

20<sup>th</sup> April 2017

**To: The Mayor and Each Member of Limerick City and County Council**

**Re: Proposed Variation No. 5(a) to the extended Limerick County Development Plan 2010-2016 to incorporate the preferred route corridor for the Limerick Northern Distributor Road**

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**A Chomhairleoir, a chara,**

I enclose herewith a copy of the Chief Executive's Report on the Proposed Variation No. 5(a) to the extended Limerick County Development Plan 2010-2016 for your consideration. The proposed variation comprises of the incorporation the preferred route corridor for the Limerick Northern Distributor Road.

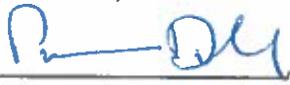
The proposed variation was placed on public display for a period of not less than 4 weeks from Saturday 25<sup>th</sup> February 2017 to Monday 27<sup>th</sup> March 2017 inclusive. A total of 145 written submissions were received within the statutory time frame. A further 8 written submission were deemed invalid as there were received after the statutory closing date for submissions. A report consisting of a summary of the submissions received, together with the Chief Executive's recommendations are attached as required by Section 13 of the Planning and Development Act, 2000 (as amended). The submissions can be inspected in the Forward Planning Section during normal office hours and copies of the original submissions will be available for inspection at the Full Council meeting in May.

You are invited to attend a briefing meeting on the 16<sup>th</sup> May 2017 at 10.00 am in the Absolute Hotel. Lunch will be provided.

The Members of Limerick City and County Council, at their May meeting shall consider the Chief Executive's Report and decide whether to accept or amend proposed variation No. 5(a) to the extended Limerick County Development Plan 2010-2016. Any proposed amendments will be put on public display for a further 4 weeks.

If you have any queries on the report please contact Maria Woods, A/Senior Planner, on 061-407228.

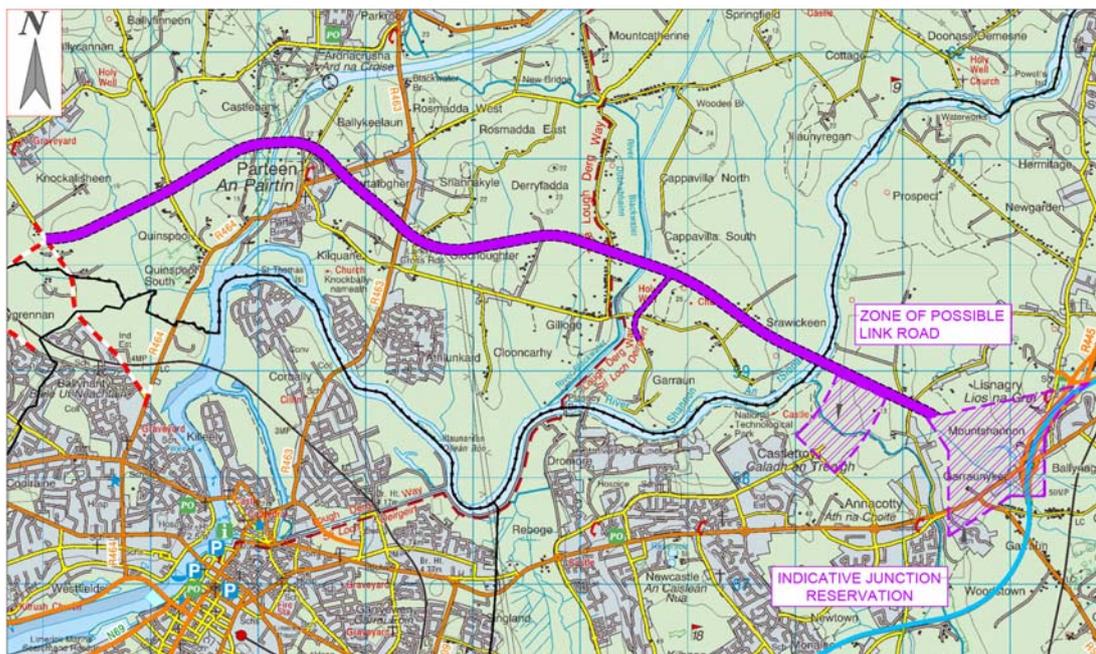
Mise le meas,



**Dr. Pat Daly,**  
**Director of Services,**  
**Economic Development Directorate**

# Section 13 (4) (a) Chief Executive's Report to Members

On submissions to the Proposed Variation No. 5(a) to Limerick County Development Plan 2010 – 2016 as extended, to incorporate the preferred route corridor for the Limerick Northern Distributor Road (LNDR)



20<sup>th</sup> April 2017



Comhairle Cathrach  
& Contae **Luimnigh**

**Limerick** City  
& County Council

Forward Planning  
Limerick City and County Council,  
Economic Development and Planning Department,  
7/8 Patrick Street,  
Limerick

## 1.1 Introduction

This report presents the submissions and observations made following publication of the Proposed Variation no. 5 to the Limerick County Development Plan, 2010-2016, and sets out the Chief Executive's responses to the issues raised. The report forms part of the statutory procedure for preparing a variation to a Development Plan that is set out in Section 13 of the Planning and Development Act, 2000 as amended.

Under the Planning and Development Act 2000, as amended, the Chief Executive is required to prepare a report on the submissions and observations received in respect of the proposed variation, including submissions made by the Minister and the Regional Authority, to respond to the issues raised and to make recommendations in relation to the proposed variation, taking into account the proper planning and sustainable development of the area, the statutory obligations of the Local Authority and relevant policies or objectives of the Government or any Minister of Government.

The variation consists of the following (see following map and text box):

- To incorporate the preferred route corridor for the Limerick Northern Distributor Road (LNDR).

### ***Chapter 8***

*Page 8-14, new objective to be added under Policy IN P8 and existing objectives to be re-numbered accordingly:*

#### ***Objective IN O14: Limerick Northern Distributor Road:***

*It is an objective of Limerick City & County Council to support the Limerick Northern Distributor Road, which will connect the Coonagh to Knockalisheen Road Scheme to the existing R445 (old N7) and adjoining road network to the east of Limerick City which will incorporate Smarter Travel features in accordance with the requirements of the Habitats, Water Framework, Floods, and EIA Directives. Full consideration of all environmental requirements has been made in the progression of the scheme to date. This will continue up to and including project level.*

*In relation to the LNDR, it is an objective of Limerick City & County Council:*

- a) To ensure all mitigation and monitoring measures outlined in the Environmental Report and Natura Impact Report shall be taken into account at project level. Section 11 of the Natura Impact Report (dated February 2017) for the Proposed Variation provides details of mitigation measures which shall apply to any future development of the LNDR.*
- b) To ensure all mitigation and monitoring measures outlined in the Strategic Flood Risk Assessment shall be taken into account at project level.*



## 1.2 Public Display period

The proposed variation was placed on public display for a period of not less than 4 weeks from Saturday 25<sup>th</sup> February 2017 to Monday 27<sup>th</sup> March 2017 inclusive. A total of 145 written submissions were received within the statutory time frame in response to the public display period.

A number of briefing meetings were held in relation to the proposed LNDR and the variation process, as outlined in the table below.

**Table 1: Consultation meetings regarding the LNDR**

Meeting	Date	Venue
Meeting with Councillors from Limerick City East Electoral Area	06/09/2016	Kilmurry Lodge Hotel
Workshop with Councillors from the Limerick Metropolitan District	10/01/2017	Castletroy Park Hotel
Meeting with Residents/Locals of the Mountshannon Road	19/01/2017	City Hall, Merchant’s Quay
Presentation to the Limerick Chamber of Commerce	13/02/2017	University of Limerick
Presentation to the Economic Development, Enterprise & Planning Strategic Policy Committee	13/02/2017	City Hall, Merchant’s Quay

Presentation to the Travel & Transport Strategic Policy Committee	20/02/2017	City Hall, Merchant's Quay
Presentation to Business Owners in Annacotty	08/03/2017	Annacotty
Presentation to Companies in the National Technology Park	08/03/2017	National Technology Park
Presentation to Adare/Rathkeale Municipal District Meeting	14/03/2017	Rathkeale Area Office
Meeting with Companies in Annacotty Business Park	16/03/2017	Annacotty Business Park
Meeting with the IDA and Companies from the National Technology Park	16/03/2017	National Technology Park
Workshop with the Councillors from the Limerick Metropolitan District on Flooding	21/03/2017	Kilmurry Lodge Hotel
Presentation to Cappamore/Kilmallock Municipal District	23/03/2017	Kilmallock Area Office
Presentation to Newcastle West Municipal District	12/04/2017	Newcastle West Area Office

### 1.3 Structure of the Report

Section A of the report addresses each of the 145 written submissions and observations received. It includes the names and addresses of persons or agencies who made the submissions and observations, a summary of the issues raised, the response and recommendation of the Chief Executive on each submission and SEA/AA comments.

### 1.4 Next Step

Following receipt of the Chief Executive's Report, the Members of the Council have up to 6 weeks in which to consider the contents of the report and the proposed variation. Members may then accept the proposed variation with or without amendments. Should amendments be proposed which would constitute material alterations to the variation, there is a further public display period (4 weeks) giving members of the public an opportunity to comment on the proposed amendments only. This is followed by the preparation of a second Chief Executive's Report to the Members on any submissions or observations received on the proposed amendments.

Members may then decide to make the variation with or without the proposed amendments or with modifications to the proposed amendments, as they consider appropriate and subject to the provisions of the Planning and Development Act, 2000 as amended. The formal making the variation is by resolution of the Council.

During the variation process the Council must consider the proper planning and sustainable development of the area, statutory obligations and any relevant plans and policies of the Government or any Minister of the Government.

## **2.0 Persons / Bodies who made Submissions within the Statutory Timeframe**

A total of 145 submissions were received, within the statutory timeframe, which raised concerns and offered support for the variation (see table 2 below). The breakdown is as follows:

- 46.9% were in favour of the LNDR variation
- 47.6% expressed concerns with the variation;
- 5.5% made observations which were neither in favour or against

Within Section A the submissions are colour coded as follows:

- In favour 
- Concerned 
- Observation which is neither in favour or against 

A number of submissions were received after the public display closing date and in accordance with the Planning and Development Act, 2000, as amended, these cannot be considered.

In summary the concerns raised by those who lodged submissions within the time frame mentioned that congestion will not be solved by the LNDR which will hamper the growth of the city as it will lead to increased car usage and undermine the case for public transport and facilitate peripheral development. It was argued that it will be to the detriment of the city centre. Those who raised concerns also pointed out that the effects will exist not just for the city but for neighbourhoods and properties through which the route corridor will run. These effects, they point out, will include disturbance, loss of amenity and loss of rural character both during the construction and operational phases of the LNDR. It will lead to physical division of communities and the encroachment of large-scale physical infrastructure onto homes and properties. Many submissions also point out the potential impact on flooding and the ecological sensitivity of the area through which the route corridor runs and it's potential for ecological damage.

Those in support of the LNDR point out the chronic traffic congestion which is a feature of the eastern part of the city and the acute need to resolve this. Business owners in particular have pointed that out that ease of access which would result from the roadway would lead to increased investment. The importance of this major piece of infrastructure in helping to guarantee Limerick's future was also pointed out. The concentration of business and educational facilities in the Plassey area which would benefit from an alleviation of traffic problems was apparent. The importance of the LNDR as an instrument in national, regional

and local development was stressed repeatedly by businesses, local residents and visitors to the city.

**Table 2: Submissions Received within the Statutory Timeframe**

<b>Submission No.</b>	<b>Name</b>	<b>Page No.</b>
1	DHPCLG	12
2	Transport Infrastructure Ireland	12
3	Irish Water	14
4	Southern Regional Assembly	14
5	An Taisce	15
6	Bus Eireann	21
7	Natal O Shaughnessy.	21
8	Chris O' Hara	22
9	Gerard Quigley	22
10	Shannon Group	23
11	Peter Sheehan	23
12	Sean Boland	24
13	Martin McDermott	24
14	Sean O Connor	24
15	Shane Riordan	25
16	Seamus Mc Mahon	25
17	Patrick Ruane	26
18	Kevin O'Shaughnessy	26
19	Brendan Killeen	26
20	Eamon Moroney	26
21	David Dwane	27
22	Mark Grehan	27
23	Frank Curran	27
24	Colm O' Duinn	28
25	Alan Dooley	28
26	Joseph Ryan	28
27	Miriam O' Donoghue	29
28	Matt Ward	29
29	Gearoid O' Hehir	30
30	Deirdre O' Brien	30
31	Colm O' Grady	30
32	Haroon Panezai	30
33	UL Bohemians RFC	31

34	Kevin McGrath	31
35	Limerick Fire & Emergency Services	32
36	Ray Ryan	32
37	Sarah Flynn	32
38	David O' Brien	33
39	John & Christina Butler	33
40	Gabriel Cosgrave, DTS Licensing	34
41	Jude Byrne	34
42	Felix Randles	35
43	Mairead Corrigan	35
44	Ruth Byrnes	35
45	Pat Stephens	36
46	Paula Walshe	36
47	Miriam McCormick	37
48	Cian Wilmott	37
49	Mark Cahill	38
50	Aine Lane	39
51	Sean Quinn	40
52	Mary & David Tanner	43
53	James Gully	44
54	Limerick Chamber of Commerce	44
55	Theo Clancy	46
56	Michael Hennessy	46
57	Gerard Nellis	47
58	John Gilmartin	47
59	Eileen McCormick	49
60	Joe & Maureen Hayes	49
61	Norma McCormick	50
62	Barry Maguire & Gene Matthews	50
63	Miriam Meaney	52
64	Hilda Browne	52
65	Andrew Fowler	53
66	David and Jan Tocher	54
67	Pamela O' Donoghue	59
68	Mary Una McCormick	59
69	Gerry McCormick	60
70	Mary & Frederic Royal	61
71	Ger Begley	62

72	Josephine Buckley	63
73	Roisin Begley	63
74	Sean Begley	64
75	Eimear Begley	65
76	Eoin Begley	65
77	Bill Doherty c/o Cook Ireland	66
78	University of Limerick	66
79	Laurence Stafford	68
80	Adrian Liston	69
81	Rachel Stafford	69
82	Dermot Gallagher	70
83	Vapes Ireland	71
84	Kevin Shine c/o Liston Lonergan and Meade	72
85	Liam Flannery c/o Flannery's Bar	72
86	M Leen c/o Kemp Technologies	73
87	Dr Hassan Kaghazchi & Carmel Kaghazchi	73
88	ECO Parteen	77
89	Mike, Maria, Jack & Ellen Minihan	79
90	Caroline O' Brien, Celtic Bookshop	81
91	O'Brien Family c/o Pat O' Brien	83
92	Laura McCarthy	84
93	Noel Fox	85
94	Innovate Limerick	85
95	Dermot O' Brien	86
96	Martina Duffy	87
97	Gerard Lynch, Tallybrooke Engineering	89
98	Tallybrooke Engineering	89
99	Pádraig Ó hEidhin	89
100	East Limerick Action Group	91
101	Cllr. James Collins	98
102	Patrick Murrehy, Fusion Logistics	99
103	Joe Coughlan	99
104	Riobaird O' Muiri	100
105	Sharon Lynch	100
106	Gerry Jacob, c/o General Motors	100
107	Cllr Jerry O' Dea	101

108	Timmy Davern	101
109	Pádraig Ó hEidhin	106
110	IDA Ireland	109
111	Dr. Mikael Fernström	110
112	Martin O' Connor	112
113	Tom Butler	112
114	Limerick for IT	113
115	Lisnagry NS	113
116	John McKillen	114
117	Maureen Browne and Brian Leddin Limerick PPN	114
118	Sean and Sibylle Mc Govern	119
119	Mark Burkley c/o Emutex	120
120	Teresa Joyce	121
121	Limerick 2030	121
122	Denis Foley	122
123	F Kaghazchi	123
124	Hassan Kaghazchi	125
125	Carmel O' Connell	126
126	Irene Hynes	127
127	Irene Dolan	129
128	J Sebit	130
129	Marie Cooke	132
130	Deirdre Connolly	132
131	Terry Gavin	133
132	Martin Gavin	134
133	Orlaith Lynch	135
134	Valerie Foley	136
135	Teresa & John Griffin	138
136	Norma Blake	139
137	Thomas Blake Jnr	140
138	Tom Blake	141
139	John McDonagh	142
140	Patricia Cooke	142
141	Mairead O' Donnell	144
142	Seamus Dolan	145
143	Pierce & Maria O' Leary	146
144	Elected Members of Limerick City & County Council	147

145	Shannon Commercial Properties	148
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### 3.0 Persons/Bodies that made Late Submissions

The following table lists the persons or bodies, who made submissions after the closing date for submissions which was on 27<sup>th</sup> March 2017. As these were received outside the statutory period, they are deemed invalid. There were eight late submissions in total.

**Table 3: Late Submissions (received after 27 March), invalid**

Number	Name	Date received
1	Caoimhe Cregan	3 <sup>rd</sup> April
2	Denis O'Leary	30 <sup>th</sup> March
3	Elaine O'Leary	30 <sup>th</sup> March
4	Henry St Garda Station	28 <sup>th</sup> March
5	John McNamara	3 <sup>rd</sup> April
6	Limerick Regeneration Watch and Moyross Residents' Alliance	28 <sup>th</sup> March
7	Michael J.O'Sullivan	28 <sup>th</sup> March
8	Pat Tierney, STL Logistics	29 <sup>th</sup> March

## **Section A**

### **Submissions, Responses and Chief Executive's Recommendations**

	<b>Name/Group:</b>	Department of Housing, Planning, Community and Local Government
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
1	<p>a) Notes that the variation has been subject to Strategic Environmental Assessment, Appropriate Assessment and Strategic Flood Risk Assessment and also notes mitigation measures mentioned. Impresses upon the Local Authority the importance of ensuring that the mitigation measures are fully implemented.</p> <p>b) The Planning Authority shall take into account submissions from Irish Water, National Parks and Wildlife Service, DAHRRG, the Southern Assembly, Office of Public Works, Transport Infrastructure Ireland and the Environmental Protection Agency particularly in relation to Section 28 Guidelines.</p>	<p>a) The Local Authority will ensure that all mitigation measures will be incorporated into the detailed design stage of the project.</p> <p>b) All submissions will be taken into account.</p>
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Transport Infrastructure Ireland (TII) Parkgate Street, Dublin 8
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
2	<p>a) With respect to this project identified in the proposed variation and objective IN O14: “Limerick Northern Distributor Road” the Authority advises that the Members and Executive of the Council should consider the requirement of the tolling scheme in the development of the LNDR.</p>	<p>a) The LNDR scheme shows a healthy rate of return for the investment proposed. All work relating to the proposed LNDR has been developed and will continue to be progressed in collaboration with TII and the Department of Tourism, Transport and Sport. Consideration of the financial implications for the exchequer of the new road scheme in relation to the Limerick Tunnel has been made as part of the</p>

	<p>b) The improved access to the Mackey Roundabout should be consistent with the recommendations contained in the R445 Plassey to the M7 Junction 28 Road Improvement Scheme Options Evaluation Report, which is supported and part funded by the TII.</p> <p>c) Must demonstrate consistency with provisions of S. 2.7 of the Spatial Planning and National Roads Guidelines, particularly that the traffic loading can be satisfactorily accommodated at the junction and on the national network.</p> <p>d) The requirement for a Motorway Order, need to be considered.</p>	<p>economic evaluation during the route selection report.  Further assessment of the tolling scheme requirements will be carried out in accordance with Department of Public Expenditure and Reform requirements at the next stage of the process. The purpose of this stage of the process is to vary the development plan to ensure policy support for the proposed road. Accordingly all compliance requirements will be met as the scheme proceeds.</p> <p>b) All work relating to the proposed LNDR has been developed and will continue to be progressed in collaboration with TII and the Department of Tourism, Transport and Sport. Limerick City and County Council is committed to developing the proposed Northern Distributor Road in accordance with best practice and all relevant legislative requirements. In this regard the requirement to prevent unwelcome additional traffic loading on the motorway network will be taken into consideration.</p> <p>c) Limerick City and County Council confirms that it is and will continue to comply with the provisions of S. 2.7. of the DoECLG spatial planning and national road guidelines.</p> <p>d) The requirement for a Motorway Order is recognized and an application for this will</p>
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	Note: On receipt of the submission dated the 23/03/17, Limerick City & County Council acknowledged receipt of the submission and advised that the matters will be fully addressed during the detailed planning stage to follow. Further correspondence from TII, received on the 27/03/17, acknowledged the commitment from the Council to address all issues in TII submission and noted the commitment that these matters will be addressed during the detailed planning stage to follow.	be made as part of the statutory planning process and as part of the next phase.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b> Irish Water	
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
3	Submission does not anticipate that the proposed development will impact on Irish Water's ability to facilitate the Limerick City Development Plan; however Irish Water can only confirm availability of water and wastewater infrastructure through a site specific pre-connection enquiry.	The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick, which will place demands on water and wastewater infrastructure, which will be considered at project level.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b> Southern Regional Assembly, O'Connell Street, Waterford	
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
4	The Regional Assembly welcomes the proposed variation to incorporate a specific objective for the Limerick Northern Distributor Road into the Limerick County Development Plan. A similar objective (CDP 8.6) is contained within the Clare County Development Plan and brings alignment	The proposed LNDR represents strategic transport infrastructure for Limerick City and its environs and the provision of such infrastructure forms part of the planned future sustainable development of the region. The proposed road is a vital piece of

	<p>between both plans regarding the proposed route corridor for the Limerick Northern Distributor Road. The proposed variation would support improved connectivity and the implementation of key regional objectives set out in the Mid-West Regional Planning Guidelines 2010 - 2022, where Section 2.6.2 lists the Limerick Northern Distributor Route as an infrastructure objective for the Region and Section 2. 7.4 lists the Provision of the Northern Ring Road in Limerick as a 'Future Investment Priority'. It is therefore considered that the proposed Variation 5(a) to incorporate the preferred route corridor for the Limerick Northern Distributor Road as Objective IN 014 into the Limerick County Development Plan 2010-2016 would be consistent, as far as is practicable, with the Mid-West Regional Planning Guidelines 2010- 2022.</p>	<p>strategic infrastructure which will contribute to the future sustainable growth of Limerick. It is consistent with a number of national and regional policy documents including the National Spatial Strategy, Regional Planning Guidelines 2010 – 2022 and the Mid West Area Strategic Plan 2012 – 2030.</p>
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	An Taisce
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
5	<p>a) The submission that congestion will not be solved by the LNDR, while the function of the proposed development is to alleviate congestion, the congestion experienced in Corbally, Castletroy and Limerick City Centre is a symptom of car dependency and an inevitable consequence of poor spatial planning, which has lead to urban sprawl, under investment in public transport infrastructure and sustainable travel initiatives. The focus should be on investment in sustainable transport, coupled with sensible spatial planning.</p>	<p>(a) The proposed LNDR represents strategic transport infrastructure for Limerick City and its environs and the provision of such infrastructure forms part of the planned future sustainable development of the region. The proposed roadway is designed to open access to eastern and other parts of the city which will facilitate expansion of the city and alleviate congestion.</p> <p>Therefore, the proposed LNDR is required in order to ensure efficient vehicular access around the eastern and northern part of</p>

	<p>b) Need for the LNDR - recent analysis (Limerick Metropolitan District Movement Framework Study) makes little reference to the LNDR. The Mid West Strategic Planning and Land Use and Transportation Strategy has limited mention of the scheme. The need for such a large piece of infrastructure should be borne out by detailed study.</p> <p>c) Limericks LNDR will undermine the potential for Limerick’s development as a great city as it will lead to increased car usage and undermine the case for public transport and facilitate peripheral development</p>	<p>the city and its environs. It should also be noted that public transport will benefit from this new LNDR connection and that Bus Éireann have supported the construction of the LNDR and will include it in their transport planning.</p> <p>The LNDR scheme shows a healthy rate of return for the investment proposed.</p> <p>(b) The Limerick Metropolitan District Movement Framework Study identifies the LNDR route as a critical element of the infrastructural requirements of the Limerick Metropolitan District (LMD) going forward. The study also identifies that the degree of accessibility into the LMD and the city centre for vehicles wishing to access from the north is significantly less than that available from the south, east and west.</p> <p>It should also be noted that since 2015 traffic volumes have increased in the city as a whole and the LNDR will make a valuable contribution to eliminating the amount of through-traffic in the city and as such contribute to a better quality urban environment while allowing access for those who desire access to services, shopping and recreational activity.</p> <p>(c) The proposed roadway is designed to alleviate congestion within the City Centre and on arterial routes into the City, therefore improving accessibility and allowing road space to be reallocated to</p>
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		<p>improved pedestrian and cycling facilities, therefore creating improved quality of life for residents of the City Centre and creating a more desirable place to live and work.</p> <p>The proposed LNDR will have walking and cycling integrated into the design. Proposals to provide public transport will also be encouraged in the area. This will create a range of viable options over the use of the private car. It should be remembered that much of Limerick's economic and educational growth has occurred in the National Technological Park, whose further growth is stymied by congestion. Regeneration Areas too would benefit from better access and connectivity. The LNDR will help to achieve both of these aims and by removing a significant part of through traffic from the city will allow the development of higher quality environment which itself will attract further investment.</p> <p>The Limerick Northern Distributor road is a game changer for Limerick City Centre when the amount of through traffic that will be removed is considered. Modelling has shown that this will be up to 40% and this extra on street capacity will facilitate the delivery of the Limerick 2030 plan where thousands of new jobs will be created in our city centre and in the process we will be able to develop a more pedestrian/cycle friendly city centre and provide additional priority for public</p>
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	<p>d) Social Inclusion impacts: the Fitzgerald Report – Addressing Social Exclusion in Moyross and other Disadvantaged areas of Limerick City (2007) merely notes that a distributor road was planned by the Local authorities. We contend that the LNDR will not improve connectivity between Moyross and the City Centre.</p> <p>e) Damage to the city centre caused by peripheral development: competing development in peripheral locations has “done significant damage to the city centre’s capacity to act as the retail and commercial hub of the region”.</p> <p>f) Limerick 2030 Plan: the LNDR is in “exact opposition” to the Limerick 2030 Plan by encouraging even further peripheral development which will further undermine the economic development of the city centre”.</p>	<p>transport. New road on the outskirts of the city will facilitate access to new park and Ride locations where workers will be able to park and access the city by public transport.</p> <p>(d) It is not claimed that the LNDR will solve all of the Regeneration Area’s transport problems, however it will have the benefit of allowing access and connectivity to existing and future populations and become an attractive location for economic regeneration which is a core objective of the regeneration. Critical to this is the provision of access to areas of employment and education, which also helps to reduce the sense of isolation experienced in the disadvantaged areas. The question of links to and from the city centre must also be addressed, and can be addressed through modification of existing routes and traffic flows, in addition to further sustainable links such as cycle ways and pathways.</p> <p>(e) See point (c) above in relation to benefits to city centre</p> <p>(f) See point (c) above in relation to benefits to city centre</p>
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	<p>g) Jobs and economic development: the LNDR is at odds with the development of the city as it will permit urban sprawl. It will undermine sensible economic and spatial planning. The location of Uber and WP engine in the city centre is indicated as being the way forward.</p> <p>h) Public transport and Smarter Travel: The LNDR will undermine Limericks status as a Smarter Travel demonstration city as it designed primarily to facilitate quicker journeys for car users.</p> <p>i) LCCC has listed on its public information leaflet a number of benefits. The claims are fundamentally flawed and not supported by transport planning research. The merits of a new road should be carefully assessed and this has not been done for the proposed LNDR. It is unacceptable to proceed with a major capital project without assessing its</p>	<p>(g) The establishment of WP Engine and Uber have been indicated as the way forward, but further opportunities for process and manufacturing based employment need to be facilitated as well.</p> <p>There is no reason why properly planned infrastructural development to serve existing economic and educational facilities on the east and north of the city in particular need harm the prospects of the city centre. Indeed by reducing through-traffic and easing congestion they will improve access to the centre and contribute to a better urban environment which in itself would increase the city centre’s attractiveness for investment.</p> <p>(h) Bus Eireann has supported the provision of the LNDR and has stated it will be including it in their transport planning. It should also be remembered that the design of the scheme will include dedicated walking and cycle lanes. Reduction of unnecessary through-traffic, including heavy good vehicles, will also improve conditions for cyclists and pedestrians in the city centre area.</p> <p>(i) The Limerick Northern Distributor Road was identified as an infrastructure objective of the Mid-West Regional Planning Guidelines 2010 – 2012. The need for the Limerick Northern Distributor Road is also supported by and has been incorporated into County Development Plans published within the mid-west</p>
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	<p>merits, and it is not enough that they be held to be self-evident.</p>	<p>region. The guidelines envisage the Limerick Northern Distributor Road as a crucial element of the strategic development of the Region, to enhance access to Shannon International Airport and its related industrial zone, and to enhance access to the University of Limerick and its associated knowledge based industrial zone.</p> <p>The need for the scheme was further highlighted in the report compiled by John Fitzgerald <i>“Addressing issues of Social Exclusion in Moyross and other disadvantaged areas of Limerick City”</i>, which states that one of three strands to dealing with social exclusion involves <i>“Economic and infrastructural regeneration, to create employment, unlock value, improve access, and create a better commercial and housing mix”</i>.</p> <p>The Northern Distributor Road is essential for the continued development of Limerick. Limerick City is the capital of the Mid West and must deliver on its potential and fulfil its leadership role regionally and nationally. As Ireland's economic recovery continues the city must position itself for investment and growth. Top quality modern infrastructure is an essential requirement for Limerick to maintain its competitive advantage and encourage more investment. Better infrastructure will improve access to new housing developments for citizens, the National Technology Park for</p>
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		<p>investors, the University of Limerick for students and the northern suburbs of the city. The LNDR is supported by the Department of Tourism, Transport and Sport and shows a healthy rate of return for the investment proposed.</p> <p>Recent traffic congestion patterns in particular those in the last two years have indicated that there is a huge need to alleviate traffic problems in the northern and eastern part of the city and the Castletroy, Corbally and Technological Park areas in particular. This is borne out by comments from UL and Businesses in the area who have raised such issues as part of this variation process.</p>
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Bus Eireann
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
6	Fully supports the LNDR which will be taken into account in any future Bus Eireann Transport Plans.	The proposed scheme will incorporate smarter travel initiatives including public transport, cycle and walking facilities and welcomes the submission by Bus Eireann that the scheme will be taken into account in any future transport plans.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Natal O Shaughnessey, Castletroy, Co. Limerick
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>

7	Traffic has increased ten fold to and from the National Technology Park in recent years; the Limerick Northern Distributor Road is required to alleviate traffic congestion that is experienced on a daily basis.	The submission correctly points out that the LNDR will alleviate traffic congestion. The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick. It is consistent with a number of national and regional policy documents including the National Spatial Strategy, Regional Planning Guidelines 2010 – 2022 and the Mid West Area Strategic Plan 2012 – 2030.
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Chris O Hara, Ardrahan, Co. Galway
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
8	Supports update to access in and out of National Technological Park.	The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick and as submitted will improve access to the National Technology Park.
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Gerard Quigley, Caherdavin, Limerick
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
9	Points out that something needs to be done about traffic congestion into Corbally. Limerick City and County Council should emphasise the positive aspects of the LNDR scheme. Increased traffic from the LNDR should increase tunnel use.	The proposed road will not only contribute to the future sustainable growth of Limerick, it will also alleviate traffic congestion in Corbally as suggested in the submission.
	Questions the delivery time of the first	Work will begin on this stretch of the

	phase of the scheme i.e. the Coonagh Knockalisheen Road.	road in 2017.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b> Shannon Group	
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
10	Points out that the draft National Planning Framework indicates that Dublin is overheating and a regional counter weight is needed. Limerick could fulfil this role provided appropriate infrastructure such as the LNDR exists in order to prevent problems such as traffic congestion. Improvements to the Mackey roundabout would be welcomed, which are essential. Furthermore, it improves access to Shannon Airport, Corbally, Parteen and Clonlara.	The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick and the Region.  The proposed road would also facilitate the proposals of the Proposed "National Planning Framework – Ireland 2040" which proposes significant growth within City Regions, including Limerick.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b> Peter Sheehan, 3 Troys Lock, Lower Park, Corbally, Limerick	
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
11	Supports the Limerick Northern Distributor Road, it will have a positive effect on the community as it will reduce traffic in Lower Park, Rhebogue and Dublin Road and traffic going to and from UL.	The proposed LNDR represents strategic transport infrastructure for Limerick City and its environs and the provision of such infrastructure forms part of the planned future sustainable development of the region.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b> Sean Boland, Golf Links Road, Castletroy, Limerick	
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Ref.	Submission summary	Chief Executive's Response
12	<p>Supports the proposed development, current infrastructure is inadequate for the current volume of traffic.</p> <p>The North Ring Road is urgently needed to provide relief throughout the area, particularly from UL, the Technology Park and access routes to and from the area to the Motorway and the Tipperary Road.</p> <p>The lack of adequate infrastructure may dissuade US Multinationals from further investment in the region</p>	<p>The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick and the Region.</p> <p>The submission correctly indicates that without the LNDR economic investment could be lost to the area.</p>
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

Name/Group:	Martin McDermott	
Ref.	Submission summary	Chief Executive's Response
13	In order to develop Limerick as a viable alternative growth hub to Dublin we need to provide the necessary infrastructure.	The proposed LNDR represents strategic transport infrastructure for Limerick City and its environs and the provision of such infrastructure forms part of the planned future sustainable development of the region. It is consistent with a number of national and regional policy documents including the National Spatial Strategy, Regional Planning Guidelines 2010 – 2022 and the Mid West Area Strategic Plan 2012 – 2030.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

Name/Group:	Sean O Connor, Ennis Road, Limerick	
Ref.	Submission summary	Chief Executive's Response
14	Supports the LNDR, it is urgently needed and will benefit the city and region immensely.	The proposed LNDR represents strategic transport infrastructure for

		Limerick City and its environs and the provision of such infrastructure forms part of the planned future sustainable development of the region.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Shane Riordan, Meelick, Co. Clare
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
15	In favour of the road as this will transform traffic management in the city. It will be important that piece of infrastructure is put in place to help the economic future of the City.	The proposed roadway is designed to alleviate congestion within the City Centre and on arterial routes into the City, therefore improving accessibility and allowing road space to be reallocated to improved pedestrian and cycling facilities, therefore creating improved quality of life for residents of the City Centre and creating a more desirable place to live and work.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Seamus Mc Mahon, Johnson and Johnson, National Technology Park
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
16	Supports the proposed LNDR as it will greatly reduce commuting time. In addition it will be a vital piece of infrastructure for Limerick in the future, it also improves the potential long term viability of business in Limerick and portrays the message that Limerick is open for business.	The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Patrick Ruane, Automation Centre of Excellence, International Business Centre, University of Limerick
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Ref.	Submission summary	Chief Executive's Response
17	Road is critically important to the area and will help promote the long term growth of Limerick and the surrounding catchments.	The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

Ref.	Submission summary	Chief Executive's Response
	<b>Name/Group:</b> Kevin O'Shaughnessy, Johnson and Johnson, National Technology Park	
18	There are currently significant delays leaving the Technology Park daily, this new infrastructure is vital for investment in new jobs and industry in the region.	The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

Ref.	Submission summary	Chief Executive's Response
	<b>Name/Group:</b> Brendan Kileen, RRD Supply Chain and Packaging Solutions	
19	Very much in favour of the LNDR. The entrance to Plassey park and UL is at capacity.	The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

Ref.	Submission summary	Chief Executive's Response
	<b>Name/Group:</b> Eamonn Moroney	
20	The LNDR would make a huge difference to access and congestion. Limerick needs this road to cater for its long term growth and development.	The proposed road is a vital piece of strategic infrastructure which will contribute to future sustainable growth and development of Limerick and the region.

	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	David Dwane, Corbally, Limerick
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
21	This proposal should be accepted as it will relieve traffic congestion in Corbally and indicate that Limerick is interested in providing the necessary infrastructure for further development which will send out a positive signal.	The proposed road is a vital piece of strategic infrastructure which will contribute to future sustainable growth and development of Limerick and the region.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Mark Grehan, Corbally
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
22	In favour of the LNDR as it will reduce commuting time from Corbally to the eastern part of the City	The proposed roadway is designed to open access to eastern and other parts of the city which will facilitate expansion of the city.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Frank Curran, Vision Care Ireland (Johnson & Johnson), National Technology Park
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
23	Highlights the need for the implementation of this route urgently, hopes that this will attract new industry, having regard to improved access acting as a driver for investment.	The proposed road is a vital piece of strategic infrastructure which will contribute to future sustainable growth and development of Limerick and the region.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Colm O Duinn, Castleconnell, Co. Limerick.
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
24	In favour of the proposed LNDR. It will relieve pressure on the Mackey round about and on the Cappamore Junction. Access across the Mulcair will open access to the National Technology Park. Access to UL will increase educational opportunities. Traffic congestion in Corbally would also be relieved.	The proposed LNDR represents strategic transport infrastructure for Limerick City and its environs and the provision of such infrastructure forms part of the planned future sustainable development of the region. The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Alan Dooley
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
25	Limerick Northern Distributor Road is badly needed for an area that is cut off physically and economically from the rest of the city. This proposal will result in positive investment in subsequent years.	The proposed roadway is designed to open access to eastern and other parts of the city which will facilitate expansion of the city.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Joseph Ryan, Murroe, Co. Limerick
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
26	Highlights support for the LNDR, current traffic levels are unacceptable.	The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick, and will bring significant relief to peak time traffic in Limerick City and surrounding areas.

	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Miriam O Donoghue 46 Suil na hAbhann, Corbally, Limerick
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
27	Supports the LNDR as it will relieve traffic congestion in Corbally.	The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick, and will bring significant relief to peak time traffic in Limerick City and surrounding areas.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Matt Ward, Caherelly, Grange, Co. Limerick
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
28	<p>a) The LNDR will help to address the issue of unbalanced development in the City. It is a vital piece of access infrastructure and will support the goals outlined in Limerick 2030.</p> <p>b) This route will help achieve quicker access between East Clare and the North City and Castletroy/Dublin Road. Reducing transit times and costs for commercial traffic.</p> <p>c) Adopting this new infrastructure will send the signal that Limerick is open for business and ready to compete with other Cities.</p>	<p>The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick, and will bring significant relief to peak time traffic in Limerick City and surrounding areas.</p> <p>The proposed road would also facilitate the objective of the Proposed "National Planning Framework – Ireland 2040" which proposes significant growth within City Regions, including Limerick.</p>
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Gearoid O Hehir, Johnson and Johnson, National Technology Park
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Ref.	Submission summary	Chief Executive's Response
29	Highlights the significance of the LNDR, notes the significant congestion that exists and considers that this will alleviate some of the issues.	The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick, and will bring significant relief to peak time traffic in Limerick City and surrounding areas.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

Name/Group:		Deirdre O Brien
Ref.	Submission summary	Chief Executive's Response
30	LNDR would make a big difference to commuting times as other routes such as the tunnel and other means of transport such as cycling would not deliver the same benefits as the new route.	The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick, and will bring significant relief to peak time traffic in Limerick City and surrounding areas.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

Name/Group:		Colm O' Grady
Ref.	Submission summary	Chief Executive's Response
31	In favour of the LNDR. Would be of great benefit to those from Plassey and to Clare people who work in the city and offer a counterbalance to Raheen.	The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick, and will bring significant relief to peak time traffic in Limerick City and surrounding areas.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

Name/Group:		Haroon Penzai, Cashbook, National Technology Park
Ref.	Submission summary	Chief Executive's Response
32	Highlights the need for the LNDR, good for	The proposed road is a vital piece of

	access to the Technological Park and hence for investment. Vital to improve traffic flow from the Clare region.	strategic infrastructure which will contribute to the future sustainable growth of Limerick, and will bring significant relief to peak time traffic in Limerick City and surrounding areas.
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	UL Bohemian RFC.
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
33	<p>See the benefits of the LNDR as it will improve access to the City from County Clare and relieve traffic congestion in the city.</p> <p>The submission also indicates that the project has the potential to greatly improve accessibility to their grounds.</p> <p>They also see the potential opportunities for attracting business investment to the area by improving accessibility and this can have a positive beneficial impact for people residing in the general locality who maybe seeking employment.</p>	<p>The submission correctly indicates that the proposed LNDR will benefit the city and will create opportunities to attract business investment to the area.</p> <p>The potential for improved access to the UL Bohemian’s grounds will be considered as the design of the scheme is progressed.</p>
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Kevin McGrath, 32 Beechfield Monaleen
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
34	Fully supports the new route and considers that it will have great economic benefit, for Limerick and the region as a whole. It will also improve transport links across the River Shannon.	The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth and development of Limerick and the region.
	<b>Chief Executive’s Recommendation:</b>	No Change

	<b>Implications for SEA/AA</b>	N/A
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	<b>Name/Group:</b>	Michael Ryan, Limerick City and County Fire Service, Dooradoyle, Limerick
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
35	The LNDR would enhance access and operational capability and strategic planning of the Fire and Emergency Services, in terms of decreased response times.	The proposed road is a vital piece of strategic infrastructure in terms of providing greater access throughout the city.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Ray Ryan, Ballyart, Brittas.
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
36	Recent upgrades at UL have increased congestion rather than alleviating the issue	The proposed LNDR represents strategic transport infrastructure for Limerick City and its environs and the provision of such infrastructure forms part of the planned future sustainable development of the region. It will alleviate traffic congestion in the vicinity of UL and the surrounding areas.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Sarah Flynn
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
37	Supports the proposed LNDR	The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	David O'Brien
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
38	Supports the provision of the LNDR. It will be a vital piece of infrastructure.	The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	John & Christine Butler, Ballyvolane, Lisnagry, Co. Limerick
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
39	<p>a) Seek written guarantees that the LNDR will not inhibit or add cost or to add to the time it takes to execute their daily lives, including their farm business and lifestyle.</p> <p>b) They also seek a written guarantee on possible flood displacement.</p>	<p>a) The route corridor selection study has identified this route as being the one which causes the least disruption. The Local Authority will work with all parties impacted by the road scheme to ensure any disruption is mitigated or minimised through appropriate measures.</p> <p>b) The Flood Risk Assessment which had been carried out to accompany the variation concluded that the flood risk associated with the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere. Flood risk to existing residences will not change as a result of this scheme.</p>
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Gabriel Cosgrave, DTS Licensing Ltd.,
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		Hamilton House, National Technology Park
Ref.	Submission summary	Chief Executive’s Response
40	Supports the proposed LNDR. High class Infrastructure is vital to secure investment and make the region more competitive.	The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth and development of Limerick and the region.
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Jude Byrne, 48A Dromroe Rhebogue, Limerick
Ref.	Submission summary	Chief Executive’s Response
41	<p>This submission is identical to submissions 47, 53, 59, 60, 61, 63, 68, 69, 71, 72, 73, 74, 75 and 76).</p> <p>a) Proposed route traverses a natural flood plain on the Lower River Shannon, as does the bridge crossings, which will exacerbate flooding that already exists in the area.</p> <p>b) The Shravokee/Lisnagry area of the Lower River Shannon has a significant ecological value and the proposed development is likely to have an impact.</p>	<p>a) The Flood Risk Assessment which had been carried out to accompany the variation concluded that the flood risk associated with the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere. Flood risk to existing residences will not change as a result of this scheme.</p> <p>b) The ecological assessment which accompanied the variation has identified the chosen route as being the one which causes the least amount of ecological disruption. The flood risk assessment carried out has confirmed that no changes in flood regime will occur which will have an adverse impact on existing habitats.</p>

	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Felix Randles, Ardnacrusha, Co. Clare
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
42	Highlights support for the proposed LNDR, it is a vital piece of future infrastructure without which the city will not be able to develop.	The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth and development of Limerick and the region.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Mairead Corrigan
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
43	Expresses support for the LNDR. The route will ensure accessibility to the City, for future generations.	The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth and development of Limerick and the region.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Ruth Byrnes, Cullen, Co. Tipperary
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
44	Wishes to support the variation to the Development Plan and the LNDR.	The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Pat Stephens
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
45	Realises the value of easy access onto the main road network, particularly from the Clare side. Contrasts this with Galway which does not have an adequate road network, which impacts the potential economic development of the City & region.	The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Paula Walshe, Shanacloy, Adare, Co. Limerick
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
46	<p>a) Proposed route traverses a natural flood plain on the Lower River Shannon, as does the bridge crossings, which will exacerbate flooding that already exists in the area.</p> <p>b) The Shravokey/Lisnagry area of the Lower River Shannon has a significant ecological value and the proposed development is likely to have an impact.</p> <p>c) Owner of a house in Rhebogoe,</p>	<p>a) The Flood Risk Assessment which had been carried out to accompany the variation concluded that the flood risk associated with the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere. Flood risk to existing residences will not change as a result of this scheme.</p> <p>b) The ecological assessment which accompanied the variation has identified the chosen route as being the one which causes the least amount of ecological disruption. The flood risk assessment carried out has confirmed that no changes in flood regime will occur which will have an adverse impact on existing habitats.</p> <p>c) Flood risk to existing residences will</p>

	insurance companies are refusing to insure her house as it is identified as been located in a floodplain. These proposed changes could have a major impact.	not change as a result of this scheme. Therefore the scheme will not impact on insurance.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b> Miriam and John McCormick	
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
47	<p>This submission is identical to submissions 41, 53, 59, 60, 61, 63, 68, 69, 71, 72, 73, 74, 75 and 76).</p> <p>a) Proposed route traverses a natural flood plain on the Lower River Shannon, as does the bridge crossings, which will exacerbate flooding that already exists in the area.</p> <p>b) The Shravokey/Lisnagry area of the Lower River Shannon has a significant ecological value and the proposed development is likely to have an impact.</p>	See response to submission No. 41 above
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b> Cian Wilmot	
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
48	Development is badly needed in Limerick to relieve current traffic congestion and to ensure that adequate infrastructure is in place to ensure that continued growth and job provision can be facilitated.	The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Mark Cahill, School Road, Lisnagry
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
49	<p>Objects to the road on the following grounds:</p> <p>a) Lack of future planning in that it fails to take into account expansion of Limerick City</p> <p>b) Destruction of local farm land and family homes</p> <p>c) Likelihood of flooding being worsened due to building a road and bridges on flood plain</p> <p>d) Likely to cause serious disruption to people travelling from Nenagh direction to Limerick and also locals.</p>	<p>a) The proposed road is a vital piece of strategic infrastructure which will contribute to the planned future sustainable growth and development of Limerick and the region. The roadway is designed to open access to eastern and other parts of the city which will facilitate expansion of the city.</p> <p>b) The route corridor selection study has identified this route as being the one which causes the least disruption; while the Local Authority acknowledge that some level of disruption is inevitable, it will be minimised in so far as possible.</p> <p>c) The Flood Risk Assessment which had been carried out to accompany the variation concluded that the flood risk associated with the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere. Flood risk to existing residences will not change as a result of this scheme.</p> <p>d) This will be dealt with through traffic diversions and temporary measures during the construction phase. It will be for a defined</p>

		period only.
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Aine Lane, School Road, Lisnagry, Co. Limerick
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
50	<p>Objects to the proposed road for the following reasons:</p> <p>(a) Lack of forward planning as it does not take city expansion into account.</p> <p>(b) Local houses and farms being subject to CPO and one farm will be destroyed.</p> <p>(c) Likelihood that more people will be affected by flooding.</p>	<p>(a) The proposed LNDR represents strategic transport infrastructure for Limerick City and its environs and the provision of such infrastructure forms part of the planned future sustainable development of the region. The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick. It is consistent with a number of national and regional policy documents including the National Spatial Strategy, Regional Planning Guidelines 2010 – 2022 and the Mid West Area Strategic Plan 2012 – 2030.</p> <p>(b) Full details of the layout of the route will be developed as the design process is progressed. In the absence of the developed design at this stage it is not possible to say what the effects on existing properties are but every effort will be made to avoid unnecessary impacts.</p> <p>(c) The Flood Risk Assessment which had been carried out to accompany the variation concluded that the flood risk associated with the proposed road development can be appropriately managed and mitigated for and that the</p>

	(d) Traffic flows will be diverted from tunnel which will in turn require increased subvention.	<p>construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere. Flood risk to existing residences will not change as a result of this scheme.</p> <p>(d) The LNDR will have a completely different function to the Tunnel Route. The LNDR is a distributor road designed to open up areas of the eastern and northern parts of the city for development and to alleviate traffic congestion in the eastern part of the city in particular. The Tunnel is part of the Motorway system located on the southern portion of the city and as such does not contribute to traffic distribution and management in the eastern and northern parts of the Limerick metropolitan area.</p>
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Sean Quinn, New Garden, Ballyvolane, Co. Limerick
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
51	<p>Wishes to object to the proposed LNDR for the following reasons:</p> <p>a) Flooding – currently impacted by flooding, will only exacerbate the issue</p>	<p>a) The Flood Risk Assessment which had been carried out to accompany the variation concluded that the flood risk associated with the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere. Flood risk to</p>

	<p>b) House Valuation – what impact will the development of a road have on the value of houses in the area</p> <p>c) Living in a construction site for 4 years</p> <p>d) Insurance</p> <p>e) Road is too close to Limerick</p> <p>f) Noise Pollution</p>	<p>existing residences will not change as a result of this scheme.</p> <p>b) It is considered that the economic benefits associated with this key piece of infrastructure, including the improved accessibility to the greater city region, will provide buoyancy to the housing market along the corridor in the future. For example, the housing values have not been affected by the proximity to the M7 corridor.</p> <p>c) As part of the construction process a construction management plan will be put in place, which by setting limits to hours of working and measures to control emissions would serve to reduce any disturbance effects to acceptable levels. The selected contractor will appoint a liaison person to deal with the concerns of any members of the public during the construction phase.</p> <p>d) Flood risk to existing residences will not change as a result of this scheme. Therefore the scheme will not impact on insurance.</p> <p>e) The roadway is designed to open access to eastern and other parts of the city which will facilitate expansion of the city and to provide improved access to key educational and employment lands. Locating the road at a greater distance from the city would not meet these objectives.</p> <p>f) In terms of noise, road design</p>
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	<p>g) Double cost to tax payers pocket – will impact on the Toll, as it will divert traffic from the loss and result in an increase in the current subsidy</p> <p>h) Homes and farm destroyed</p> <p>i) Alternatives should be examined including the new bridge across the Shannon at Killaloe, which has been recently permitted.</p>	<p>guidelines set standards for noise abatement and pollution which will be adhered to.</p> <p>g) The LNDR will have a completely different function to the Tunnel Route. The LNDR is a distributor road designed to open up areas of the eastern and northern parts of the city for development and to alleviate traffic congestion in the eastern part of the city in particular. The Tunnel is part of the Motorway system located on the southern portion of the city and as such does not contribute to traffic distribution and management in the eastern and northern parts of the Limerick metropolitan area. As noted above the LNDR is a distributor route not part of the motorway system and will not offer the same quick travel time and as such will offer limited competition with the tunnel route. Consideration of the effects has been made in the cost benefit calculations carried out for the LNDR scheme.</p> <p>h) The purpose of the Variation is to incorporate the proposed route into the County Development Plan. The detailed design has not been decided upon to date and will be formulated at project level stage.</p> <p>i) The Killaloe Bypass is intended to solve traffic management issues in that location and was not intended to contribute in a large scale to solving issues of congestion and access in the Limerick area. The planned Bypass, at a distance of 24km away is too far away to</p>
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		function as an effective means of access to areas of employment and educational opportunity from Limerick and its hinterland.
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Mary and David Tanner, Garryaunykee, Lisnagry
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
52	<p>a) Disruption will be caused to residents during the construction phase for an extended period of time</p> <p>b) If constructed the LNDR will lead to increased noise levels</p> <p>c) The proposed development will result in loss of footpath and pedestrian access to Annacotty</p> <p>d) The proposed development will de-value their property  However, if it proceeds, they expect</p> <p>a) To enjoy the same level of privacy, and access to Annacotty</p> <p>b) Rural nature of their site to be maintained and their property to be adequately landscaped</p>	<p>a) The route corridor selection study has identified this route as being the one which causes the least disruption. The Local Authority will work with all parties impacted by the road scheme to ensure any disruption is mitigated or minimised through appropriate measures.</p> <p>b) In terms of noise, road design guidelines set standards for noise abatement and pollution which will be adhered to.</p> <p>c) Current means of access to Annacotty will be maintained and improved, including provision of enhanced pedestrian and cycling facilities.</p> <p>d) It is considered that the economic benefits associated with this key piece of infrastructure, including the improved accessibility to the greater city region, will provide buoyancy to the housing market along the corridor in the future.</p> <p>During the detailed design stage proposals relating to screening and</p>

		landscaping will be developed.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	James Gully, Gillogue, Clonlara, Co. Clare
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
53	<p>This submission is identical to submissions 41, 47, 59, 60, 61, 63, 68, 69, 71, 72, 73, 74, 75 and 76).</p> <p>a) Proposed route traverses a natural flood plain on the Lower River Shannon, as does the bridge crossings, which will exacerbate flooding that already exists in the area.</p> <p>b) The Shravokeye/Lisnagry area of the Lower River Shannon has a significant ecological value and the proposed development is likely to have an impact.</p>	See response to submission No. 41 above
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Limerick Chamber of Commerce, 96 O'Connell Street, Limerick.
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
54	<p>Limerick Chamber represents over 500 businesses in Limerick City and County, Shannon and South East Clare. The Chamber view is that in the long term, the regional cities will play a key role in developing a counter balance to Dublin and will support the regional development of the hinterlands. As such is it crucial for Limerick to grow and develop. This is in line with the forthcoming National Planning Framework and it is vital that the necessary infrastructure is in place</p>	<p>The proposed LNDR represents strategic transport infrastructure for Limerick City and its environs and the provision of such infrastructure forms part of the planned future sustainable development of the region. The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick. It is consistent with a number of national and regional</p>

<p>to facilitate this development.</p> <p>The LNDR could act as a catalyst for future development of our city and region by providing a significant improvement in connectivity to the city centre, business parks and educational facilities and Shannon Airport, all of which are crucial to attracting and sustaining investment.</p> <p>Without improvements in the road network there will be limited capacity for growth within the National Technology Park or UL. A curtailment of development within the Technology Park would have serious implications for the local economy. Under the Mid West Action Plan for Jobs, the IDA intends to develop a 55,000 sq foot office block in the Technology Park; this will be dependent on capacity in the road network to accommodate the associated traffic demands. The potential of not developing infrastructure would result in loss of economic investment and loss of potential jobs.</p> <p>Supporting skills by means of our third level education centres is vital for attracting foreign direct investment; more collaboration between centres of education is becoming critical. Limerick Institute of Technology has identified the LNDR as key to improving their current campus as well as their new campus at Coonagh. UL have indicated that the new route will be important for their expansion plans at the University. Educating future generations must be supported as it has knock on implications for the development of indigenous industry and in attracting high value foreign investment.</p> <p>Capacity constraints have been identified as a key concern on many roads into the city, resulting in additional congestion and safety</p>	<p>policy documents including the National Spatial Strategy, Regional Planning Guidelines 2010 – 2022 and the Mid West Area Strategic Plan 2012 – 2030.</p> <p>The proposed roadway is designed to alleviate congestion within the City Centre and on arterial routes into the City, therefore improving accessibility and allowing road space to be reallocated to improved pedestrian and cycling facilities, therefore creating improved quality of life for residents of the City Centre and creating a more desirable place to live and work.</p> <p>The proposed road would also facilitate the objective of the Proposed “National Planning Framework – Ireland 2040” which proposes significant growth within City Regions, including Limerick.</p>
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	<p>issues. Traffic modelling undertaken for the LNDR suggests that it will relieve traffic pressure on river crossings in the City Centre and the Mackey Roundabout. It will also reduce the practice of rat runs through residential areas, which would improve safety for all and reduce the number of accidents and may increase walking and cycling.</p> <p>The need to improve transport links is key ingredient to the regeneration of the City, by reducing physical isolation from employment and education opportunities. By improving connectivity across the city, the road will also support all areas of the city in achieving its potential.</p> <p>The Chamber urge the Elected members to act now to solve the problems that exist today and plan for the growth of the City Region.</p>	
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Theo Clancy
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
55	Build the road to improve connectivity between the North and the East of the City	The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Michael Hennessey, Castletroy, Co. Limerick
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
56	The LNDR will improve traffic flow in Castletroy and will have a positive impact on quality of life. The road will be a key piece of infrastructure for the City and the growth of the region and long term economic and	The proposed roadway is designed to alleviate congestion within the City Centre and on arterial routes into the City, therefore improving accessibility and allowing road space to be

	social potential for its citizens.	reallocated to improved pedestrian and cycling facilities, therefore creating improved quality of life for residents of the City Centre and creating a more desirable place to live and work.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Gerard Nellis, Corbally, Limerick
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
57	Writing to voice support as resident of Corbally. The LNDR would help to deal with crippling traffic congestion in the north of the city.	The proposed LNDR will significantly benefit the Corbally area by alleviating traffic congestion on the Corbally road.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	John Gilmartin, Conor Maguire, and Mary Tanner on behalf of 17 residences at Garraunykea, Lisnagry, Co, Limerick.
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
58	<p>The letter is written on behalf of 17 households whose houses are located on the L5152, a cul de sac created by the recent construction of the M7.</p> <p>(a) The residents are concerned with the scale of the indicative junction reservation, the shaded area, marked on the map. This has the potential to further urbanise a rural area.</p> <p>(b) The submission indicates that the residents have in the past demonstrated their civic spirit in facilitating the development of the M7 despite this</p>	<p>(a) The indicative hatched area will be substantially reduced when the final design phase is begun and the road reservation is confirmed. At the moment this exists to give flexibility in the final layout of the junction in this area</p> <p>(b) Limerick City and County Council appreciate the civic spirit that has been demonstrated by these</p>

	<p>creating a divide in the community with the splitting of their former neighbourhood. The submission also indicated that they have demonstrated their civic responsibility by maintaining Council owned common areas without seeking any resource from the Council.</p> <p>(c) The current noise levels from the M7 are significant and air pollution is currently at maximum acceptable levels.</p> <p>(d) Are now bounded to the east and south and do not wish to be similarly boxed in by enlarged road junction to the west and north of their community.</p> <p>(e) The docking point should be sympathetic to the rural surroundings and not be overly complex accommodating multiple junctions in one location.</p> <p>(f) The traffic lights at the junction of the R445 and R506 are a welcome recent addition and should remain.</p> <p>(g) As there are little or no housing developments in the shaded area to the north of the R445 they earnestly request that this be the focus of junction connectivity and that the residential community on the south side of the R445 be left alone.</p>	<p>residents in the past and the final design will seek to minimise impact on properties.</p> <p>(c) Road design guidelines set minimum standards for landscaping, air quality and noise emissions. These will be adhered to.</p> <p>(d) The final design will integrate the junction into the surrounding landscape to the greatest extent possible, in order to minimise visual impacts and minimise its visual effects.</p> <p>(e) See above</p> <p>(f) Pending the final design of the roadway it is not possible to state what form traffic control measures will take in this location. However, the design phase of the road scheme will develop a junction that will improve accessibility and capacity for all roads.</p> <p>(g) Generally, efforts will be made to avoid areas with the densest settlements at design stage when the final road layout is determined. There will be full consultation with all residents and property owners impacted by the proposed road scheme during detailed design stage.</p>
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	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Eileen Mc Cormick, Clonlara, Co. Clare
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
59	<p>This submission is identical to submissions 41, 47, 53, 60, 61, 63, 68, 69, 71, 72, 73, 74, 75 and 76).</p> <p>a) The LNDR and its 4 lane bridge including walkway and cycleway will cross a natural flood plain and will exacerbate flooding. Encouraging the building of housing and Technological Parks will contribute to future flooding.</p> <p>b) The River crossing at Shravokey/Lisnagry is naturally rich in flora and fauna and the disturbance of this SAC will have a negative effect on the ecology of the area.</p>	See response to submission No. 41 above
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Joe and Maureen Hayes Ardnacrusha, Co. Clare
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
60	<p>This submission is identical to submissions 41, 47, 53, 59, 61, 63, 68, 69, 71, 72, 73, 74, 75 and 76).</p> <p>a) Proposed route traverses a natural flood plain on the Lower River Shannon, as does the bridge crossings, which will exacerbate flooding that already exists in the area.</p> <p>b) The Shravokey/Lisnagry area of the Lower River Shannon has a significant</p>	See response to submission No. 41 above

	ecological value and the proposed development is likely to have an impact.	
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b> Norma Mc Cormick (Quane), Anglesboro, Co. Limerick	
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
61	<p>This submission is identical to submissions 41, 47, 53, 59, 60, 63, 68, 69, 71, 72, 73, 74, 75 and 76).</p> <p>a) Proposed route traverses a natural flood plain on the Lower River Shannon, as does the bridge crossings, which will exacerbate flooding that already exists in the area.</p> <p>b) The Shravokeye/Lisnagry area of the Lower River Shannon has a significant ecological value and the proposed development is likely to have an impact.</p>	See response to submission No. 41 above
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b> Barry Maguire and Gene Matthews, Carrowkeel, Lisnagry, Co. Limerick	
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
62	<p>Object to the proposed variation for the following reasons:</p> <p>(a) Unclear as to how the road will join the Mackey roundabout and if this will impact on their site, will a CPO be required?</p>	(a) The purpose of the Variation is to incorporate the proposed route into the County Development Plan. Full details of layout and dimensions of the junction will be developed as the design process is progressed. In the absence of the

	<p>(b) Reduction in the value of their new Home.</p> <p>(c) Significant increase in noise pollution which would require substantial sound proofing would be required.</p> <p>(d) Decrease in air quality.</p> <p>(e) Increase in traffic leading to difficulties entering and exiting our property.</p> <p>(f) Potential increase in flood risk.</p> <p>(g) Temporary disturbance in terms of noise, dust pollution and construction traffic</p>	<p>developed design at this stage it is not possible to say what the effects on existing properties are but every effort will be made to avoid unnecessary impacts.</p> <p>(b) There is no evidence the proximity to a new road has negative effects on property values. A study of property along the M7 in south Limerick has shown property values has not been affected.</p> <p>(c) Road design guidelines set minimum standards for landscaping and noise emissions and these will be adhered to.</p> <p>(d) The design will ensure that limits set by relevant standards, and which ensure no damage to human health, will be met.</p> <p>(e) Appropriate means of safe access will be provided off the public road system as part of the design, as part of agreed accommodation works which will be negotiated with the property owner.</p> <p>(f) The Flood Risk Assessment which had been carried out to accompany the variation and SEA had concluded that concluded that the flood risk associated with the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere.</p> <p>(g) These will be the subject of a Construction Management Plan,</p>
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	during the construction phase.	which by setting limits to hours of working and measures to control emissions would serve to reduce any disturbance effects to acceptable levels. The selected contractor will appoint a liaison person to deal with the concerns of any members of the public during the construction phase.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b> Miriam Meany, Srawickeen, Clonlara, Co. Clare	
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
63	This submission is identical to submissions 41, 47, 53, 59, 60, 61, 68, 69, 71, 72, 73, 74, 75 and 76).  a) Proposed route traverses a natural flood plain on the Lower River Shannon, as does the bridge crossings, which will exacerbate flooding that already exists in the area.  b) The Shravokee/Lisnagry area of the Lower River Shannon has a significant ecological value and the proposed development is likely to have an impact.	See response to submission No. 41 above
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b> Hilda Brown	
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
64	In favour of the proposed development. Fears the current road network will be unable to cope with the additional traffic as a result of investment demands.	The proposed roadway is designed to alleviate congestion within the City Centre and on arterial routes into the City, therefore improving accessibility and allowing road space to be

		reallocated to improved pedestrian and cycling facilities, therefore creating improved quality of life for residents of the City Centre and creating a more desirable place to live and work.
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Andrew Fowler
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
65	<p>This submission indicated that the history of this proposal is well known, and it has also become increasingly clear and obvious that its advocates are driven by motives which at best are slightly suspicious.</p> <p>The apparent reasons in favour of the road have changed over the years: access to Moyross was one of the funnier ones, but the latest edition sees the road as essential to the future development of Clare. It should not be beyond the wit of the councillors to see that such reasons (and there have been a few) are an entire fiction. One only has to look at the present state of Limerick and its environs to see that this is probably true.</p> <p>The region beyond the University towards Derryfada retains its rural charm, and there would need to be a strong case to destroy this. But Limerick has already done such things e.g. Ballysimon, or the wasteland on the Dublin Road before the Groody roundabout. It is beyond comprehension that the Council would overturn its earlier clear vote against the LNDR on the basis of an unsubstantiated fiction.</p>	<p>The proposed LNDR is a vital piece of strategic infrastructure which gives the prospect of relieving the chronic traffic congestion to one of the key employment and educational hubs in the region, a huge benefit. Providing greater accessibility and opportunities to the Moyross area is still relevant.</p> <p>While the issue of urbanisation of rural areas is noted, the fact remains that traffic congestion in the eastern and northern part of the city remains a barrier to ongoing investment and development of the city which in the long run benefits both the city centre and the region as a whole. The road corridor has been selected to allow for the sustainable growth of Limerick while minimising the impact on the environment.</p>
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

Ref.	Name/Group:	David and Jan Tocher
Ref.	Submission summary	Chief Executive’s Response
66	<p>(a) The submission indicates that the short interval allowed for comments strongly suggests that an attempt has been made to limit any objections to the proposal.</p> <p>(b) The Limerick County Councillors overwhelmingly rejected the original proposal and the latest planning proposal appears to be almost exactly the same. Nothing substantial has been changed to address the concerns expressed previously.</p> <p>(c) The Public Information Leaflet outlines the benefits that the new scheme is hoped to bring to the Limerick city area. These benefits were also claimed for the construction of the Limerick tunnel. The annual subvention to pay for the under utilisation of the tunnel demonstrates the weakness of the forecasting. Submission questions if they can have any faith in the claimed benefits for this scheme? One obvious outcome will be the diversion of yet more traffic from the tunnel. Has any estimate been made of the likely effects on the tunnel revenues?</p> <p>(d) If the intention is to facilitate traffic</p>	<p>(a) The Variation was placed on public display from Saturday 25<sup>th</sup> of February 2017 until Monday 27<sup>th</sup> March 2017. This consultation period is dictated by the statutory requirements of the Planning and Development Act 2000, as amended.</p> <p>(b) There are two changes to the previous proposal, the first of which is an indicative junction area adjacent to the Mackey roundabout and the second a crossing of the Mulkear to access the National Technological Park. Assessment of both of these is being included in response to specific traffic issues raised by members arising in the eastern part of the city and are designed to improve the traffic flow and existing access to the City, National Technology Park and UL.</p> <p>(c) The proposed LNDR has a different purpose to the Limerick Tunnel. The tunnel is unable to fulfil the function of the proposed distributor road in terms of serving local needs to access education and employment, for Limerick and its hinterland. Consideration of effects on the tunnel revenue has been made in analysis carried out for the scheme. There is a net cost benefit to the exchequer resulting from the construction of the proposed scheme.</p> <p>(d) There are plans to develop a</p>

<p>flowing through to/from the west to the east and north of the city via the north of the city, i.e. a building a second bypass to create a ring road, then it would seem more sensible to link the NDR directly to the existing motorway junction at the Newport Road. It is interesting to note that Cork, a much larger city does not have complete orbital road but Limerick appears to need one. Cork doesn’t discourage use of its south ring road by charging for the use of the Jack Lynch tunnel.</p> <p>(e) It is hoped that the new road will attract industrial development along its route though South County Clare. This will help improve the business rate income to Clare County Council from any such development. Given the under utilisation of the existing industrial estates in the region is it sensible to build the NDR which will merely divert business rates from one local authority to another? It would seem foolish to use pristine countryside for further industrial estates when there is plenty of land already zoned for industrial use in the existing estates in the region.</p> <p>(f) The “Design Manual for Roads and</p>	<p>complete orbital route for Cork known as Cork Northern Ring Road, so this need has been recognised. In relation to Limerick the very specific circumstances of the traffic issues on the eastern and northern parts of the city means that a distributor road is required. Not charging a Toll at Jack Lynch Tunnel at this time is part of Government Policy on Tolling.</p> <p>(e) The proposed LNDR represents strategic transport infrastructure for Limerick City and its environs and the provision of such infrastructure forms part of the planned future sustainable development of the region. The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth and development of Limerick and the region. Part of this initiative includes provision of access for all residents of County Limerick to the new areas of employment in south Clare, as well as to UL’s north campus. The proposal is consistent with a number of national and regional policy documents including the National Spatial Strategy, Regional Planning Guidelines 2010 – 2022 and the Mid West Area Strategic Plan 2012 – 2030. The proposed road would also facilitate the objective of the Proposed “National Planning Framework – Ireland 2040” to facilitate the development of City Regions.</p> <p>(f) Predicted traffic volumes indicate</p>
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<p>Bridges” Volume 5 Section 1 Part 3 TA 79/99 Amendment No 1 published February 1999 by UK Dept for Transport gives a guide to estimating the capacity of roads. The NDR is proposed to be built to UAP1 standard. Using their figures the peak capacity of a two way single carriageway ranges between 1020 and 1860 vehicles per hour (depending on width) while a two lane dual carriageway ranges between 3350 and 3600 vehicles per hour (depending on width). Questions if the road is grossly over sized?</p> <p>(g) It is not explained how the NDR east-west road will reduce congestion on a north- south route (R463). They would have expected any interchange at this junction would increase rather than reduce congestion. This problem was caused in part by poor planning in Co Clare by permitting large housing developments without the required infrastructure being in place beforehand.</p> <p>(h) Access to the North Campus of the University of Limerick is offered as a reason for the NDR. Submission indicates that the planning permission granted for the campus road bridge prohibited access to the campus from the public road network in Co. Clare. Questions if any analysis of the effect on UL campus has been made for the opening of another crossing of the Shannon? If good access is required to the Technological Park then people will use the campus as a short cut rather than going out to the Mackey interchange.</p>	<p>that a dual two lane carriageway is warranted in the design year. Consideration may be given to phasing the construction to build one lane only in each direction, with provision of suitable interim junction treatment. The proposed LNDR is a Distributor Road and will offer a quicker and more convenient route for a range of shorter journeys across the north of the city by linking existing roads into Limerick, cutting journey times and bringing relief to local communities and the city centre.</p> <p>(g) The LNDR will reduce congestion on the R463 by allowing journeys originating in the Corbally/Westbury areas or traffic arriving in from East Clare to distribute along the LNDR to their destinations for example UL, LIT, NTP, etc. As one of its key functions the LNDR will ease the current problems by distributing traffic around the perimeter of Limerick allowing more rapid access to required destinations.</p> <p>(h) The roads and bridge within the UL campus are private roads in the ownership of UL. Figures provided to Limerick City &amp; County Council by UL have demonstrated that approx 40% of students/staff accessing their campus are from north of the river Shannon. A new access road from the LNDR to UL will provide for better access for this large volume of road users and relieve congestion on Plassey park road and at existing entrances. It is not envisaged that the roads and bridges in UL will become through</p>
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	<p>(i) If the NDR does have significant traffic especially at peak times objector fails to understand how increasing the traffic at the Mackey Roundabout or old Dublin Road by this additional flow will improve the existing congestion.</p> <p>(j) The plan shows access to the Technological Park adjacent to UL Campus by a link road crossing the River Mulkear. If the intentions of the project is to improve access to the University of Limerick so why end the road two miles away rather than end it in the Technological Park itself? If good access is required for this estate and the South Campus of UL then surely one bridge over the Shannon directly into the Technological Park and the NDR would access the existing road network, with a shorter length of new road, which would be cheaper than two bridges and the link road to the old Dublin Road. The Technological Park has enough land along the line of the existing road to convert to a dual carriageway at a later date if required.</p>	<p>roads for north south traffic and it is envisaged that UL will introduce some kind of control system that will minimise through traffic within the campus and maintain the safe quiet environment that would be expected on a third level campus.</p> <p>(i) Proposals are been developed collaboratively between TII and Limerick City &amp; County Council that will provide for a new junction arrangement in the vicinity of the existing Junction 28 Mackey Roundabout that will result in a more efficient junction arrangement that will cater for reduced congestion and allow capacity for growth.</p> <p>(j) This proposal was considered as one of the options considered at Route Selection Stage but was discounted at an early stage in the assessment process on environmental grounds due to the presence of sensitive habitats which are protected under European legislation.</p> <p>The Variation to the County Clare development plan has made provision for a dedicated access road from the LNDR to the north campus of UL. The proposed variation to The limerick County Development plan makes provision for an access road from the LNDR to the National Technological Park to access areas of employment and can also be used to access UL. It is anticipated that this road will be used by traffic on the LNDR coming from both the east and the west and this road link will help to</p>
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	<p>(k) The route proposed in Co Limerick will directly affect the residents living on Mountshannon Road and indirectly affect many others by disrupting traffic at the proposed interchange on the old Dublin Road whereas the route directly into the Technological Park will not have the same adverse impact. Submission indicates that they suspect that Shannon Development are opposed to this option and they carry far more weight with the decision makers than the general public who after all are only expected to pay for the scheme. The proposed crossing point is on one of the widest parts of the Shannon flood plain and will need a long raised causeway to lift the road above any possible flooding. Noise and street light pollution for the nearby residents will be increased. The direct route into the Technological Park is shorter and therefore would be less expensive, already has lighting and any increased noise will not affect any homes.</p>	<p>reduce traffic congestion on the existing R445 road from the Mackey Roundabout to the city centre.</p> <p>(k) The route selected has been assessed under many parameters in the LNDR Route Selection report and deemed to be the most suitable route for the road. As part of this process submissions were requested from the public on the scheme. Submissions were received from many groups and individuals and the routes were assessed against the parameters set out in the Route Selection Report. The direct link to NTP scored poorly on Environment due to the presence of species protected under the EU habitats directive. Additionally, this location is not an appropriate docking point for the LNDR scheme as it would lead to unacceptable mix of national and local traffic, thus compromising the efficient operation of the Park itself and presenting a severe limitation on its future operating potential.</p> <p>While the route will have both positive and negative impacts on communities as it passes through the Council will during the design and planning stage work with the communities and statutory agencies to mitigate against any of the negative impacts by putting in place appropriate control measures. Where the road crosses the river Shannon and the adjoining floodplain it will be designed in accordance with developed practice in respect of designing river crossings so as not to worsen</p>
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	(l) Submission suggests that the current proposal is an attempt to implement a scheme that was narrowly passed by Co. Clare and overwhelmingly rejected by Co. Limerick elected representatives. The whole scheme needs rethinking and new proposals being put to both Councils when it is possible to amend the two county development plans.	flooding in the area.  (l) The variation to the Clare development plan was passed as presented and the Limerick variation did not pass as a number of concerns were raised with regard to the docking location and flooding in the Mountshannon Road area. These issues have been addressed through the revised variation by providing much more clarity on these issues through a series of workshops and by providing for an enlarged area for a new junction arrangement linking the M7, LNDR, R445 and the R503
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b> Pamela O Donoghue	
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
67	Proposed route traverses a natural flood plain on the Lower River Shannon, as does the bridge crossings, which will exacerbate flooding in the area.	The Flood Risk Assessment which had been carried out to accompany the variation concluded that the flood risk associated with the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere. Flood risk to existing residences will not change as a result of this scheme.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b> Mary Una Mc Cormick, Garraun, Co. Limerick	
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
68	This submission is identical to submissions	

	41, 47, 53, 59, 60, 61, 63, 69, 71, 72, 73, 74, 75 and 76).  a) Proposed route traverses a natural flood plain on the Lower River Shannon, as does the bridge crossings, which will exacerbate flooding that already exists in the area.  b) The Shravokeye/Lisnagry area of the Lower River Shannon has a significant ecological value and the proposed development is likely to have an impact.	See response to submission No. 41 above
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b> Gerry McCormick, Garraun, Clonlara, Co. Clare	
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
69	This submission is identical to submissions 41, 47, 53, 59, 60, 61, 63, 68, 71, 72, 73, 74, 75 and 76).  a) The LNDR and its 4 lane bridge including walkway and cycleway will cross a natural flood plain and will exacerbate flooding. Encouraging the building of housing and Technological Parks will contribute to future flooding.  b) The river crossing at Shravokeye/Lisnagry is naturally rich in flora and fauna and the disturbance of this SAC will have a negative effect on the ecology of the area.	See response to submission No. 41 above
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Mary and Frederick Royal, Mount Shannon Road, Lisnagry, Co. Limerick
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
70	<p>Object on the following grounds:</p> <p>(a) Not convinced that the Flood risk assessment addresses the issues of traversing the flood plain in this area. The Mount Shannon road has been affected by flooding three times in the last 13 years and they have barely been able to avoid damage to their dwelling. Fears that the LNDR will increase the risk of flooding to their property.</p> <p>(b) The road will compound sewerage issues in the area. During the 2009 and 2015 floods sewerage flow was blocked and indeed reversed. This will not be addressed by the LNDR and will inevitably lead to greater negative sewerage issues on the Mountshannon Road.</p> <p>(c) The LNDR will lead to a massive misuse of public funds, particularly given that the Shannon tunnel is currently underused. It is also argued that the NDR will contribute to significant decrease use in the tunnel.</p>	<p>a) It is acknowledged that flooding on Mount Shannon Road is a problem, however, the Flood Risk Assessment which had been carried out to accompany the variation concluded that the flood risk associated with the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere. Flood risk to existing residences will not change as a result of this scheme.</p> <p>b) At the detailed design stage of the road, impact on local infrastructure will be assessed to ensure no deleterious effects.</p> <p>c) The LNDR will have a completely different function to the Tunnel Route. The LNDR is a distributor road designed to open up areas of the eastern and northern parts of the city for development and to alleviate traffic congestion in the eastern part of the city in particular. The Limerick Southern Ring Road including the Limerick Tunnel is part of the national inter urban motorway network and as such does not contribute to traffic</p>

	<p>(d) Alternative proposals: other measures such as a relief road away from the Mount Shannon flood plain and the new crossing at Killaloe exist but have not been put forward by the council.</p> <p>(e) The NDR is located in a semi rural area and will create an unsustainable urban context.</p>	<p>distribution and management in the eastern and northern parts of the Limerick metropolitan area.</p> <p>The effects on the use of the tunnel have been considered; there is a net benefit to the exchequer if the LNDR is built, in terms of cost and accident savings.</p> <p>d) The Killaloe Bypass is intended to solve traffic management issues in that location and was not intended to contribute in a large scale to solving issues of congestion and access in the Limerick area. The planned Bypass, at a distance of 24km away is too far away to function as an effective means of access to areas of employment and educational opportunity from Limerick and its hinterland.</p> <p>e) The LNDR is located close to the urban area and its purpose is to further facilitate the future growth of Limerick City and Region.</p>
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Ger Begley, Shravokey, Clonlara, Co. Clare
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
71	<p>This submission is identical to submissions 41, 47, 53, 59, 60, 61, 63, 68, 69, 72, 73, 74, 75 and 76).</p> <p>a) The LNDR and its 4 lane bridge including walkway and cycleway will cross a natural flood plain and will exacerbate flooding. Encouraging the building of housing and Technological Parks will contribute to future</p>	See response to submission No. 41 above

	<p>flooding.</p> <p>b) The river crossing at Shravokey/Lisnagry is naturally rich in flora and fauna and the disturbance of this SAC will have a negative effect on the ecology of the area.</p>	
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Josephine Buckley, Shravokey, Clonlara, Co. Clare
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
72	<p>This submission is identical to submissions 41, 47, 53, 59, 60, 61, 63, 68, 69, 71, 73, 74, 75 and 76).</p> <p>a) The LNDR and its 4 lane bridge including walkway and cycleway will cross a natural flood plain and will exacerbate flooding. Encouraging the building of housing and Technological Parks will contribute to future flooding.</p> <p>b) The river crossing at Shravokey/Lisnagry is naturally rich in flora and fauna and the disturbance of this SAC will have a negative effect on the ecology of the area.</p>	See response to submission No. 41 above
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Roisin Begley, Shravokey, Clonlara, Co. Clare
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
73	<p>This submission is identical to submissions 41, 47, 53, 59, 60, 61, 63, 68, 69, 71, 72, 74, 75 and 76).</p>	

	<p>a) The LNDR and its 4 lane bridge including walkway and cycleway will cross a natural flood plain and will exacerbate flooding. Encouraging the building of housing and Technological Parks will contribute to future flooding.</p> <p>b) The river crossing at Shravokee/Lisnagry is naturally rich in flora and fauna and the disturbance of this SAC will have a negative effect on the ecology of the area.</p>	See response to submission No. 41 above
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Sean Begley, Shravokee Clonlara, Co. Clare
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
74	<p>This submission is identical to submissions 41, 47, 53, 59, 60, 61, 63, 68, 69, 71, 72, 73, 75 and 76).</p> <p>a) The LNDR and its 4 lane bridge including walkway and cycleway will cross a natural flood plain and will exacerbate flooding. Encouraging the building of housing and Technological Parks will contribute to future flooding.</p> <p>b) The river crossing at Shravokee/Lisnagry is naturally rich in flora and fauna and the disturbance of this SAC will have a negative effect on the ecology of the area.</p>	See response to submission No. 41 above
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Eimear Begley, Shravokey, Clonlara, Co. Clare
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
75	<p>This submission is identical to submissions 41, 47, 53, 59, 60, 61, 63, 68, 69, 71, 72, 73, 74 and 76).</p> <p>a) The LNDR and its 4 lane bridge including walkway and cycleway will cross a natural flood plain and will exacerbate flooding. Encouraging the building of housing and Technological Parks will contribute to future flooding.</p> <p>b) The river crossing at Shravokey/Lisnagry is naturally rich in flora and fauna and the disturbance of this SAC will have a negative effect on the ecology of the area.</p>	See response to submission No. 41 above.
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Eoin Begley, Shravokey, Clonlara, Co. Clare
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
76	<p>This submission is identical to submissions 41, 47, 53, 59, 60, 61, 63, 68, 69, 71, 72, 73, 74 and 75).</p> <p>a) The LNDR and its 4 lane bridge including walkway and cycleway will cross a natural flood plain and will exacerbate flooding. Encouraging the building of housing and Technology Parks will contribute to future flooding.</p>	See response to submission No. 41 above

	b) The river crossing at Shravokee/Lisnagry is naturally rich in flora and fauna and the disturbance of this SAC will have a negative effect on the ecology of the area.	
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Bill Doherty on behalf of Cook Ireland Ltd.
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
77	<p>Identifies that Limerick and the Mid West is the fastest growing region in the country for FDI. The development of the LNDR will ensure that this will continue.</p> <p>Concern expressed in relation to the traffic delays for employees who will only be alleviated with the provision of the LNDR as the R445 is already overloaded.</p> <p>Submission states that the current position with Cook Medical is that:  ‘employees must endure journey times of 30 minutes or more from the city or from the motorway...tailbacks onto the M7 due to congestion at peak times on the Mackey roundabout are of immense concern’.</p>	<p>The proposed LNDR represents strategic transport infrastructure for Limerick City and its environs and the provision of such infrastructure forms part of the planned future sustainable development of the region. The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick.</p>
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	University of Limerick, Plassey Campus, Limerick
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
78	<p>Supports the LNDR as it will help the University to achieve its role and functions in the region. It will be beneficial for the</p>	<p>The proposed scheme will provide a Northern Distributor Road around Limerick City, improving accessibility to</p>

	<p>businesses in the National Technological Park. UL has long stated the need for such a route as the LNDR. This route will be vital for the growth of the city and region generally.</p> <p>More specifically the submission emphasises the importance of the University as a strategic asset for the region, both as an employer (with 1,750 employed in 2017) and as an educational institution, with 13,581 students in 2017. The importance of the University is recognised both in the County Limerick and County Clare Development Plans. The university is also a residential entity with 2,700 students living on campus during semester.</p> <p>The potential of the University to contribute to the educational and development needs of the region is being significantly hampered by the lack of proper road access to and from the northern part of Limerick, County Clare and Shannon Airport.</p> <p>Emphasises the consistent support for a northern distributor road by the University given the strategic importance given to this scheme in regional guidelines, strategic land use and transport studies, Development and Local Area Plans. The submission claims that the proposal was identified by the Mid-West Regional Planning Guidelines 2010-2022 as a ‘key investment priority’. The University has been a proponent of the scheme since its origins in the Limerick Land Use and Transportation Study in 2003 (PLUTS); and through to its inclusion in the Mid-West Area Strategic Plan (MWASP, 2012-2030).</p>	<p>the city from County Clare and relieving pressure on the existing river crossings in the City Centre. The road will provide significant improvement in connectivity between different areas along the northern fringe of the city, allowing people living in residential areas to the east of Limerick to access employment areas in the west of Limerick and vice versa.</p> <ul style="list-style-type: none"> <li>- The LNDR will promote balanced regional development in Limerick County and South Clare;</li> <li>- Journey times around the north of the city to the UL campus will be significantly reduced;</li> <li>- It will bring significant relief to traffic congestion in areas such as Corbally;</li> <li>- The competitive advantage of manufacturers in Limerick and the Mid West will be significantly be enhanced through the availability of efficient transport routes;</li> <li>- New industry and jobs attracted to the area will retain graduates and the workforce in the region;</li> <li>- Air quality will improve as a result of less traffic congestion;</li> <li>- A Strategic Flood Risk Assessment has been carried out and has identified that the proposed LNDR will not increase the risk of flooding in the areas impacted by the road.</li> </ul>
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

Ref.	Name/Group:	
Ref.	Submission summary	Chief Executive’s Response
		Laurence Stafford. By email.
79	<p>Totally against the proposed LNDR for the following reasons:</p> <p>(a) Will cause an environmental impact if built on a floodplain and destroy natural habitats of Irish species.</p> <p>(b) The Shannon Tunnel is losing millions per annum and if the LNDR is built how many more Millions will be lost?</p>	<p>a) The Flood Risk Assessment which had been carried out to accompany the variation concluded that the flood risk associated with the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere. Flood risk to existing residences will not change as a result of this scheme.</p> <p>The ecological assessment which accompanied the variation has identified the chosen route as being the one which causes the least amount of ecological disruption. The flood risk assessment carried out has confirmed that no changes in flood regime will occur which will have an adverse impact on existing habitats.</p> <p>b) The LNDR will have a completely different function to the Tunnel Route. The LNDR is a distributor road designed to open up areas of the eastern and northern parts of the city for development and to alleviate traffic congestion in the eastern part of the city in particular. The Limerick Tunnel is part of the National Road / Motorway network, the function of which is the safe movement of inter urban traffic between regional centres and as such does not</p>

		<p>contribute to traffic distribution and management in the eastern and northern parts of the Limerick metropolitan area.</p> <p>The LNDR is a local road for shorter journeys crossing the north of Limerick. Consideration of the effects has been made in the cost benefit calculations carried out for the LNDR scheme.</p>
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Adrian Liston, 17 Glenside, Newtown, Anncotty.
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
80	Vehemently in favour of the road, which considers a vital new corridor which can secure the future growth of Limerick City and County. Tired of the procrastination on infrastructural projects.	The proposed road is a vital piece of strategic infrastructure and as outlined in the submission will contribute to the future sustainable growth of Limerick.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Rachel Stafford
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
81	a) Objects completely to the proposed LNDR, building the proposed road in a flood plain will have significant impact on the environment and lead to loss of natural habitat.	(a) The Flood Risk Assessment which had been carried out to accompany the variation concluded that the flood risk associated with the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood

	<p>b) The Tunnel is losing millions and if the LNDR is built it will add to this loss.</p>	<p>impacts elsewhere. Flood risk to existing residences will not change as a result of this scheme.</p> <p>(b) The LNDR will have a completely different function to the Tunnel Route. The LNDR is a distributor road designed to open up areas of the eastern and northern parts of the city for development and to alleviate traffic congestion in the eastern part of the city in particular. The Limerick Tunnel is part of the National Road / Motorway network, the function of which is the safe movement of inter urban traffic between regional centres and as such does not contribute to traffic distribution and management in the eastern and northern parts of the Limerick metropolitan area.</p> <p>As noted above the LNDR is a distributor route not part of the motorway system and will not offer the same quick travel time and as such will offer limited competition with the tunnel route. Consideration of the effects has been made in the cost benefit calculations carried out for the LNDR scheme.</p>
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Dermot Gallagher
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
82	Submission identifies that Limerick needs to grow and investment is required. The provision of the road would help business in terms of access and speed.	The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick.

	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Vapes Ireland. (By email)
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
83	<p>a) Totally opposed to the LNDR as it will cause an environmental impact if built on a floodplain. Also the proposed route will destroy Natural habitats of Irish species.</p> <p>b) The Shannon Tunnel is losing millions per annum and if the LNDR is built how many more Millions will be lost?</p>	<p>The Flood Risk Assessment which had been carried out to accompany the variation concluded that the flood risk associated with the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere. Flood risk to existing residences will not change as a result of this scheme.</p> <p>The ecological assessment which accompanied the variation has identified the chosen route as being the one which causes the least amount of ecological disruption. The flood risk assessment carried out has confirmed that no changes in flood regime will occur which will have an adverse impact on existing habitats.</p> <p>The LNDR will have a completely different function to the Tunnel Route. The LNDR is a distributor road designed to open up areas of the eastern and northern parts of the city for development and to alleviate traffic congestion in the eastern part of the city in particular. The Limerick Tunnel is part of the National Road / Motorway network, the function of which is the safe movement of inter urban traffic between regional centres and as such does not contribute to traffic distribution and management in the</p>

		<p>eastern and northern parts of the Limerick metropolitan area.</p> <p>As noted above the LNDR is a distributor route not part of the motorway system and will not offer the same quick travel time and as such will offer limited competition with the tunnel route. Consideration of the effects has been made in the cost benefit calculations carried out for the LNDR scheme.</p>
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Kevin Shine on behalf of Liston, Lonergan and Meade
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
84	Submission identifies that the road will help reduce congestion in Limerick City Centre and promote Limerick as a hub for investment.	The proposed roadway is designed to alleviate congestion within the City Centre and on arterial routes into the City, therefore improving accessibility and allowing road space to be reallocated to improved pedestrian and cycling facilities, therefore creating improved quality of life for residents of the City Centre and creating a more desirable place to live and work.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Liam Flannery, on behalf of Flannery's Bar
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
85	Submission sets out that the LNDR is an essential piece of infrastructure for the city and surrounding areas, which will allow unfettered access to the City and will allow for the redesign of O' Connell St for the enjoyment of pedestrians.	The proposed roadway is designed to alleviate congestion within the City Centre and on arterial routes into the City, therefore improving accessibility and allowing road space to be reallocated to improved pedestrian and cycling facilities, therefore creating

		improved quality of life for residents of the City Centre and creating a more desirable place to live and work.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Marguerite Leem, KEMP Technologies, National Technological Park
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
86	Supports the LNDR. The route would have a positive effect on commuting times. Ease of access would also add to the attractiveness as an employer. The LNDR is a key piece of infrastructure which will ensure that shorter commuting times will be a feature that can be used to attract qualified personnel and help the in a competitive market.	The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Dr Hassan and Carmel Kaghazchi, Mount Shannon Road, Co. Limerick  (This is the same name and address as submission 124)
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
87	Wishes to raise a number of objections to the proposed road:  (a) <u>Flooding</u> : The proposed road is planned to be built on a nationally recognised flood plain and no flood defences will be put in place as part of this proposal as the Limerick City and County council are assuming that the flood defences will be the responsibility of the Office of Public Works under the CFRAMS study.  According to consultants from the OPW / Punches, there seems to be no joined up	(a) The Flood Risk Assessment which had been carried out to accompany the variation concluded that the flood risk associated with the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere. Flood risk to existing residences will not change

<p>thinking on both projects affecting the Mountshannon Road area. The OPW is proposing defences in place based on “As Is” analysis without modelling where water will flood from a 4 lane road infrastructure on embankments will come to rest during flooding. This is a serious worry for the objectors as they have never been flooded previously but should this road proceed their residence could be flooded.</p> <p>If the road should proceed they would like guarantees that flooding will be addressed as part of the build.</p> <p>(b) <u>Impact on the ability to sell their home</u> – If the road is passed at the Council meeting the land required to build the road will be sterilised. The concern is that during the sterilisation period, detailed planning, An Bord Pleannala approval etc they will not be able to sell their property should we wish to do so as potential buyers will not be interested in purchasing a property when the impact of a major infrastructure is unknown. They are being told that before a sod is turned should the road be approved it could be up to 10 years.</p> <p>(c) <u>Devaluation of their property:</u> If the road develops, this will devalue our property, and we would like written confirmation that we will be adequately compensated for this.</p> <p>(d) <u>Major inconvenience during the road</u></p>	<p>as a result of this scheme.</p> <p>The Local Authority has consulted with all statutory agencies including the OPW, in the development of the LNDR. Consultation has also taken place with the OPW in relation to the proposed CFRAM mitigation measures and the Council will continue to work with them to seek to deliver the Flood Relief measures in tandem with the proposed LNDR.</p> <p>(b) It is expected that the economic benefits associated with this key piece of infrastructure, including the improved accessibility to the greater city region, will provide buoyancy to the housing market along the corridor in the future.</p> <p>(c) There is no evidence the proximity to a new road has negative effects on property values. A study of property along the M7 in south Limerick has shown property values has not been affected.</p> <p>(d) During the construction phase</p>
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	<p><u>development for 4 years!</u> –This is going to cause major inconvenience on the people who use the Mountshannon Road daily for school runs, travelling to work etc. during a 4 year period. We are going to be living on a construction site that will drive more traffic to a congested Mackey Roundabout because of road works. We would like confirmation in writing that we will be compensated for this inconvenience.</p> <p>(e) <u>Noise pollution</u> –believe that their rural peace and quiet will be completely eradicated by the proposed NDR. If the road proceeds they would like to ensure that Noise barriers are put in place to ensure that the noise levels from the road are eliminated. In the event that additional noise from the proposed road cannot fully be eliminated they require in writing that they will be compensated for this, to change windows and doors to sound proof their dwellings.</p> <p>(f) <u>Privacy.</u> From what they have been told the proposed road will be on embankments which mean that their privacy will be impacted greatly after and during the proposed build. They request the council to put a high wall at the rear of our property to ensure privacy for our property. If a high wall fails to obscure that road from our view, then in addition to the wall trees should be planted to hide the road from view. They request this in writing from the council.</p>	<p>there would naturally be disturbances within the area. However, as part of the construction process a construction management plan will be put in place outlining such issues as hours of operation, re-routing and management of emissions in order to minimise disturbance on nearby residences.</p> <p>(e) Road design guidelines set minimum standards for noise emissions, which will be adhered to. The potential impact of noise will be assessed during the detailed design stage through the Environmental Impact Assessment process.</p> <p>The question of compensation will be dealt with at a later date in the process when more detailed designs will indicate the scale of mitigation required at individual properties.</p> <p>(f) The purpose of the Variation is to incorporate the proposed route into the County Development Plan. The detailed design has not been decided upon to date and will be formulated at project level stage.</p> <p>The Environmental Impact Assessment that will be carried out as part of the detailed design stage will assess issues relating to visual screening. Measures to be considered include landscaped planting and additional boundary treatment if required. These measures would be discussed with the property owner as</p>
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	<p>(g) <u>The road does not pass the justification test</u>: as outlined by OPW, as other more suitable options were available to the council.</p> <p>(h) <u>Financial</u> – If the projected budget for the road is reported as €140m should that money be better spent on the M20 to Cork? 65% of all major business owners in the region support the building of the N20 to Cork completed whereas 12% supporting the NDR on the same survey carried out by the Limerick Chamber. Listen to the businesses in the region and help them grow indigenously.</p>	<p>accommodation works and other issues are finalised at later stages of the project.</p> <p>(g) The requirements for the carrying out the justification test are outlined in the Planning System and Flood Risk Management Guidelines for Planning Authorities as published in 2009. The Flood Risk Assessment carried out has concluded that making provision for the LNDR satisfies the justification test, given the clear strategic nature of the proposed road transport development, the sequential approach involved in the route corridor selection process and the findings from the flood risk assessment that flood risk to the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere.</p> <p>(h) The key difference between the M20 and the LNDR is that the latter is a distributor road designed to improve access to the eastern and northern parts of the city and provide improved access to key educational and employment hubs. The M20 is part of a motorway system which facilitates access from the Motorway system and speeds up intercity travel times. Both road schemes are very important for the future development of Limerick and the Mid West Region.</p> <p>In terms of listening to businesses it is worth noting that a number of</p>
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		submissions in support of the proposed road and highlighting the requirement for same were made from key businesses within the region, including Shannon Group, Johnson & Johnson Vision Care, Cashbook, Emutex, Cook Ireland Ltd, Tallybrooke Engineering Ltd, Flannery's Bar, Innovate Limerick, Fusion Logistics, General Motors, Limerick for IT, Limerick 2030, RRD Supply Chain and Packaging Solutions, DTS Licensing Ltd., KEMP Technologies, Automation Centre of Excellence, Fusion Logistics, IDA and Limerick Chamber.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	ECO Parteen. (By email)
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
88	<p>Are against the road for many reasons:</p> <p>(a) Building on a well documented floodplain is an environmental disaster</p> <p>(b) The Road will destroy many protected</p>	<p>(a) The Strategic Flood Risk Assessment includes modelling for peak and combined flows of the Shannon and Mulkear and also includes modelling for a 1000 year Shannon and Mulkear flood, which clearly indicates the scale and extent of possible flooding under this scenario. The assessment concluded that the flood risk associated with the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere.</p> <p>(b) The ecological assessment which</p>

	<p>species habitat</p> <p>(c) Shannon Tunnel debt growing every year and underutilised.</p> <p>(d) The Cost of spending over €100M when already road infrastructure is already in place.</p> <p>(e) The road will be taking traffic away from Limerick if the road is built</p>	<p>accompanied the variation has identified the chosen route as being the one which causes the least amount of ecological disruption. The flood risk assessment carried out has confirmed that no changes in flood regime will occur which will have an adverse impact on existing habitats.</p> <p>(c) The LNDR will have a completely different function to the Tunnel Route. The LNDR is a distributor road designed to open up areas of the eastern and northern parts of the city for development and to alleviate traffic congestion in the eastern part of the city in particular. The Tunnel is part of the Motorway system located on the southern portion of the city and as such does not contribute to traffic distribution and management in the eastern and northern parts of the Limerick metropolitan area.</p> <p>(d) As noted above the LNDR is a distributor route not part of the motorway system and will not offer the same quick travel time and as such will offer limited competition with the tunnel route. Consideration of the effects has been made in the cost benefit calculations carried out for the LNDR scheme.</p> <p>(e) The proposed LNDR represents strategic transport infrastructure for Limerick City and its environs and the provision of such infrastructure forms part of the planned future sustainable</p>
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		<p>development of the region. The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick. It is consistent with a number of national and regional policy documents including the National Spatial Strategy, Regional Planning Guidelines 2010 – 2022 and the Mid West Area Strategic Plan 2012 – 2030.</p> <p>The proposed road would also facilitate the proposals of the Proposed “National Planning Framework – Ireland 2040” which proposes significant growth within City Regions, including Limerick.</p> <p>One of the objectives of the scheme is to reduce the amount of unwanted “through traffic” which causes congestion in the city and its approaches. This creates the conditions for a better urban environment with opportunities for improved enterprise and prosperity.</p>
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Mike, Maria, Jack & Ellen Minihan, Mountshannon Road Lisnagry, Co. Limerick
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
89	a) The road will be built on flood plain and may alter flood characteristics. There is no joined up thinking between the OPW and the LNDR project in terms of flood protection.	a) The Flood Risk Assessment which had been carried out to accompany the variation and SEA had concluded that the flood risk associated with the proposed road development can be appropriately managed and mitigated for and

	<p>b) Flooding could also take place during the construction phase prior to flood defence being put in place.</p> <p>c) Home will be devalued, should the road be passed. Noise pollution and lack of privacy will replace peace and quiet and seclusion. Homes and farms in the path of the roadway will be destroyed.</p> <p>d) Lack of future planning in that it fails to take into account expansion of the city. It will be in the wrong place to serve as a bypass route.</p>	<p>that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere. Flood risk to existing residences will not change.</p> <p>b) The requirements of the construction contract will be such as to ensure that no interim flood condition arises which is more severe than that examined as part of the strategic flood risk assessment carried out in relation to the road scheme.</p> <p>c) The route has been selected in order to ensure that the minimum number of people are affected. The route corridor selection study has identified this route as being the one which causes the least damage in terms of impact to properties.</p> <p>d) The roadway is designed to open access to the eastern and northern parts of the city which will provide badly needed access to centres of education (UL, LIT) as well as planned new areas of employment. It will also alleviate current congestion problems on the R445 Dublin Road, the Plassey Park Road and the Corbally Road.</p> <p>The proposed LNDR represents strategic transport infrastructure for Limerick City and its environs and the provision of such infrastructure forms part of the planned future sustainable development of the region. It is consistent with a number of national and regional policy documents including the National</p>
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		Spatial Strategy, Regional Planning Guidelines 2010 – 2022 and the Mid West Area Strategic Plan 2012 – 2030.
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Caroline O Brien, Celtic Bookshop, Rutland Street, Limerick
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
90	(a) The road will reduce traffic in Limerick City and there is already little traffic accessing the main thoroughfare. The policy that is proposed – “all Roads lead away from Limerick City” will inevitably lead to the city’s demise.	(a) Developing the City Centre is a key objective of Limerick City and County Council (LCCC) and developing the proposed LNDR is considered a key piece of infrastructure in delivering this objective. The commitment to develop the city is demonstrated by the establishment of Limerick Twenty Thirty DAC, a company established by Limerick City and County Council, to implement the ambitious €500m investment plan to regenerate Limerick City centre & environs with particular focus on the development of a number of key designated sites.  The proposed “ <i>National Planning Framework – Ireland 2040</i> ” is suggesting that the focus nationally will be on the significant growth of city regions, including Limerick. However, without adequate infrastructure, such as the proposed LNDR, the opportunity for new investment will be curtailed and the potential of the Limerick City Region to grow to become a city of significant national and international importance will be limited.
	(b) People presume that the proposed river	(b) The variation map which was on

	<p>crossing for the new road will be built in close proximity to the Corbally road. When people hear that the proposed docking point for the dual carriageway are located miles to the east they will react in disbelief. Does not believe that diverting traffic from Corbally will improve access to the city. What it will do is take more Clare shoppers away from the city.</p> <p>(c) The proposed road will exacerbate the difficulties being experienced by retail businesses in Limerick City centre and would exacerbate the “doughnut effect” on the outskirts of the city which is at variance with the National Spatial Strategy.</p> <p>(d) Improving access between Clare and UL could be done far more cheaply by improving the existing road network.</p>	<p>public display clearly shows where the proposed LNDR crosses the river Shannon. Improved accessibility to the city as a result of the proposed LNDR will bring economic benefits to the city and region.</p> <p>(c) The construction of the LNDR will remove unnecessary through traffic from the City Centre, thereby creating an opportunity to create improved public spaces and implement additional smarter travel initiatives. Thus creating the environment for improved retail experience and job growth.</p> <p>Limerick Chamber has made a submission outlining the importance of the proposed road for the economic growth of the City. The submission concludes with the following <i>“any further delay in the progression of this road will limit the scope for future growth of the city resulting in further isolation of local communities and suppressed economic activity within limerick”</i>.</p> <p>(d) Improvements to the existing road network would be insufficient in scale in order to deal with the objective of improving access to key educational and employment areas. The LNDR will also allow Limerick and the Mid West to grow and develop in an appropriate and sustainable manner.</p>
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	O’ Brien Family c/o Pat O Brien Shravokeen, Clonlara Co. Clare.
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
91	<p>The building of the roadway will interfere with the functioning of the flood plan, which is very important from an ecological and landscape perspective. The River Shannon Flood Lands are a unique ecological resource. It will also contribute to flooding downstream in Limerick. Cites OPW guidelines that recommend avoidance of flood plains. Mentions the An Taisce “The use of wetlands for Flood Attenuation” (2012) report which calls for sensitive management of wetlands as storage areas for flood waters and indicates that the construction of an embanked roadway would run counter to this. This also makes reference to karstic landscapes and their potential for flood storage areas. Areas with this kind of geology exist along the route of the roadway. Concludes that it would be foolish to build on functioning flood plain. Doing so may well result in future costs which could be avoided in the first instance by not proceeding with the development.</p>	<p>The Flood Risk Assessment carried out, as part of the variation documentation, has stated that this risk is not significant due in large part to the large area of the flood plan. It is considered that the limited area of the roadway, relative to the storage area of the flood plain means that loss of flood plain area will be limited. This, coupled with low gradient and slow moving flood waters, means that any effects will not be significant and not on the scale envisaged by this submission.</p> <p>A Justification Test has been carried out in accordance with The Planning System and Flood Risk Management “Guidelines for Planning Authorities (November 2009). The conclusion of the flood risk assessment carried out is that the proposal to progress the LNDR project passes this justification test given the clear strategic nature of the proposed road transport development, the sequential approach involved in the route corridor selection process and the findings from the flood risk assessment that flood risk to the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere.</p> <p>In terms of wildlife, the assessment carried out has considered possible impacts on the ecological regime and</p>

		has identified measures for prevention of unacceptable impacts.
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Laura Mc Carthy, New Garden, Lisnagry, Co. Limerick
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
92	<p>Objects to the proposal for the following reasons:</p> <p>(a) Crossing a river at an area already prone to flooding.</p> <p>(b) This community has already been hit by the N7. Questions if roads are more important than people.</p> <p>(c) Finds it very upsetting that regeneration is being blamed for the road. Why can’t there be honesty.</p> <p>(d) There are environmental reasons, flooding noise and air pollution and disregard for the community.</p>	<p>(a) The Flood Risk Assessment which had been carried out to accompany the variation concluded that the flood risk associated with the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere. Flood risk to existing residences will not change as a result of this scheme.</p> <p>(b) The provision of good quality infrastructure is necessary for cities and regions to grow. The final design will seek to minimise impact on properties.</p> <p>(c) Providing improved access from the regeneration areas is only one of the many benefits of the road. The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick.</p> <p>(d) At project level stage the Environmental Impact Assessment will seek to incorporate mitigation measures into the design of the</p>

		route to alleviate as many of the negative impacts as possible. Also, road design guidelines set minimum standards for noise, air etc emissions and these will be adhered to.
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Noel Fox Riverlawn, Newgarden, Lisnagry, Co. Limerick
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
93	<p>Objects to the LNDR due to</p> <p>a) Potential of Environmental Impacts, noise pollution, access and health and safety.</p> <p>b) Impact on families and homes in the area.</p>	<p>a) In terms of noise pollution, access and health and safety issues, road design guidelines set standards for noise abatement and pollution, access and health and safety standards which will be adhered to.</p> <p>b) The route corridor selection study has identified this route as being the one which causes the least disruption, while the Local Authority acknowledge that some level of disruption is inevitable, it will be minimised in so far as possible</p>
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Mike Cantwell on behalf of Innovate Limerick
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
94	Submission identifies that the proposal is of strategic importance for the future planning and economic development of Limerick. This vital piece of infrastructure will help attract additional companies to Limerick and	The proposed LNDR represents strategic transport infrastructure for Limerick City and its environs and the provision of such infrastructure forms part of the planned future sustainable

	will give existing companies the opportunity to expand. Furthermore it is believed that the scheme will improve connectivity to Limerick and help promote balanced regional development.	development of the region. The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick. It is consistent with a number of national and regional policy documents including the National Spatial Strategy, Regional Planning Guidelines 2010 – 2022 and the Mid West Area Strategic Plan 2012 – 2030.
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Dermot O’ Brien
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
95	<p>a) Submission sets out that the LNDR is a critical piece of infrastructure for Limerick. Submission identifies that the Limerick Area has lagged behind nationally in terms of growth and over the last 5 years the census has identified that 2 people per day have left Limerick. In recent times employment has increased in Limerick and this is evident on the roads. There is a recognition that Dublin cannot continue to dominate the economic profile for the whole country. Limerick needs to act now to ensure investment will flow into the region.</p> <p>b) Management of the Lower River Shannon Basin is required to ensure that flooding is adequately catered for and investment is required to ensure this is adequately managed and improved if possible.</p>	<p>a) The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick.</p> <p>b) The Local Authority have consulted with the OPW, in relation to the proposed CFRAM mitigation measures and will continue to work with them to seek to deliver the Flood Relief measures in tandem with the proposed LNDR.</p>

	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Martina Duffy, Derryfadda, Clonlara, Co. Clare.
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
96	<p>Objects to the proposal on a number of grounds:</p> <p>(a) It has not been proved that this piece of infrastructure is needed as there has been no research done to develop the already existing road structures.</p> <p>(b) The proposed corridor will be used as a free alternative for tunnel traffic especially commercial trucks making the</p>	<p>(a) The proposed LNDR represents strategic transport infrastructure for Limerick City and its environs and the provision of such infrastructure forms part of the planned future sustainable development of the region. The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick. It is consistent with a number of national and regional policy documents including the National Spatial Strategy, Regional Planning Guidelines 2010 – 2022 and the Mid West Area Strategic Plan 2012 – 2030.</p> <p>The proposed road would also facilitate the proposals of the Proposed “National Planning Framework – Ireland 2040” which proposes significant growth within City Regions, including Limerick. An Bord Pleanála (ABP) will assess the final proposal for the LNDR as part of the planning process for the scheme and the Council will have to demonstrate the need for the scheme to ABP.</p> <p>(b) The LNDR will have a completely different function to the Tunnel Route. The LNDR is a distributor</p>

	<p>tunnel redundant at a major cost to the tax payer and causing traffic congestion in residential and rural areas.</p> <p>(c) The people affected want to live in a rural area and do not wish to have their homes surrounded by industrialization.</p> <p>(d) Flooding in the Shannon basin has always been an issue for the affected residents and it has been proven that no amount of engineering can stop nature. If this major development goes ahead the Shannon will definitely cause major flooding in the area.</p>	<p>road designed to open up areas of the eastern and northern parts of the city for development and to alleviate traffic congestion in the eastern part of the city including Corbally and Castletroy. The Limerick Tunnel is part of the National Road / Motorway network, the function of which is the safe movement of inter urban traffic between regional centres, as such does not contribute to traffic distribution and management in the eastern and northern parts of the Limerick metropolitan area.</p> <p>(c) The route has been selected with a view to minimising the affect on the least amount of people as possible.</p> <p>(d) The Flood Risk Assessment which had been carried out to accompany the variation concluded that the flood risk associated with the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere. Flood risk to existing residences will not change as a result of this scheme. It should also be noted that the CFRAM have developed a number of proposed engineering measures for the Mount Shannon Road area to protect existing properties from flooding.</p>
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Ger Lynch, Tallybrooke Engineering Ltd
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
97	Submission seeking the delivery of the Distributor Road.	The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Tallybrooke Engineering
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
98	Supports the road as it will create employment during the construction phase and in the long run will improve access and traffic management in Limerick which have support long term economic development for the county as a whole.	The proposed roadway is designed to alleviate congestion within the City Centre and on arterial routes into the City, therefore improving accessibility and allowing road space to be reallocated to improved pedestrian and cycling facilities, therefore creating improved quality of life for residents of the City Centre and creating a more desirable place to live and work.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Padraig O Heidhin, Lisnagry, Co.Limerick
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
99	Objects to the LNDR because:  a) Poorly thought out as it does not take into account increased flooding upstream from the technological park.	(a) The Flood Risk Assessment which had been carried out to accompany the variation concluded that the flood risk associated with the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood

	<p>b) It does not allow for the future expansion of the city.</p> <p>c) If untolled it will divert traffic from the Limerick Tunnel, which will have significant consequences for the public finances.</p> <p>d) Crosses the Shannon in an area of a major flood plain</p> <p>e) The new crossing point approved near Killaloe is suitable alternative to this route.</p>	<p>impacts elsewhere. Flood risk to existing residences will not change as a result of this scheme. The FRA assessed all areas in the vicinity of the site.</p> <p>(b) The proposed roadway is designed to open access to eastern and other parts of the city which will facilitate expansion of the city.</p> <p>(c) The LNDR will have a completely different function to the Tunnel Route. The LNDR is a distributor road designed to open up areas of the eastern and northern parts of the city for development and to alleviate traffic congestion in the eastern part of the city in particular. The Tunnel is part of the Motorway system located on the southern portion of the city and as such does not contribute to traffic distribution and management in the eastern and northern parts of the Limerick metropolitan area.</p> <p>(d) See point (a) above</p> <p>(e) The Killaloe Bypass is intended to solve traffic management issues in that location and was not intended to contribute in a large scale to solving issues of congestion and access in the Limerick area. The planned Bypass, at a distance of 24km away is too far away to function as an effective means of access to areas of employment and educational opportunity from Limerick and its hinterland.</p>
	<p><b>Chief Executive’s Recommendation:</b></p>	<p>No Change</p>

	<b>Implications for SEA/AA</b>	N/A
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	<b>Name/Group:</b>	East Limerick Action Group
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
100	<p>Submission indicated that it is apparent that:</p> <p>(a) The Need for the scheme is largely based on documentation prepared pre 2008. The relevance of these documents to 2017 has not been tested or reviewed.</p>	<p>a) The Limerick Northern Distributor Road was identified as an infrastructure objective of the Mid-West Regional Planning Guidelines 2010 – 2012. The need for the Limerick Northern Distributor Road is also supported by and has been incorporated into County Development Plans published within the mid-west region. The guidelines envisage the Limerick Northern Distributor Road as a crucial element of the strategic development of the Region, to enhance access to Shannon International Airport and its related industrial zone, and to enhance access to the University of Limerick and its associated knowledge based industrial zone.</p> <p>The need for the scheme was further highlighted in the report compiled by John Fitzgerald “<i>Addressing issues of Social Exclusion in Moyross and other disadvantaged areas of Limerick City</i>”, which states that one of three strands to dealing with social exclusion involves “Economic and infrastructural regeneration, to create employment, unlock value, improve access, and create a better commercial and housing mix”.</p>

	<p>(b) No consideration has been given to the impact of the Limerick – Clare Tunnel. The Limerick - Clare Tunnel now provides a link between the M7 and the N18 (Annacotty to Coonagh) and as such much of the objective of the Limerick Northern Distributor Road has been already met.</p>	<p>The Northern Distributor Road is essential for the continued development of Limerick. Limerick City is the capital of the Mid West and must deliver on its potential and fulfil its leadership role regionally and nationally. As Ireland’s economic recovery continues the city must position itself for investment and growth. Top quality modern infrastructure is an essential requirement for Limerick to maintain its competitive advantage and encourage more investment. Better infrastructure will improve access to new housing developments for citizens, the National Technology Park for investors, the University of Limerick for students and the northern suburbs of the city.</p> <p>Recent traffic congestion patterns in particular those in the last two years have indicated that there is a huge need to alleviate traffic problems in the eastern part of the city and the Castletroy and Technological Park areas in particular. This is borne out by comments from UL and Businesses in the area who have raised such issues as part of this variation process.</p> <p>b) The LNDR will have a completely different function to the Tunnel Route. The LNDR is a distributor road designed to open up areas of the eastern and northern parts of the city for development and to alleviate traffic congestion in the eastern part of the city in particular. The Tunnel is part of the</p>
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	<p>(c) No consideration has been given to the cost to the exchequer in compensation payments to Direct Route, arising from underutilization of the tunnel as a result of the proposed road.</p> <p>(d) No consideration has been given to the fact that traffic levels within the city have reduced in recent years, - Traffic counts undertaken in recent times, would suggest that the traffic flows in Limerick today are more akin to those in 2003 - and that the population of the mid-west region between 2006 and 2017 is known to have grown by a mere 5%.</p> <p>(e) No consideration has been given to the</p>	<p>Inter Urban Motorway system located on the southern portion of the city and as such does not contribute to traffic distribution and management in the eastern and northern parts of the Limerick metropolitan area.</p> <p>c) As noted above the LNDR is a distributor route not part of the motorway system and will not offer the same quick travel time and as such will offer limited competition with the tunnel route. Consideration of the effects has been made in the cost benefit calculations carried out for the LNDR scheme.</p> <p>d) See fourth paragraph of response to first item above – it should also be noted that it is wise to plan for the future when all traffic projections indicate that there will be increases in vehicular traffic. As far back as 2008 the Road Dept of then LCC was saying that entry routes to the city were at capacity.</p> <p>Low population growth will continue if provision is not made for future employment generation and also educational opportunity. The whole of County Limerick will benefit from enhanced access to the expanded north campus of UL and its associated high technology jobs. Access to LIT will also be improved. The existing road network (old Dublin road etc.) will not address this need.</p> <p>e) The Killaloe Bypass is intended to</p>
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	<p>fact that the Killaloe Bypass will provide a further new crossing over the Shannon (linking Clare to Limerick/ North Tipp).</p> <p>(f) No consideration has been given to the economical un-viability of constructing the route through circa 1.9km of flood plain where the last extensive flooding occurred in 2015. It is estimated that the cost of constructing through the flood plain will increase the construction cost by a multiple of four. Significantly, the Emerging Preferred Route option, because of its extra distance will;</p> <ul style="list-style-type: none"> <li>• entail very sizeable additional construction expenditure</li> <li>• result in additional travel time and an unnecessary increase in carbon emissions</li> <li>• increase existing congestion at any docking point within shaded area.</li> </ul> <p>(g) The land associated with Route C1 in Co. Limerick appears to have been excluded from the Constraints Study Report.</p>	<p>solve traffic management issues in that location and was not intended to contribute in a large scale to solving issues of congestion and access in the Limerick area. The planned Bypass, at a distance of 24km away is too far away to function as an effective means of access to areas of employment and educational opportunity from Limerick and its hinterland.</p> <p>f) The route selected though through a flood plain has been subjected to detailed flood risk assessment which indicates that it is viable to do this. Cost is always a factor but the scheme is showing an acceptable rate of return. The route chosen was the best one in terms of avoiding generating significant flood risk while also minimising risk to ecological sites and taking traffic demands into account.</p> <p>In terms of traffic congestion at docking points, this can be dealt with through adequate junction design during the detailed design phase of the scheme.</p> <p>g) The Constraints Study referred to was prepared in January 2011. Additional constraints study work was carried out since that date was published in the document "Supplementary Constraints Information". This document was published on the website of (the then) Limerick County Council in April 2012. This information was not included in the recent information which was uploaded to</p>
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	<p>(h) No consideration has been given to the Pallasgreen Zinc Mine which has the potential to increase flows in the Mulcair River.</p> <p>(i) No consideration has been given to the existing infrastructure (including bridge crossings) within the vicinity of the University and its associated knowledge-based industrial zone.</p> <p>(j) The selection of the Emerging Preferred Route Corridor for the Limerick Northern</p>	<p>current Limerick City and County Council (<a href="http://www.limerick.ie">www.limerick.ie</a>) but all the information contained in the document was included in the Route Selection Report published in September 2012. This report was also part of the information which has recently been uploaded to the council's website. The figures included in Volume 2 of the report include the amended Study Area boundary to include for route C1 and adjacent lands.</p> <p>h) While no application has been received to develop a mine in Pallasgreen sufficient information regarding attenuation and heavy metal control measures was received during the preplanning phase to indicate that, through designed mitigation measures, flows would be attenuated such that there would be no effects on flows of the Groody or Mulcair rivers.</p> <p>i) These are the property of the university and are not large enough to solve traffic issues in the wider eastern part of the metropolitan area. They are intended for limited access to the campus and also to allow for both pedestrian and vehicle movement within the campus. Use of the university road bridge crossing to provide access to the north campus and associated employment areas is not a viable proposal given constraints in the local public road network and also within the campus.</p> <p>j) The LNDR is not considered premature for the following</p>
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<p>Distributor Phase 2 is considered to be premature for the following reasons:</p> <ul style="list-style-type: none"> <li>• The Catchment Based Flood Risk Management Study (CFRAM) for the watercourses included within the study area is yet to be finalized.</li> <li>• The Strategic Flood Risk Assessment (SFRA) published for preferred route is inadequate in many respects.</li> <li>• Funding has not yet been secured for the Scheme and the Government is not in a position to identify whether the road will proceed. Minister Leo Varadkar, stated on 16.02.12 that “it is unlikely the scheme will progress any further than route selection for some time”. In the interim, lands will be unnecessarily sterilised and communities affected by the proposal will be left in limbo. The value of properties / farms will be significantly reduced and property owners affected will be unable to sell their properties should they so wish.</li> <li>• The Lower River Shannon candidate Special Area of Conservation (cSAC) is yet to be assessed in the level of detail required to inform selection of a preferred route.</li> </ul>	<p>reasons:</p> <p>Consultation has taken place with the OPW in relation to the CFRAMs. Limerick City and County Council is satisfied that as the latest draft information available the mapping provided is appropriate for inclusion in the SFRA carried out.</p> <p>The SFRA includes modelling for peak and combined flows of the Shannon and Mulkear and also includes modelling for a 1000 year Shannon and Mulkear flood, which clearly indicates the scale and extent of possible flooding under this scenario. It is not considered that this would add significantly to the flooding risk</p> <p>Securing of funding comes later in the process in that it is necessary to have the policy and planning strategy backdrop in place in order to achieve funding.</p> <p>The ecological assessment of the scheme took place in two stages. The first was as part of the route corridor section study, the second as part of the Natura Impact Statement submitted as part of the variation process. It is considered that sufficient study has taken place</p>
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	<p>Their submission also contends:</p> <p>That the Emerged preferred route fails one of the key requirements of the <b>Justification Test [for Development Plans]</b> as set out in the Department of Environment’s Guidelines ‘The Planning System and Flood Risk Management’ (DoEHLG, 2009, Box 4.1,p37 ), as there are lands available that are at a lower risk of flooding than the lands selected for the preferred route.</p> <p>They also contend that there were no detailed site specific flood risk assessments carried out in the selection of the route, which means there is no clarity as to what measures must be taken to address the requirements of the <b>Justification Test for Development Management</b> (DoEHLG, 2009, Op Cit, Box 5.1, p48) ‘to minimise flood risk’ and ‘to ensure that residual risks to the area and/or development can be managed to an acceptable level’.</p> <p>The road in the location preferred, will:</p> <ol style="list-style-type: none"> <li>a. Impact dramatically on the intrinsic character of the landscape.</li> <li>b. Severe communities and</li> <li>c. Reduce the viability number of existing farms</li> <li>d. Have negative consequences indirectly on land use through disruption and pollution (air,</li> </ol>	<p>to justify selecting this route.</p> <p>A Justification Test has been carried out in accordance with The Planning System and Flood Risk Management “Guidelines for Planning Authorities (November 2009). The conclusion of the flood risk assessment carried out is that the proposal to progress the LNDR project passes this justification test given the clear strategic nature of the proposed road transport development, the sequential approach involved in the route corridor selection process and the findings from the flood risk assessment that flood risk to the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere.</p> <p>Road design guidelines set minimum standards for landscaping, air quality and noise emissions. These will be adhered to.</p>
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	noise)  In the context of competing national priorities, the Group question why the proposed Northern Distributor Road should take precedence over 'the crucial and urgently required Limerick-Cork motorway which is now being shelved'.	The key difference between the M20 and the LNDR is that the latter is a distributor road designed to improve access to the eastern and northern parts of the city and provide improved access to key educational and employment hubs. The M20 is part of a interurban motorway system which facilitates access from the Motorway system and speeds up intercity travel times.  Plans for the Limerick Cork Motorway are being developed by Limerick City and County Council and TII and this is a separate project to the LNDR scheme.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b> Cllr James Collins	
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
101	Submission requesting that if the Council proceeds to detailed design and planning for the LNDR that it secures a commitment from the Office of Public Works to ensure that the Flood Management Infrastructure necessary to alleviate the current flooding at Mulcair Drive and Mountshannon Road, as agreed with the residents of Mulcair Drive and Mountshannon Road are progressed in tandem with the LNDR project.	The Local Authority have consulted with the OPW, in relation to the proposed CFRAM mitigation measures and will continue to work with them to seek to deliver the Flood Relief measures in tandem with the proposed LNDR.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b> Patrick Murrhy, on behalf of Fusion Logistics
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Ref.	Submission summary	Chief Executive's Response
102	Submission sets out that the LNDR and improvements to the R506 Cappamore Road are vital to Annacotty Business Park and the South West businesses into the future. It will help maintain Limericks position as the third City in the Country or perhaps move to the second City in the Country.	<p>The proposed roadway is designed to alleviate congestion within the City Centre and on arterial routes into the City, therefore improving accessibility and allowing road space to be reallocated to improved pedestrian and cycling facilities, therefore creating improved quality of life for residents of the City Centre and creating a more desirable place to live and work.</p> <p>The proposed junction improvements in the vicinity of the Mackey roundabout / R506 will improve access to and from the Annacotty business park.</p>
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

Name/Group:		Joe Coughlan
Ref.	Submission summary	Chief Executive's Response
103	Submission sets out the road network is imperative for the future development of the City, its environs and County Clare. It sets out that as the road will increase access to the hinterlands, and will promote investment into the area, the future of the City is directly linked to its provision. There are no great physical barriers to its construction and it will benefit the economic, social, cultural and industrial development of the area.	The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

Name/Group:		Riobaird O Muiri, 30 Bridgecourt, Newline, Athenry, Co. Galway
Ref.	Submission summary	Chief Executive's Response

104	Fully supports the proposed LNDR. As a regular visitor to the City, often stuck in Corbally, Thomondgate and Castletroy traffic. The new road would help greatly to alleviate this and will make Limerick one of the most accessible Cities in the country which is a plus for business and will improve connectivity.	The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Sharon Lynch, Castletroy, Limerick
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
105	Welcomes the road as it will improve accessibility throughout the city. It will allow for reduced traffic volume in the city which would lead to a more liveable urban environment.	The proposed roadway is designed to alleviate congestion within the City Centre and on arterial routes into the City, therefore improving accessibility and allowing road space to be reallocated to improved pedestrian and cycling facilities, therefore creating improved quality of life for residents of the City Centre and creating a more desirable place to live and work.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Gerry Jacob on behalf of General Motors
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
106	Submission identifies the road network is a piece of key infrastructure for the continued success of the City and region. General Motors has grown its staff base in the last 2.5 years and would hope to continue to expand, good infrastructure is vital to facilitate this.	The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick.
	<b>Chief Executive's Recommendation:</b>	No Change

	<b>Implications for SEA/AA</b>	N/A
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	<b>Name/Group:</b>	Cllr Jerry O’Dea
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
107	Submission requests that If the council proceeds to detailed design and planning for the LNDR it secures a commitment from the OPW to ensure that works necessary to alleviate the flooding at Mount Shannon Road and Mulcair Drive is progressed in tandem with the works.	The Local Authority have consulted with the OPW, in relation to the proposed CFRAM mitigation measures and will continue to work with them to seek to deliver the Flood Relief measures in tandem with the proposed LNDR.
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Timmy, Dympna, Niamh, Clare and Kevin Davern, Mountshannon Road, Lisnagry
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
108	<p>The submission outlines a number of objections to the proposed road:</p> <p>(a) <u>Flooding</u>: The proposed road is planned to be built on a nationally recognised flood plain and no flood defences will be put in place as part of this proposal as the Limerick City and County council are assuming that the flood defences will be the responsibility of the Office of Public Works under the CFRAMS study.</p> <p>According to consultants from the OPW / Punches last week there seems to be no joined up thinking on both projects effecting the Mountshannon Road area which is really worrying. The OPW is proposing defences in place based on “As Is” analysis without modelling where water will flood from a 4 lane road infrastructure on embankments and will come to rest during flooding. This is a serious worry for the objectors as they</p>	<p>(a) The Flood Risk Assessment which had been carried out to accompany the variation concluded that the flood risk associated with the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere. Flood risk to existing residences will not change as a result of this scheme.</p> <p>In relation to the concern that there is a lack of joined up thinking, the Local Authority have consulted with the OPW, in relation to the proposed CFRAM mitigation measures and will continue to work with them to seek to deliver the</p>

<p>have never been flooded previously but should this road proceed water during flooding will have to come to rest somewhere and they are genuinely concerned that it may be their residence that is affected. If the road should proceed they would like guarantees that flooding will be addressed as part of the build and indemnity from the council in the event of flooding.</p> <p>(b) <u>Flooding during road development</u>: the construction phase and ground disturbance could divert flood waters to places not seen before and result in unforeseen flooding.</p> <p>(c) <u>Impact on the ability to sell their home</u> – If the road is passed on the 22nd of May the land required to build the road will be sterilised. The concern is that during the sterilisation period, detailed planning, An Bord Pleanala approval etc they will not be able to sell their property should they wish to do so as potential buyers will not be interested in purchasing a property when the impact of a major infrastructure is unknown. They are being told that before a sod is turned should the road be approved it could be up to 10 years.</p> <p>(d) <u>Major inconvenience during the road development for 4 years !</u> – They are been told that the road will take up to 4 years to be completed if passed by the Councillors in May . This is going to cause major inconvenience on the people who use the Mountshannon Road daily for school runs, travelling to work etc. during a 4 year period. They are going to be living on a construction site that will drive more traffic to a congested Mackey</p>	<p>Flood Relief measures in tandem with the proposed LNDR.</p> <p>(b) During the detailed design stage of the road, management plans will be put in place to ensure that there is no flood impact on properties during the construction phase. This will be part of the conditions of contract for that phase.</p> <p>(c) During the design and construction phase the area within the corridor will naturally be disturbed which may have a temporary impact on the desirability of the area. However, it is also expected that the economic benefits associated with this key piece of infrastructure, including the improved accessibility to the greater city region, will provide buoyancy to the housing market along the corridor in the future.</p> <p>(d) During the construction phase there would naturally be disturbances within the area. However, as part of the construction process a construction management plan will be put in place outlining such issues as hours of operation, re-routing and management of emissions in order to minimise disturbance on nearby residences.</p>
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<p>Roundabout because of road works.</p> <p>(e) <u>Noise pollution and privacy</u> – They believe that their rural peace and quiet will be completely destroyed by the proposed NDR. Want to ensure noise barriers are put in place to minimise noise levels and to ensure privacy they request a high wall to be built to the rear of their property.</p> <p>(f) <u>Homes and farms destroyed</u>; there will be a number of CPOs issued leaving farmers and home owners devastated.</p> <p>(g) <u>Stifling the growth potential of Limerick</u>. Objector believes the route is in the wrong place. Submission refers to the Childers Road and indicates that it has now outlived its purpose as a “Limerick Ring Road” because the city expansion has outgrown the road. Questions if the LNDR will be in the wrong place in 10 years.</p> <p>(h) <u>Impact on Limerick city centre?</u> The City</p>	<p>(e) Road design guidelines set minimum standards for noise emissions, which will be adhered to. The potential impact of noise will be assessed during the detailed design stage through the Environmental Impact Assessment process. Appropriate noise mitigation barriers will be provided if warranted.</p> <p>(f) The purpose of the Variation is to incorporate the proposed route into the County Development Plan. The number of CPOs required cannot be determined until the detailed design stage. However, the road will be designed to ensure that the minimum number of people is affected.</p> <p>(g) The proposed LNDR has gone through a detailed route selection process prior to the selection of the proposed corridor.</p> <p>The purpose of the proposed road is to act as a Distributor Road that distributes traffic to key areas of education, such as the University of Limerick, LIT and key employment areas such as the National Technology Park. Locating the road further out of the city would make it difficult to meet this objective.</p> <p>It should also be noted that the Childers Road was not built as a “Limerick Ring Road”.</p> <p>(h) Developing the City Centre is a key</p>
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	<p>Centre is going to be decimated with the potential development of this road. Planners should be looking to drive commercial and residential attractiveness of the city of Limerick rather than driving people around the city and creating pockets for commercial and residential development outside the city. The submission questions if Limerick Chamber really know the impact that this is going to have on an already declining city centre.</p>	<p>objective of Limerick City and County Council (LCCC) and developing the proposed LNDR is considered a key piece of infrastructure in delivering this objective.</p> <p>The proposed "<i>National Planning Framework – Ireland 2040</i>" is suggesting that the focus nationally will be on the significant growth of city regions, including Limerick. However, without adequate infrastructure, such as the proposed LNDR, the opportunity for new investment will be curtailed and the potential of the Limerick City Region to grow to become a city of significant national and international importance will be limited.</p> <p>The construction of the LNDR will remove a large volume of traffic from the City Centre, thereby creating an opportunity to create improved public spaces and implement additional smarter travel initiatives. Modelling has shown that this will be up to 40% and this extra on-street capacity will facilitate the delivery of the Limerick 2030 plan where thousands of new jobs will be created in our city centre and in the process we will be able to develop a more pedestrian/cycle friendly city centre and provide additional priority for public transport. New road on the outskirts of the city will facilitate access to new Park and Ride locations where workers will be able to park and access the city by public transport.</p>
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	<p>(i) <u>Green Initiatives where are they?</u> Instead of putting a visionary solution together LCCC has proposed a road that will add to congestion 5km from the obsolete Childers Ring road.</p> <p>(j) <u>Financial</u> – If the projected budget for the road is reported as €140m should that money be better spent on the M20 to Cork ? 65% of all major business owners in the region support the building of the N20 to Cork completed whereas 12% supporting the NDR on the same survey carried out by the Limerick Chamber. Listen to the businesses in the region and help them grow indigenously.</p>	<p>Limerick Chamber has made a submission outlining the importance of the proposed road for the economic growth of the City. The submission concludes with the following <i>“any further delay in the progression of this road will limit the scope for future growth of the city resulting in further isolation of local communities and suppressed economic activity within limerick”</i>.</p> <p>(i) As mentioned previously Childers Road was not constructed as a ring road and while a significant upgrade of this road is required in order to facilitate public transport provision it is inaccurate to compare it with the proposed LNDR.</p> <p>The proposed road will improve public transport in the area and will encourage smarter travel with the inclusion of cycle and pedestrian paths along its route. Bus Eireann has supported the provision of the LNDR and has stated it will be included in their transport planning.</p> <p>(j) The key difference between the M20 and the LNDR is that the latter is a distributor road designed to improve access to the eastern and northern parts of the city and provide improved access to key educational and employment hubs. The M20 is part of a motorway system which facilitates access from the Motorway system and speeds up intercity travel times.</p> <p>In terms of listening to businesses it</p>
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	(k) What work has been done to improve traffic work from the Vistakon roundabout to the Mackey Roundabout as this would alleviate most of the traffic flows that currently exist.	is worth noting that a number of submissions in support of the proposed road and highlighting the requirement for same were made from key businesses within the region, including Shannon Group, Johnson & Johnson Vision Care, Cashbook, Emutex, Cook Ireland Ltd, Tallybrooke Engineering Ltd, Flannery’s Bar, Innovate Limerick, Fusion Logistics, General Motors, Limerick for IT, Limerick 2030, RRD Supply Chain and Packaging Solutions, DTS Licensing Ltd., KEMP Technologies, Automation Centre of Excellence, Fusion Logistics, IDA and Limerick Chamber.  (k) Works as suggested to the R445 would not be sufficient to alleviate traffic flows and accommodate further growth in this area due to the volume of traffic currently entering and exiting the University and the National Technology Park and the capacity of the existing road network in the vicinity.
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b> Padraig O Heidhin, Lisnagry, Limerick	
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
109	a) An important objective of the proposed LNDR is to provide greater accessibility to University of Limerick (UL) and to the National Technological Park Plassey (NTPP) from the northern side of the city and adjacent areas of Co. Clare, while at the same time improving access to the M7 from those same areas. The	(a) The proposed road is a vital piece of strategic infrastructure which will enable the future sustainable growth of Limerick.  Less congestion will be achieved by redirecting traffic from current congested routes on the eastern part of the city along the LNDR.

	<p>recently published advertisement (Limerick Leader 11/03/2017) refers to “Significantly less congestion” around Groody and Mackey Roundabouts on the old Dublin Road and in Corbally, resulting in shorter commuting times”. No details are given as to how this very desirable outcome would be achieved by the proposed NDR.</p> <p>b) At present the student population of UL is somewhere in the region of 12,000 to which must be added the staff population. In addition, NTPP has a very substantial work and services population. Present access from either direction of the old Dublin Road to UL and NTPP by this large number of people is very difficult and congested.</p> <p>c) The planned construction of a new bridge crossing the Shannon south of Killaloe/Ballina has been approved.</p> <p>d) The Limerick Tunnel will continue to be a huge drain on financial resources.</p>	<p>(b) These issues will be relieved by the provision of the LNDR which will open access to the technological park from the east.</p> <p>(c) The Killaloe Bypass is intended to solve traffic management issues in that location and was not intended to contribute in a large scale to solving issues of congestion and access in the Limerick area. The planned Bypass, at a distance of 24km away is too far away to function as an effective means of access to areas of employment and educational opportunity from Limerick and its hinterland.</p> <p>(d) The LNDR is a distributor route not part of the motorway system and will not offer the same quick travel time and as such will offer limited competition with the tunnel route. Consideration of the effects has been made in the cost benefit calculations carried out for the LNDR scheme.</p>
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	<p>Suggests the following:</p> <ul style="list-style-type: none"> <li>- That the present proposal for a LNDR should be substantially amended in favour of a motorway/dual carriageway linking the proposed LNDR north of Westbury with the new bridge crossing of the Shannon south of Killaloe/Ballina and continuing to access the M7 at Junction 27, while providing access spurs (a) to Westbury and (b) to NTPP/UL and (c) that direct access be provided from and to the M7 for the Annacotty Industrial Estate;</li> <li>- This suggestion would obviate the need to cross the flood plains on both sides of the Shannon upstream from NTPP;</li> <li>- This would achieve the objective of providing ready access to UL and NTPP from the northern part of the city and adjacent areas of Co. Clare;</li> <li>- they would increase substantially the means of access to UL and NTPP;</li> <li>- This would provide easy access from the northern part of the city and adjacent areas of Co. Clare to the M7 at Junction 27; they would avoid exacerbating the traffic build up at the Mackey roundabout and adjacent roads;</li> <li>- This would facilitate the further</li> </ul>	<ul style="list-style-type: none"> <li>- See response to (c) above</li> <li>- The Flood Risk Assessment which had been carried out to accompany the variation concluded that the flood risk associated with the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere. Flood risk to existing residences will not change as a result of this scheme.</li> <li>- See response to (c) above</li> </ul>
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	development potential of Annacotty Industrial Estate; they would avoid the very serious possibility of reduced traffic volume through the Limerick Tunnel.	
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

Ref.	Submission summary	Chief Executive’s Response
	<b>Name/Group:</b> IDA Ireland	
110	<p>(a) In principle the IDA supports the LNDR as it should help unlock current capacity constraints and create better conditions for investment. Submission indicates that the Mid West Region is now the fastest growing region in Ireland for FDI investment as a result of a sustained and collective effort by all of our regional stakeholders.</p> <p>(b) While the IDA support the proposal they indicate that they have a concern about the impact this objective may have on their lands and in particular their proposal to upgrade the existing flood defence berms along the Mulkear River, which they consider is essential to secure the future development potential of this landbank. A key concern is the extent of area shown on the mapping for the proposed ‘Zone of Possible Link Road’. This area extends into a large area which is in the ownership of the IDA and zoned for ‘industrial’ development. The IDA are concerned that the mapping objective could be seen as a ‘reservation’ area therefore in planning terms sterilizing the area from development until such time as project drawings are prepared for the LNDR.</p>	<p>(a) It is agreed that the LNDR will create better conditions for investment and it is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick by opening access to key employment areas, such as the National Technology Park and new high technology industry associated with the North Campus of UL.</p> <p>(b) The area shown is indicative only and will be significantly smaller in the final design phase when the precise footprint required for road construction is fully known. At this stage of the process the area shown is selected to give maximum flexibility in choosing the exact route following on from detailed design work, and taking account of the constraints identified at this location.</p>

	<p>They therefore request the Council to amend and reduce the extent of area identified as the 'Zone of Possible Link Road' so not to negatively impinge on the development potential of these lands in the short to medium term.</p> <p>(c) If appropriate they would be happy to discuss their submission and their plans for the Flood Protection measures with the Council. It would also be their view that the council fully engage with IDA on other matters pertaining to the future management of the Business Park, taking cognisance of the increase in traffic volumes within thenBusiness Park as a result of the proposed development.</p>	<p>(c) The Council commits to working closely with the IDA throughout the entire process.</p>
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A
	<b>Name/Group:</b>	Dr. Mikael Fernström, Mountshannon Road, Lisnagry
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
111	<p>Submission objects to the inclusion of the Proposed Variation No 5(a) for the following reasons:</p> <p>(a) Although the detailed design does not exist, the objector indicates that he has not seen any evidence of consideration or solution for how the overall flow of water in the area will be affected by being blocked by the foundations for the Northern Distributor Road (NDR).</p> <p>(b) The area where he lives, in Lisnagry, will</p>	<p>(a) The Flood Risk Assessment which had been carried out to accompany the variation concluded that the flood risk associated with the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere. Flood risk to existing residences will not change as a result of this scheme.</p> <p>(b) As part of the construction process</p>

	<p>be directly affected and disrupted by construction work on the scale of the NDR, probably for at least four years. It will make travel to and from work longer and more complicated, access to emergency service, etc., more difficult.</p> <p>(c) He has seen no real professional study of the effects on the soundscape of the area, i.e. the noise levels that would be generated by traffic on a hypothetical NDR. As he has renown expertise in this particular domain, he finds the lack of a proper assessment alarming.</p> <p>(d) Can see no strategic reason for the proposed variation, as there are several more viable alternatives that could possibly be implemented at lower cost. Taking a more longterm view, towards 2030, it is likely that the new Killaloe bridge and an improved connection between Killaloe and north Limerick City, in conjunction with a proper connection from the Killaloe-Limerick road to the University of Limerick campus, would be better.</p>	<p>a construction management plan will be put in place outlining such issues as hours of operation, re-routing and management of emissions in order to minimise disturbance on nearby residences.</p> <p>(c) The purpose of the Variation is to incorporate the proposed route into the County Development Plan. The detailed design has not been decided upon to date and will be formulated at project level stage.</p> <p>More detailed analysis including that of sound will follow during the detailed design phase as part of the Environmental Impact Assessment that will be carried out.</p> <p>(d) The Killaloe Bypass is intended to solve traffic management issues in that location and was not intended to contribute in a large scale to solving issues of congestion and access in the Limerick area. The planned Bypass, at a distance of 24km away is too far away to function as an effective means of access to areas of employment and educational opportunity from Limerick and its hinterland.</p> <p>The proposed LNDR is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick by opening access to key educational and employment areas.</p>
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Martin O’ Connor
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
112	Concerns raised with respect to the lack of a strategic plan for the future of the City. Submission urges the Councillors to protect the corridor of the road for the future development of the City.	<p>The proposed LNDR represents strategic transport infrastructure for Limerick City and its environs and the provision of such infrastructure forms part of the planned future sustainable development of the region. The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick. It is consistent with a number of national and regional policy documents including the National Spatial Strategy, Regional Planning Guidelines 2010 – 2022 and the Mid West Area Strategic Plan 2012 – 2030.</p> <p>The proposed road would also facilitate the proposals of the Proposed “National Planning Framework – Ireland 2040” which proposes significant growth within City Regions, including Limerick.</p>
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Tom Butler
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
113	Supports the development of the Limerick Northern Distributor Road	The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick.
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Limerick for IT
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Ref.	Submission summary	Chief Executive's Response
114	Limerick for IT represents IT companies in Limerick, they see the Northern Distributor Road as an essential piece of infrastructure to allow Limerick to continue to build on recent success and ensure continued investment. The company fully support the provision of the road.	The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

Ref.	Submission summary	Chief Executive's Response
	<b>Name/Group:</b> Lisnagry National School	
115	<p>a) Submission sets out that given the proximity of the school to the proposed road networks, steps need to be taken to reduce or eliminate noise, dust, spray and light pollution from the carriageway which may impinge on the school. Also appropriate landscaping of the school would be required to minimise the visual impact of the proposed road on the school.</p> <p>b) Submission concludes that when the route is being decided that the school would welcome involvement in the final route section at the indicative junction reservation adjacent to the school.</p>	<p>a) In terms of noise, dust and light pollution and landscaping, road design guidelines set standards for noise abatement and pollution which will be adhered to.</p> <p>b) Noted</p>
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

Ref.	Submission summary	Chief Executive's Response
	<b>Name/Group:</b> John McKillen	
116	Submission expressing support for the development of the road. The submission sets out that the old Ferenka Factory was	The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable

	bought in 2003 and employed 300 people at that time. It has continued to grow and now employs 1,300 people and the upgrade to the road network is required in the area, including the R506 to the Annacotty Business Park.	growth of Limerick.
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Maureen Browne and Brian Leddin, PPN representatives sitting on the Travel and Transport SPC on behalf of the Limerick Public Participation Network. (By email)
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
117	(a) Limerick PPN propose that it is premature to adopt the Proposed Variation 5(a) to the Limerick County Development Plan. While Limerick City & County Council assert there are many benefits to the proposal to construct the Limerick Northern Distributor Road, the PPN notes that there has been no comprehensive study which supports these assertions. In the absence of a professional study which undergoes a careful analysis of these claims it is not advisable to proceed with the change to the County Development Plan.	<p>(a) The need for a Limerick Northern Distributor is highlighted in the Mid West Regional Planning Guidelines and the Mid West Area Strategic Plan (MWASP). The project route corridor section study, The Project Appraisal Study carried out under the DTTAS Project Management Guidelines and various traffic impact studies since 2008 have confirmed the need for this road.</p> <p>The proposed LNDR represents strategic transport infrastructure for Limerick City and its environs and the provision of such infrastructure forms part of the planned future sustainable development of the region. The proposed road is a vital piece of strategic infrastructure which will enable the future sustainable growth of Limerick. It is consistent with a number of national and regional policy documents including the National Spatial Strategy, Regional Planning Guidelines 2010 – 2022 and the Mid West Area Strategic Plan 2012 – 2030.</p>

	<p>(b) Note that there will only be marginal time savings when travelling from the west of the city centre (Coonagh) to the University of Limerick at peak times (maximum of 5-10 minutes). This marginal benefit does not justify the very high cost of the proposed scheme (€150 million).</p> <p>(c) Note that congestion is not necessarily solved by the construction of new roads and that various new road schemes in Limerick City over the years have not alleviated congestion, as intended. It is not expected that the Limerick Northern Distributor Road will do so either. Ultimately, the most effective way to facilitate the movement of people is through sensible spatial planning, high density, clustered development and heavy investment in public and sustainable travel such that the need for</p>	<p>The proposed road would also facilitate the proposals of the Proposed “National Planning Framework – Ireland 2040” which proposes significant growth within City Regions, including Limerick.</p> <p>(b) In relation to time savings the Limerick Northern Distributor Road will be approx 12KM long and therefore taking a average journey of approx 7KM (Say Moyross to UL) travelling at an average speed of 50KPH it would take 8.5 minutes. This represents a significant saving in time, fuel costs and CO2 emissions and improved road safety when compared to the alternative of travelling through the City centre (Journey time via city centre circa 30mins at peak time). When a typical journey is multiplied by the thousands who will use the LNDR daily these savings on time, fuel costs and CO2 are significant. In addition there will be huge benefits for the City Centre and residential neighbourhoods where through traffic will be reduced leading to reduced noise and pollution and increased road safety.</p> <p>(c) The objection correctly indicates that the most effective way of facilitating the movement of people is through sensible spatial planning and high density clustered development. The proposed LNDR represents good spatial planning as it represent a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick. It is consistent with a number of national and regional policy documents including the</p>
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	<p>private car ownership is reduced. An example of previous attempts to alleviate congestion is the Limerick Toll. This road is underperforming and costing a vast amount of money in terms of traffic guarantee payments.</p> <p>(d) Note that the claims that the proposed Limerick Northern Distributor Road will facilitate job creation and investment ignores the adverse economic impact of this kind of road development. While the construction of the Limerick Northern Distributor Road will create employment, this is not long term sustainable employment. Limerick City has become an inefficient, low-density, sprawling urban environment due to the construction of similar schemes in the past few decades and the construction of the Limerick Northern Distribution Road will compound these mistakes and further undermine the sustainable development of Limerick City.</p>	<p>National Spatial Strategy, Regional Planning Guidelines 2010 – 2022 and the Mid West Area Strategic Plan 2012 – 2030.</p> <p>The proposed road will improve public transport in the area and will encourage smarter travel with the inclusion of cycle and pedestrian paths along its route. Bus Eireann has supported the provision of the LNDR and has stated it will be included in their transport planning.</p> <p>It is also worth noting that Limerick is a demonstration city for Smarter Travel and much work has been done over the last few years in developing sustainable transport links within the city.</p> <p>(d) It should be remembered that LIT, UL and the National Technology Park are key educational and employment areas and future growth is stymied by congestion. Regeneration Areas too would benefit from better access. The LNDR will help to achieve both ends and by removing some of the traffic from the city will allow the development of a higher quality environment in the city centre, which will also attract investment.</p> <p>The Limerick Northern Distributor road is a game changer for Limerick City Centre when the amount of through traffic that will be removed is considered. Modelling has shown that this will be up to 40% and this extra on-street capacity will facilitate the delivery of the</p>
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	<p>(e) The Limerick PPN suggest that Limerick City &amp; County Council should look at other methods, as utilised in other cities, to address congestion in more cost effective and sustainable ways.</p> <p>These could include;</p> <p><i>Urban Lab – Dynamic Traffic Forecasting</i>  This method is proving very successful in Barcelona and allows the use of traffic control cameras to feed real time information to the traffic authority, providing the information to increase or decrease the frequency of green lights, depending on traffic conditions.</p> <p><i>Public Light Bus</i>  Public Light Buses (PLBs) are mini buses with the capacity to carry 16 passengers. They serve hard to reach areas and can respond quickly to market demands.</p> <p><i>Interactive Public Transport Model</i>  Copenhagen utilises an integrative system to mitigate traffic congestion. This integrated approach links public transport providers and is combined with cycle parking facilities. This has resulted in increased cycling and a reduction in CO2 emissions of 83%.</p>	<p>Limerick 2030 Plan where thousands of new jobs will be created in our city centre and in the process we will be able to develop a more pedestrian/cycle friendly city centre and provide additional priority for public transport. New road on the outskirts of the city will facilitate access to new park and Ride locations where workers will be able to park and access the city by public transport.</p> <p>(e) Limerick City &amp; County Council Automated Urban Traffic Control System utilises Siemens 'SCOOT' urban traffic control (UTC) system to manage traffic. SCOOT models traffic detected on-street to adapt three key traffic control parameters continuously – the amount of green for each approach (Split), the time between adjacent signals (Offset) and the time allowed for all approaches to a signalled intersection (Cycle time). As a result the signal timings evolve with the changing traffic situation without any of the traditional disruption caused by changing fixed time plans on other urban traffic control systems. This system utilises the most up to date traffic control technology in Ireland or the UK. This system also utilises public bus detection providing priority at traffic lights for these buses.</p> <p>Also, Limerick City &amp; County Council is working with the National Transport Authority and the public transport providers to provide a modern fit for purpose public transport system for Limerick that will serve the city centre and allow</p>
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		<p>the region to meet its population growth targets. Smarter Travel unit works closely with business and industry to promote car sharing and this is proving very successful. Limerick Smarter Travel are also working to grow the number of people who walk and cycle to work. Creating capacity in the city centre and on suburban roads for cyclists is very important and the LNDR will take traffic off these roads and allow for the rededication of road space.</p> <p>Limerick is Ireland's demonstration city for Smarter Travel and much work has been done over the last few years in developing sustainable transport links within the city. Limerick City &amp; County Council are continuing to work with the National Transport Authority and Department of Transport to further develop sustainable transport. It is also proposed that the LNDR will be provided with high quality segregated Cycle Lanes and Footpaths over its entire length making long distance commuting across the north of the City safer and more attractive.</p>
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Sean and Sybille McGovern, Quinnsborough House, Parteen, Co. Clare
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
118	<p>Objects on the following grounds:</p> <p>a) Destruction of natural habitat of the following protected fauna. Common frog, various bat species, silver lizard,</p>	<p>(a) The ecological assessment of the scheme took place in two stages. The first was as part of the route</p>

	<p>common newt, otter, badger in the Quinspool area.</p> <p>b) Pre existing infrastructure that can be renovated to solve the UL traffic access to the North and into South Clare via Burlington /Gillouge</p> <p>c) Possibility of default boundary of Limerick being extended northwards into South Clare</p> <p>d) Light pollution, noise pollution, risk of health by carcongenic materials of fine dust particles from diesel engines</p> <p>e) Vibration and exhaust gas particle damage to two historical listed buildings, namely Quinsborough House Parteen,</p>	<p>corridor section study, the second as part of the Natura Impact Statement submitted as part of the variation process.</p> <p>The ecological assessments identified the chosen route as being the one which causes the least amount of ecological disruption. The flood risk assessment carried out has also confirmed that no changes in flood regime will occur which will have an adverse impact on existing habitats.</p> <p>(b) The LNDR project as selected has been judged the best means of dealing with traffic congestion in the eastern and northern parts of the city and with addressing the project objectives. The issue of using pre-existing infrastructure had been examined but was found lacking and unable to deliver adequate traffic management benefits. This was carried out as part of the route corridor selection study which examined but rejected options such as those proposed.</p> <p>(c) The question of a boundary extension is not part of the variation. This is a political and not a transport management issue.</p> <p>(d) Design guidance for roadways sets minimum standards for noise abatement, air quality, landscaping and lighting which are designed to prevent unacceptable effects from the proposed road development.</p> <p>(e) Both buildings referred to are in County Clare and are protected under the Clare County</p>
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	and Castlebank Manor Ardnacrusha Co Clare	Development Plan. However, dilapidation surveys will be carried out prior to and during construction to monitor the possibility of damage occurring. The likelihood of damage to the fabric of existing buildings from exhaust particulates is considered remote.
	f) Destruction of a rare fish [Arctic char & smolt] resting point with the proposed bridge over the Tailrace at Parteen	(f) Lakes are generally of more importance for Arctic Char than rivers of faster moving flows of water.
	g) Unaccountability and unpredictability of constructing a major road through a flood plain at Gillouge.	(g) The Flood Risk Assessment which had been carried out to accompany the variation and SEA has concluded that the flood risk associated with the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere.
	h) Roadside littering and fly dumping along this route.	(h) Possibility of littering is beyond the scope of this variation.
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b> Mark Burkley on behalf of Emutex	
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
119	Welcomes the plan for the NDR. Emutex is an Irish owned SME based in the International Science Centre in UL. Submission identifies that traffic congestion and lack of access to accommodation on the Clare side of the river are challenges for the company and its staff. The provision of this roadway will make the region as a whole more attractive to employers and employees. The submission identifies that	The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick.

	the LNDR would be a very welcome relief to the congestion in areas such as Corbally, Parteen, the Old Dublin Road and UL and would be a significant benefit to the local economy both in Limerick and East Clare.	
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b> Teresa Joyce 16 Glenside, Newtown, Annacotty, Limerick	
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
120	This proposal is one of the most important initiatives brought forward by the Council over the last 20 years and if delivered in full will transform transport access around Limerick and position Limerick as the best and most dynamic locations for locating a business or residence. Taken with other proposed and existing transport infrastructural developments this will ensure that Limericks economic future is bright indeed.	The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b> Kieran Reeves on behalf of Limerick 2030	
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
121	Submission fully support for the construction of the proposed Northern Distributor Road. The Limerick 2030 DAC is a company established to assemble a plan and develop key strategic sites in Limerick City & County that will act as an anchor for enterprise and investment development across Limerick. The company is currently delivering a number of key projects including Gardens International, the Opera Site, the Former Cleves Factory and Troy Studios. The	The proposed LNDR represents strategic transport infrastructure for Limerick City and its environs and the provision of such infrastructure forms part of the planned future sustainable development of the region. The proposed road is a vital piece of strategic infrastructure which will support the future sustainable growth of Limerick. It is consistent with a number of national and regional policy

	<p>submission sets out that the proposed LNDR will greatly enhance the success of these projects by reducing peak time traffic through the city centre and improving accessibility of the city centre. This will enable the public realm to be remodelled i.e O’ Connell St, in a way that will improve the physical environment for pedestrians and cyclists, which will improve the liveability of the City Centre.</p> <p>The submission concludes that the LNDR is a critical piece of infrastructure which will allow greater accessibility to the City Centre and the northern part of the City, will enable a number of critical public realm initiatives that will accelerate progress in realising the vision of Limerick 2030.</p> <p>Furthermore Limerick 2030 supports the objective of improving the accessibility of the National Technology Park whose development in tandem with the City Centre is critical to the economic development of Limerick and the wider Mid West Region.</p>	<p>documents including the National Spatial Strategy, Regional Planning Guidelines 2010 – 2022 and the Mid West Area Strategic Plan 2012 – 2030.</p> <p>The proposed roadway is designed to alleviate congestion within the City Centre and on arterial routes into the City, therefore improving accessibility and allowing road space to be reallocated to improved pedestrian and cycling facilities, therefore creating improved quality of life for residents of the City Centre and creating a more desirable place to live and work.</p>
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Denis Foley, Beara House, Mountshannon Road, Co. Limerick
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
122	<p>Objects to the road on the following grounds:</p> <p>Disruption, destruction of family’s property and noise and pollution during and after construction also increased danger of flooding.</p>	<p>The purpose of the Variation is to incorporate the proposed route into the County Development Plan. The detailed design has not been decided upon to date and will be formulated at project level stage.</p> <p>At project level stage the Environmental Impact Assessment will seek to incorporate mitigation measures into the design of the route and construction stage to alleviate as many of the negative impacts as possible.</p>

		<p>Road design guidelines set minimum standards for landscaping, screening and noise emissions and these will be adhered to during the design phase.</p> <p>In addition a construction management plan will be put in place during the construction phase to minimise effects at this stage.</p> <p>In relation to the flooding concerns the Flood Risk Assessment which had been carried out to accompany the variation concluded that the flood risk associated with the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere. Flood risk to existing residences will not change as a result of this scheme.</p>
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	F Kaghazchi, Mount Shannon Road, Lisnagry
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
123	<p>Objects to the road on the following grounds:</p> <p>(a) Increase in flooding.</p>	<p>(a) The Flood Risk Assessment which had been carried out to accompany the variation concluded that the flood risk associated with the proposed road development can be appropriately managed and</p>

	<p>(b) Increase in noise pollution</p> <p>(c) In ability to insure property.</p> <p>(d) Damage to environment.</p>	<p>mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere. Flood risk to existing residences will not change as a result of this scheme.</p> <p>(b) Road design guidelines set minimum standards for noise emissions, which will be adhered to. The potential impact of noise will be assessed during the detailed design stage through the Environmental Impact Assessment process.</p> <p>(c) The proposed LNDR will not have any bearings on an individual to get property insurance.</p> <p>(d) The ecological assessment which accompanied the variation has identified the chosen route as being the one which causes the least amount of ecological disruption. The flood risk assessment carried out has confirmed that no changes in flood regime will occur which will have an adverse impact on existing habitats.</p>
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Hassan Kaghazchi, Mount Shannon Road  (This is the same name and address as submission 87)
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
124	<p>Objects to the LNDR on the following grounds:</p> <p>(a) Flooding</p>	<p>(a) The Flood Risk Assessment which had been carried out to accompany the variation concluded that the flood risk associated with the</p>

	<p>(b) Noise</p> <p>(c) Visual</p> <p>(d) Security</p> <p>(e) Cost</p>	<p>proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere. Flood risk to existing residences will not change as a result of this scheme.</p> <p>(b) Road design guidelines set minimum standards for noise emissions, which will be adhered to. The potential impact of noise will be assessed during the detailed design stage through the Environmental Impact Assessment process.</p> <p>(c) During the detailed design stage proposals for landscaping and screening the proposed road from any nearby dwellings will be fully assessed.</p> <p>(d) It is considered that the road will not create any additional impact on security along the route.</p> <p>(e) While there are large costs associated with the proposed road construction the opportunity cost of not constructing the roadway far outweigh those. The proposed LNDR is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick by opening access to key educational and employment areas. Without this road the opportunity for new investment will be curtailed and the potential of the Limerick City Region to grow to become a city of significant national and international importance will</p>
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		be limited.
	<b>Chief Executive's Recommendation:</b>	No change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Carmel O Connell, Mount Shannon Road, Lisnagry, Co. Limerick
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
125	<p>Objects to the variation for the following reasons:</p> <p>(a) Splitting the community.</p> <p>(b) Damage to the environment.</p> <p>(c) Increase in noise pollution</p> <p>(d) Unnecessary cost to the tax payer</p>	<p>(a) The route corridor selection study has identified this route as being the one which causes the least disruption to properties and the route has been selected in order to ensure that the minimum number of people are affected.</p> <p>(b) The impact on the environment has been assessed during the Route corridor selection study and later through the Strategic Environmental Assessment and Appropriate Assessment as part of the variation process. The route which offers least damage has been selected.</p> <p>(c) Road design guidelines set minimum standards for noise emissions, which will be adhered to. The potential impact of noise will be assessed during the detailed design stage through the Environmental Impact Assessment process.</p> <p>(d) While there are large costs associated with the proposed road construction the opportunity cost of not constructing the roadway far outweigh those. The proposed</p>

		LNDR is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick by opening access to key educational and employment areas. Without this road the opportunity for new investment will be curtailed and the potential of the Limerick City Region to grow to become a city of significant national and international importance will be limited.
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Irene Hynes, Newgarden Road, Lisnagry
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
126	<p>Objects to the variation for the following reasons:</p> <p>(a) No evidence that the proposed road will solve traffic problems.</p>	<p>(a) The proposed LNDR represents strategic transport infrastructure for Limerick City and its environs and the provision of such infrastructure forms part of the planned future sustainable development of the region. The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick. It is consistent with a number of national and regional policy documents including the National Spatial Strategy, Regional Planning Guidelines 2010 – 2022 and the Mid West Area Strategic Plan 2012 – 2030.</p> <p>The proposed road would also facilitate the proposals of the Proposed “National Planning Framework – Ireland 2040” which</p>

	<p>(b) Sterilisation of land.</p> <p>(c) Increase in flood water levels.</p> <p>(d) Splitting the community.</p>	<p>proposes significant growth within City Regions, including Limerick.</p> <p>(b) While it will be necessary to sterilise land, the route has been selected with a view to minimising the affect on the least amount of people as possible. The proposed road is necessary to ensure continued growth and investment in Limerick.</p> <p>(c) The Flood Risk Assessment which had been carried out to accompany the variation concluded that the flood risk associated with the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere. Flood risk to existing residences will not change as a result of this scheme.</p> <p>(d) The road will not result in the community being split. The route corridor selection study has identified this route as being the one which causes the least disruption to properties and the route has been selected with a view to minimising the affect on the least amount of people as possible.</p>
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Irene Dolan, Mount Shannon Road.
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
127	Objects to the variation on the following grounds:	

	<p>(a) Flooding – a crisis already exists.</p> <p>(b) More obvious alternatives, more distance to allow the city to develop.</p> <p>(c) Noise pollution.</p> <p>(d) Construction site for four years.</p>	<p>(a) The Flood Risk Assessment which had been carried out to accompany the variation concluded that the flood risk associated with the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere. Flood risk to existing residences will not change as a result of this scheme.</p> <p>(b) The proposed LNDR has gone through a detailed route selection process prior to the selection of the proposed corridor.</p> <p>The purpose of the proposed road is to act as a Distributor Road that distributes traffic to key areas of education, such as the University of Limerick, LIT and key employment areas such as the National Technology Park. Locating the road further out of the city would make it difficult to meet this objective.</p> <p>(c) At project level stage the Environmental Impact Assessment will seek to incorporate mitigation measures into the design of the route to alleviate as many of the negative impacts as possible. Also, road design guidelines set minimum standards for noise emissions and these will be adhered to.</p> <p>(d) A construction management plan will be put in place during the construction phase to minimise effects at this stage</p>
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	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Jochim Sebit, Mountshannon Road Lisnagry.
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
128	<p>Objects to the variation on the following grounds:</p> <p>(a) Increase in noise pollution.</p> <p>(b) No evidence that the road will solve the traffic problem.</p>	<p>(a) At project level stage the Environmental Impact Assessment will seek to incorporate mitigation measures into the design of the route to alleviate as many of the negative impacts as possible. Also, road design guidelines set minimum standards for noise emissions and these will be adhered to.</p> <p>(b) The proposed LNDR represents strategic transport infrastructure for Limerick City and its environs and the provision of such infrastructure forms part of the planned future sustainable development of the region. The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick. It is consistent with a number of national and regional policy documents including the National Spatial Strategy, Regional Planning Guidelines 2010 – 2022 and the Mid West Area Strategic Plan 2012 – 2030.</p> <p>The proposed road would also facilitate the proposals of the Proposed “National Planning Framework – Ireland 2040” which proposes significant growth within</p>

	<p>(c) Unnecessary cost to the tax payer.</p> <p>(d) Splitting the community.</p>	<p>City Regions, including Limerick.</p> <p>(c) While there are large costs associated with the proposed road construction the opportunity cost of not constructing the roadway far outweigh those. The proposed LNDR is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick by opening access to key educational and employment areas. Without this road the opportunity for new investment will be curtailed and the potential of the Limerick City Region to grow to become a city of significant national and international importance will be limited.</p> <p>(d) The road will not result in the community being split. The route corridor selection study has identified this route as being the one which causes the least disruption to properties and the route has been selected with a view to minimising the affect on the least amount of people as possible.</p>
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Marie Cooke, Mountshannon Road, Lisnagry. Co. Limerick
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
129	<p>Objects to the variation for the following reasons:</p> <p>(a) Concrete in the Shannon and potential of flooding.</p>	<p>(a) The proposed LNDR does not propose to put concrete in the Shannon and the river will be crossed with a bridge with sufficient span not to contribute to</p>

	(b) The valuation of her house	<p>flooding. Flood Risk Assessment which had been carried out to accompany the variation concluded that the flood risk associated with the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere. Flood risk to existing residences will not change as a result of this scheme.</p> <p>(b) During the design and construction phase the area within the corridor will naturally be disturbed which may have a temporary impact on the desirability of the area. However, it is also expected that the economic benefits associated with this key piece of infrastructure, including the improved accessibility to the greater city region, will provide buoyancy to the housing market along the corridor in the future.</p>
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Deirdre Connolly, Ballyvarna, Lisnagry, Co. Limerick
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
130	<p>Objects to the variation for the following reasons:</p> <p>(a) Suggests that traffic could be solved from Annacotty business park by putting a slip road off Ballyvarna road to Cork. This would solve problems at the Mackey roundabout and at the Ballyvarna lights.</p>	<p>(a) This is not feasible and would not solve the wider issue of congestion in the eastern part of the city such as Castletroy and the Technological Park for instance.</p>

	(b) Take away grass margins and put in more traffic lanes.	(b) Such measures are not sufficient to deal with the congestion issue and indeed by maximising traffic flow on existing routes may make it worse.
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Terry Gavin, Mount Shannon and Lisnagry, Co. Limerick
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
131	<p>Objects to the proposed road on the following grounds:</p> <p>a) Flooding</p> <p>b) Traffic</p>	<p>(a) The Flood Risk Assessment which had been carried out to accompany the variation concluded that the flood risk associated with the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere. Flood risk to existing residences will not change as a result of this scheme.</p> <p>(b) The proposed LNDR represents strategic transport infrastructure for Limerick City and its environs and the provision of such infrastructure forms part of the planned future sustainable development of the region. The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick. It is consistent with a number of national and regional policy documents including the National Spatial Strategy,</p>

	c) Access	<p>Regional Planning Guidelines 2010 – 2022 and the Mid West Area Strategic Plan 2012 – 2030.</p> <p>(c) The LNDR will act as means of solving local traffic problems and removing bottlenecks such as those at the Cappamore Junction and at the Mackey roundabout. In terms of local access this will be accommodated during the final design stage of the LNDR.</p>
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Martin Gavin, Mountshannon Road Lisnagry.
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
132	<p>Objects for the following reasons:</p> <p>(a) Flooding</p> <p>(b) Traffic and Access</p>	<p>(a) The Flood Risk Assessment which had been carried out to accompany the variation concluded that the flood risk associated with the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere. Flood risk to existing residences will not change as a result of this scheme.</p> <p>(b) The LNDR will act as means of solving local traffic problems and removing bottlenecks such as those at the Cappamore Junction and at the Mackey roundabout. In terms of local access this will be accommodated during the final design stage of the LNDR.</p>

	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Orlaith Lynch, Mount Shannon Road, Lisnagry.
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
133	<p>Objects to the variation for the following reasons:</p> <p>(a) Traffic will not be eased.</p> <p>(b) Flooding</p>	<p>a) The proposed LNDR represents strategic transport infrastructure for Limerick City and its environs and the provision of such infrastructure forms part of the planned future sustainable development of the region. The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick. It is consistent with a number of national and regional policy documents including the National Spatial Strategy, Regional Planning Guidelines 2010 – 2022 and the Mid West Area Strategic Plan 2012 – 2030. The proposed road would also facilitate the proposals of the Proposed “National Planning Framework – Ireland 2040” which proposes significant growth within City Regions, including Limerick. The LNDR will act as means of solving local traffic problems and removing bottlenecks such as those at the Cappamore Junction and at the Mackey roundabout. In terms of local access this will be accommodated during the final design stage of the LNDR</p> <p>b) The Flood Risk Assessment which had been carried out to accompany the variation concluded that the flood risk associated with the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere. Flood risk to existing</p>



	<p>(c) Put Road outside city limits- it will be outdated before completion.</p> <p>(d) De-valuation of property and disruption to family life due to noise, pollution and flooding issues.</p>	<p>Route. The LNDR is a distributor road designed to open up areas of the eastern and northern parts of the city for development and to alleviate traffic congestion in the eastern part of the city in particular. The Tunnel is part of the Motorway system located on the southern portion of the city and as such does not contribute to traffic distribution and management in the eastern and northern parts of the Limerick metropolitan area.</p> <p>(c) The roadway is designed to open access to eastern and other parts of the city which will facilitate expansion of the city.</p> <p>(d) In terms of noise, road design guidelines set standards for noise abatement and pollution which will be adhered to.</p> <p>In relation to the flooding concerns a Flood Risk Assessment was carried out to accompany the variation. This concluded that the flood risk associated with the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere. Flood risk to existing residences will not change as a result of this scheme.</p>
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b> John and Theresa Griffin, Mount Shannon Road, Lisnagry, Co. Limerick
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Ref.	Submission summary	Chief Executive’s Response
135	<p>Objects to the proposed LNDR, for the following reasons:</p> <p>a) Increased risk of flooding, and as a result difficulty of insurance for property</p> <p>b) It does not allow for the future expansion of the city.</p>	<p>a) The Flood Risk Assessment which had been carried out to accompany the variation concluded that the flood risk associated with the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere. Flood risk to existing residences will not change as a result of this scheme.</p> <p>b) The proposed LNDR represents strategic transport infrastructure for Limerick City and its environs and the provision of such infrastructure forms part of the planned future sustainable development of the region. The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick. It is consistent with a number of national and regional policy documents including the National Spatial Strategy, Regional Planning Guidelines 2010 – 2022 and the Mid West Area Strategic Plan 2012 – 2030.</p>
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Norma Blake, Mountshannon Road, Lisnagry.
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
136	<p>Objects to the variation for the following reasons:</p> <p>(a) Her home is in close proximity to the proposed road and she is concerned she could lose her home. If not she is concerned that she would live under a piece of concrete infrastructure with increased noise levels, threat of flooding, vibrations and upheaval of country life.</p> <p>(b) Impact on the environment.</p>	<p>(a) The purpose of the Variation is to incorporate the proposed route into the County Development Plan. The detailed design has not been decided upon to date and therefore the impact on individual properties cannot be determined at this stage.</p> <p>At project level stage the Environmental Impact Assessment will seek to incorporate mitigation measures into the design of the route to alleviate as many of the negative impacts as possible. Also, road design guidelines set minimum standards for noise emissions, vibrations etc and these will be adhered to.</p> <p>(b) The impact on the environment has been assessed during the Route corridor selection study and later through the Strategic Environmental Assessment and Appropriate Assessment as part of the variation process. The route which offers least damage has been selected.</p>
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Thomas Blake Jnr, Ballyvolane, Lisnagry, Co. Limerick
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
137	a) Concerns raised that the proposed	a) The route corridor selection

	<p>development will result in the loss of family home. Fifth generation to live on this land.</p> <p>b) Flooding</p> <p>c) Noise and pollution</p> <p>d) Increased traffic in the surrounding area. This will take from the toll route.</p>	<p>study has identified this route as being the one which causes the least disruption to properties and the route has been selected in order to ensure that the minimum number of people are affected.</p> <p>b) The Flood Risk assessment carried out has concluded that that flood risk associated with the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere.</p> <p>c) Design mitigation in the form of proprietary barriers will be introduced to maintain noise levels at acceptable limits at residential properties.</p> <p>d) Impact on the toll regime has been considered and the scheme has a net overall benefit to the exchequer.</p>
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Tom Blake, Ballyvolane, Lisnagry, Co. Limerick
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
138	a) Concerns raised in relation to loss of my family home with potential consequent effects on my health and family life	a) The route corridor selection study has identified this route as being the one which causes the least disruption to properties and the route has been selected

	<p>b) It will destroy a beautiful rural community</p> <p>c) Contribute to flooding in the area</p> <p>d) Increased noise levels</p> <p>e) Impact on toll, it is a waste of money, which could be better used</p>	<p>in order to ensure that the minimum number of people are affected.</p> <p>b) See point (a) above</p> <p>c) The Flood Risk assessment carried out has concluded that that flood risk associated with the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere.</p> <p>d) Design mitigation in the form of proprietary barriers will be introduced to maintain noise levels at acceptable limits at residential properties.</p> <p>e) Impact on the toll regime has been considered and the scheme has a net overall benefit to the exchequer.</p>
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	John McDonagh, Ballyvolane Lisnagry
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
139	<p>Objects to the variation for the following reasons:</p> <p>(a) Could have a dramatic effect on his garden centre business in terms of flooding and access.</p>	<p>(a) The Flood Risk Assessment which had been carried out to accompany the variation concluded that the flood risk associated with the proposed road development can be appropriately managed and</p>

	<p>(b) Noise levels will unbearable during construction and operation of the roadway.</p> <p>(c) Family dynamic will be affected as his daughter and grand child will lose their home.</p>	<p>mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere. Flood risk to existing residences will not change as a result of this scheme.</p> <p>(b) At project level stage the Environmental Impact Assessment will seek to incorporate mitigation measures into the design of the route to alleviate as many of the negative impacts as possible. Also, road design guidelines set minimum standards for noise emissions and these will be adhered to.</p> <p>(c) Full details of the layout of the route will be developed as the design process is progressed. In the absence of the developed design at this stage it is not possible to say what the effects on existing properties are but every effort will be made to avoid unnecessary impacts.</p>
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Patricia Cooke, Mountshannon Road, Lisnagry, Co. Limerick
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
140	<p>Objects to the road for the following reasons:</p> <p>a) Increased noise pollution</p>	<p>a) In terms of noise, road design guidelines set standards for noise abatement and pollution which will be adhered to.</p>

	<p>b) Does not solve traffic problems</p> <p>c) Serious flooding may arise</p> <p>d) Other options were not explored.</p>	<p>b) The proposed LNDR represents strategic transport infrastructure for Limerick City and its environs and the provision of such infrastructure forms part of the planned future sustainable development of the region. The proposed road is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick. It is consistent with a number of national and regional policy documents including the National Spatial Strategy, Regional Planning Guidelines 2010 – 2022 and the Mid West Area Strategic Plan 2012 – 2030.</p> <p>c) The Flood Risk Assessment which had been carried out to accompany the variation concluded that the flood risk associated with the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere. Flood risk to existing residences will not change as a result of this scheme.</p> <p>d) A route selection study was carried out that examined numerous other options, The route corridor selection study has identified this route as being the one which causes the least disruption to properties and the route has been selected</p>
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		in order to ensure that the minimum number of people are affected.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Mairead O Donnell, Gardenhill, Castleconnell
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
141	<p>Objects to the variation for the following reasons:</p> <p>(a) Increase in traffic into a busy Mackey Roundabout</p> <p>(b) Increase in flooding likely</p>	<p>(a) The LNDR will include provision for a new junction in the vicinity of the roundabout will be designed to accommodate additional traffic flows and to alleviate existing congestion.</p> <p>(b) The Flood Risk Assessment which had been carried out to accompany the variation concluded that the flood risk associated with the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere. Flood risk to existing residences will not change as a result of this scheme.</p>
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Seamus Dolan, Mountshannon Road, Lisnagry.
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
142	Objects to the proposed LNDR on the following grounds:	

	<p>a) Noise pollution</p> <p>b) Alternative options such as the Killaloe by pass were not examined</p> <p>c) Flooding risks</p> <p>d) Toll route will remain under used and toll costs will increase</p>	<p>a) In terms of noise, road design guidelines set standards for noise abatement and pollution which will be adhered to.</p> <p>b) The Killaloe by pass is intended to solve traffic management issues in that location and was not intended to contribute to solving issues of congestion and access in Limerick city. At a distance of 24 km it is too far away to function as an effective solution for Limerick traffic problems. The proposed LNDR is a vital piece of strategic infrastructure which will contribute to the future sustainable growth of Limerick by opening access to key educational and employment areas.</p> <p>c) The Flood Risk Assessment which had been carried out to accompany the variation concluded that the flood risk associated with the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere. Flood risk to existing residences will not change as a result of this scheme.</p> <p>d) The LNDR will have a completely different function to the Tunnel Route. The LNDR is a distributor road designed to open up areas of the eastern</p>
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		<p>and northern parts of the city for development and to alleviate traffic congestion in the eastern part of the city in particular. The Tunnel is part of the Motorway system located on the southern portion of the city and as such does not contribute to traffic distribution and management in the eastern and northern parts of the Limerick metropolitan area.</p> <p>As noted above the LNDR is a distributor route not part of the motorway system and will not offer the same quick travel time and as such will offer limited competition with the tunnel route. Consideration of the effects has been made in the cost benefit calculations carried out for the LNDR scheme.</p>
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Pierse and Maria O Leary, Mount Shannon, Road Lisnagry, Co. Limerick
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
143	<p>Objects to the development of the proposed road:</p> <p>a) Risk of flooding to their dwelling, will be unable to obtain insurance</p>	<p>a) The Flood Risk Assessment which had been carried out to accompany the variation concluded that the flood risk associated with the proposed road development can be appropriately managed and mitigated for and that the construction and operation of the road can be engineered not to cause unacceptable adverse flood impacts elsewhere. Flood risk to</p>

	<p>b) Noise pollution and traffic congestion</p> <p>c) Home will be devalued</p>	<p>existing residences will not change as a result of this scheme.</p> <p>b) In terms of noise, road design guidelines set standards for noise abatement and pollution which will be adhered to.</p> <p>c) It is considered that the economic benefits associated with this key piece of infrastructure, including the improved accessibility to the greater city region, will provide buoyancy to the housing market along the corridor in the future.</p>
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Elected Members of Limerick City and County Council, including: Frankie Daly, Séighin Ó Ceallaigh, Cian Prendiville Paul Keller, John Loftus, Joe Leddin, Elena Secas, John Costello, Seamus Browne Lisa Marie Sheehy, Malachy Mc Creesh, John Gilligan, Marian Hurley, Eleanora Hogan, Noel Gleeson, Joe Pond, Michael Hourigan, Michael Sheahan, Daniel Bulter, Sean Lynch, Kieran O’Hanlon
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive’s Response</b>
144	Submission requesting that if the Council proceeds to detailed design and planning for the LNDR that it secures a commitment from the Office of Public Works to ensure that the Flood Management Infrastructure necessary to alleviate the current flooding at Mulcair Drive and Mountshannon Road, as agreed with the residents of Mulcair Drive and Mountshannon Road are progressed in tandem with the NDR project.	The Local Authority have consulted with the OPW, in relation to the proposed CFRAM mitigation measures and will continue to work with them to seek to deliver the Flood Relief measures in tandem with the proposed LNDR.
	<b>Chief Executive’s Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

	<b>Name/Group:</b>	Shannon Commercial Properties Arrival Building Shannon Airport.
<b>Ref.</b>	<b>Submission summary</b>	<b>Chief Executive's Response</b>
145	Notes that the variation has the potential to affect the potential of some of the land owned by Shannon Commercial Properties.	The area shown is indicative only and will be significantly smaller in the final design phase when the extent of the area needed to incorporate the road is fully known. At this stage of the process the area shown is designed to allow for flexibility in choosing the exact route as there may be minor changes in orientation following on from detailed design work.
	<b>Chief Executive's Recommendation:</b>	No Change
	<b>Implications for SEA/AA</b>	N/A

#### Chief Executive's Recommendation

In accordance with Section 13 of the Planning and Development Act 2000 (as amended), it is recommended that proposed variation No. 5(a) is made in accordance with the details published on the 25<sup>th</sup> of February 2017.



Pat Daly  
Director of Services  
Economic Development