DoHLGH. Dependant on the results of the assessment, further mitigation may be required such as preservation in-situ or by record and/or archaeological monitoring. Any further mitigation will require approval from the National Monuments Service of the DoHLGH.

## 9.0 ROAD DESIGN & TRAFFIC ASSESSMENT

The proposed development access and internal circulation routes have been designed in accordance with the Design Manual for Urban Roads and Streets (2019). A speed limit of 15kph is proposed for the internal circulation and a raised pedestrian crossing is also included to restrict traffic speeds and thus provide a safer environment for pedestrians.

### *9.1.1 Assessment of Traffic Impacts*

A traffic assessment has also been carried out with analysis of the existing junctions within the Square and the proposed access junction included. The analysis indicated that there will be no adverse effect on the operation of the existing junctions and that the proposed carpark access junction on Church Street will operate well within capacity with little to no queueing predicted.

### *9.1.2 Swept Path Analysis*

A swept path analysis has been carried on the proposed junction and internal circulation routes of the proposed carpark. The purpose of this analysis is to identify and resolve potential issues and conflict points during the design stage. The analysis is undertaken to include for a Large Car, Minibus and Standard Bus as demonstrated in drawings 11170 - 2009 and 2010 respectively.

### *9.1.3 Road Safety Audit*

A Stage 1/2 Road Safety Audit was conducted for the site by Road Safety Matters and is submitted as part of this application. The issues identified in the audit were addressed as part of the overall design for the site. The Audit identified a small number of items with the proposed design which were reviewed and responded to by the Design Team.

### *9.1.4 Electric Car Parking*

As part of the Irish Government's Climate Action Plan, a target of 936,000 Electric Vehicles (including battery EVs and plug-in hybrid EVs) is proposed for use on Irish roads by 2030. This is equivalent to one-third of around 2.8 million vehicles that are currently on the road in Ireland.

To aid in the meeting of the above targets, the proposed carpark will initially cater for 4 no. electric car charging spaces by utilising 2 no. dual chargers located to the north of the carpark adjacent to the bus parking spaces. It is considered a better option to locate these spaces within the carpark rather than alongside the main road as the carpark will provide better security for patrons charging their cars.

To further aid in meeting Government targets, it is also proposed to install the required underground infrastructure (ducting, etc) to allow for future conversion of the remainder of the carparking spaces within the carpark to electric car charging spaces.

## 10.0 FLOOD RISK ASSESSMENT

The Flood Risk Assessment for the proposed development site was completed by Tobin Consulting Engineers. The main conclusions of the Assessment are as follows:

The Planning System and Flood Risk Management (PSFRM) Guidelines (OPW/DoEHLG, 2009) classify car park developments as “water compatible” in terms of their sensitivity to flooding. The proposed development is therefore considered appropriate in any flood zone (Flood Zone A, B or C).

### **Fluvial Flooding:**

The subject site is located approximately 60m east of the banks of the River Suir. Based on the results of hydraulic modelling carried out as part of the OPW’s CFRAM programme, it is estimated that the subject site is located in Flood Zone C, where there is less than an 0.1% AEP of fluvial flooding.

The existing ground at the subject site ( $\geq 46\text{mOD}$ ) is more than 4m above the 0.1% AEP CFRAM fluvial flood levels ( $41.419\text{mOD}$ ) in the adjacent River Suir floodplain.

### **Pluvial Flooding:**

Based on the indicative pluvial flood mapping presented in the OPW Preliminary Flood Risk Assessment, it is estimated that the subject site is not at risk from pluvial flooding.

Surface water arising at the site will be managed by a dedicated stormwater drainage system designed in accordance with SuDS limiting discharge from the site to greenfield runoff rates.

The landscaping and topography of the site will provide safe exceedance flow paths and prevent surface water ponding to minimise residual risks associated with extreme flooding or blockage of the stormwater drainage system, minimizing the potential for pluvial, fluvial, groundwater and coastal flooding.

### **Groundwater Flooding:**

There is no evidence to suggest groundwater as a potential source of flood risk to the proposed development site.

### **Coastal Flooding:**

The site is not at risk of coastal flooding due to its elevation and distance inland.

Based on the findings of this Flood Risk Assessment, the subject site is appropriately located in Flood Zone C in accordance with the Planning System and Flood Risk Management Guidelines

As there is no identified flood risk at the subject site, the site is located outside predicted flow paths and floodplain extents, and surface water arising at the site will be managed by a dedicated stormwater drainage system designed in accordance with SuDS limiting discharge from the site to greenfield runoff rates, it is predicted the development will not increase flood risk elsewhere.

## 11.0 BAT ASSESSMENT REPORT

The Bat Assessment was carried out by Bat Eco Services. The main conclusion of the Assessment is as follows:

The bat species diversity of the proposed development site is high since 5 of the 8 resident bat species known for County Tipperary were recorded during the 2021 bat surveys. The level of bat activity within the proposed development site is considered to be Low for the bat species recorded during the bat surveys and static surveillance apart from the bat activity level for soprano pipistrelles which ranges from Low to High over the five nights of static surveillance. Therefore, it is deemed that the proposed development site has Negligible geographic scale of importance for local bat populations.

The proposed development will not result in the following loss of potential bat roosts in buildings.

There may be an increase in human activity (noise and light levels) (Operational Operations) as a result of the proposed development, there it is considered that there will be a Negative impact on local bat populations.

Therefore, the potential impact of the proposed development is, overall, considered to have a scale of impact of Slight Negative impact on named bat species.

Bat mitigation measures are presented in order to ensure that the lighting scheme for the proposed development will aim to reduce this Slight Negative impact, and this coupled with landscaping, will aim to have a positive impact on local biodiversity.

## 12.0 CONCLUSION

The preceding sections identify the Reports and Drawings contained within the Part 8 Planning Application package and provide a synopsis of the findings of the Reports.

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