

07th July 2016

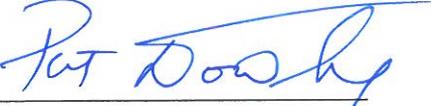
To: **The Cathaoirleach and Each Member of the Municipal District of Newcastle West**

Re: **Part VIII Procedure – Clash Road from Feale Valley to Cois na Feile Estate, Abbeyfeale**

Dear Councillors,

I enclose the Deputy Chief Executives report pursuant to Section 179 of the Planning and Development Act 200 – 2015 and Part VIII of the Planning Development Regulations 2001- 2015 in respect of the above proposal for your consideration.

It is proposed to proceed as indicated in the Planning Report.

Signed: 
Pat Dowling
Deputy Chief Executive,
Limerick City & County Council.

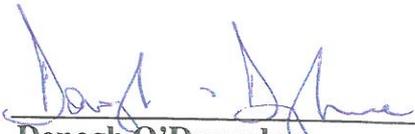
**PLANNING REPORT IN ACCORDANCE WITH
SECTION 179 3(a) OF THE PLANNING AND
DEVELOPMENT ACT 2000 - 2015**

Re: The construction of a footpath, boundary wall works, boundary hedge and earth bank works, drainage works, fencing and relocation of utility poles at Clash Road from Feale Valley to Cois na Feile Estate Abbeyfeale

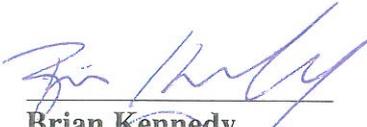
Planning Reference No: 16/8004



Irené McCormack
Executive Planner

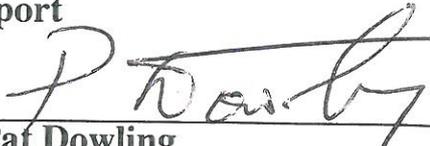


Donogh O'Donoghue
Acting Senior Executive Planner



Brian Kennedy
Senior Executive Officer

Pursuant to Section 179 3(a) of the Planning & Development Act 2000-2015, this report is submitted to the members of Limerick City & County Council. In accordance with Section 179(4) (b) of the above Act, it is proposed to proceed as indicated in Section 5 of this report



Pat Dowling
Deputy Chief Executive
Limerick City and County Council

Date: 7th July 2016

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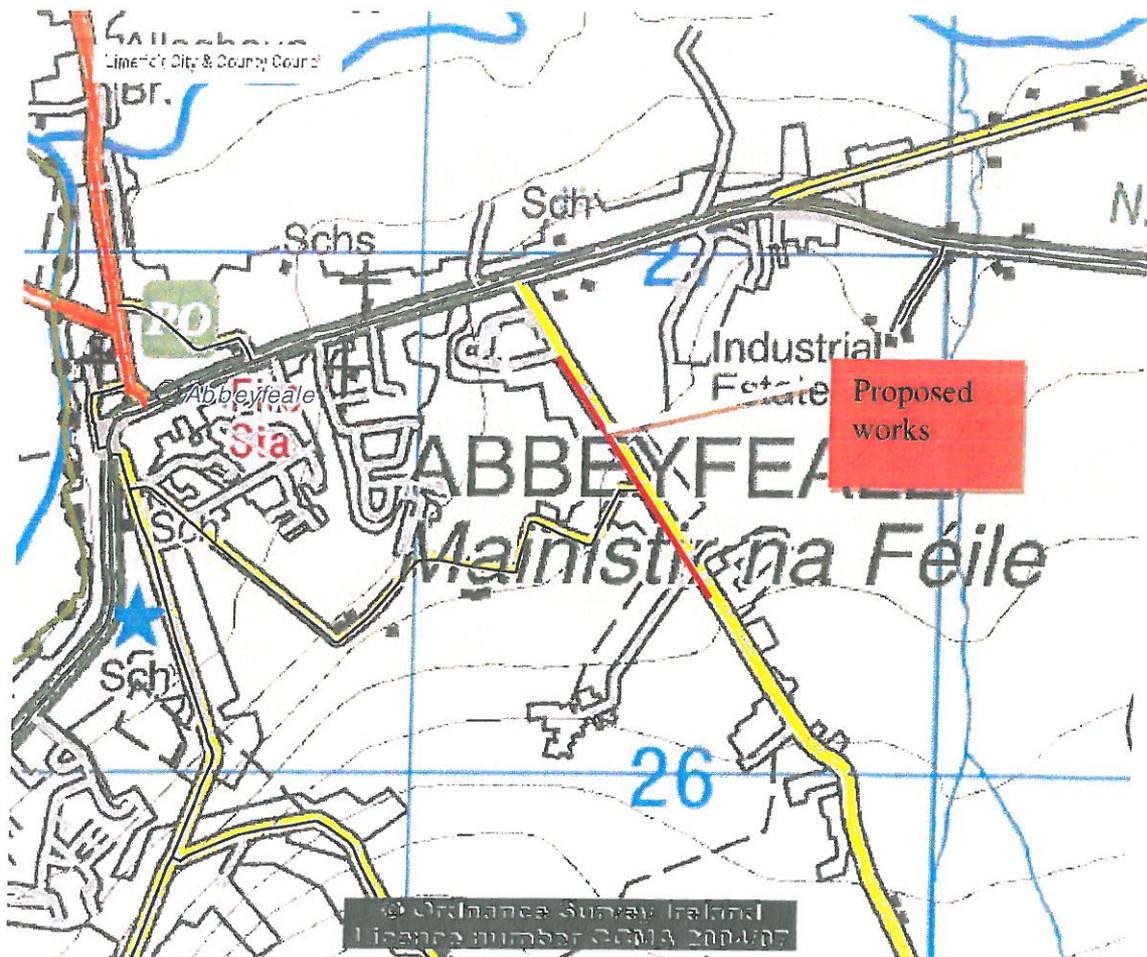
1.0 Foreword

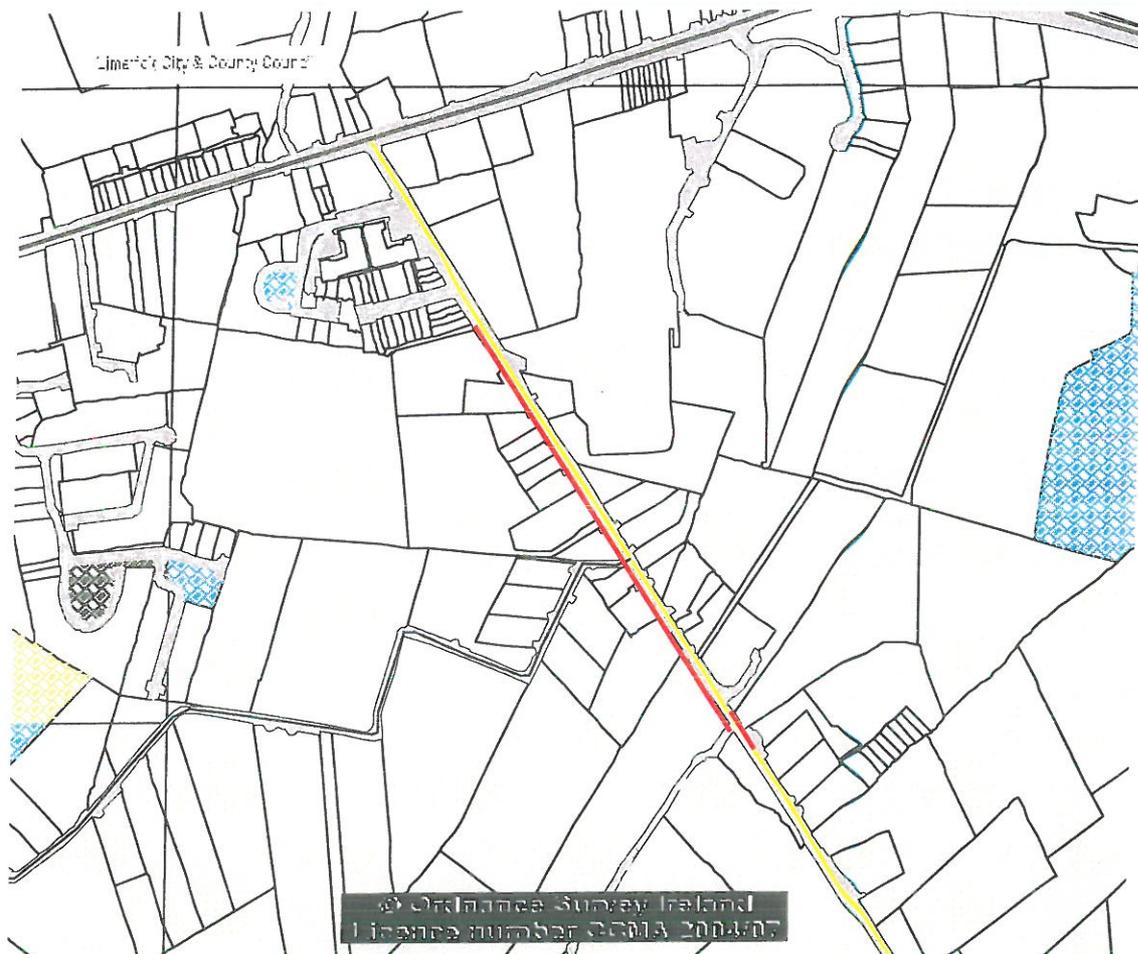
This planning report has been prepared pursuant to Section 179 of the Planning and Development Act 2000-2015, and Part 8 of the Planning and Development Regulations 2001-2015.

2.0 Description of the nature and extent of the proposed development

The proposed development includes the construction of a footpath, boundary wall works, boundary hedge and earth bank works, drainage works, fencing and relocation of utility poles at Clash Road from Feale Valley to Cois na Feile Estate Abbeyfeale. The works proposed will facilitate the construction on a new 1.5m wide public footpath and pedestrian crossing. The proposed works will extend over a distance of 340m and include the relocation of the 50km/h speed limit beyond the pedestrian crossing passed the entrance to Cois na Feile Estate.

The plans and particulars went on public display from 28th April 2016 to April 13th June 2016. Submissions and observations had to be submitted by Monday 27th June 2016.





Location of proposed works

3.0 Likely implications, if any, with respect to the proper planning and sustainable development of the area

It is considered that the proposed improvements will have a positive effect in the area; the proposal will provide a dedicated footpath and pedestrian crossing on the Clash Road from Feale Valley to Cois na Feile Estate. In addition the works include the relocation of the 50km/h speed limit beyond the pedestrian crossing. The works will slow down traffic speeds on the approach to Abbeyfeale and enhance both vehicular and pedestrian safety. The Limerick County Development Plan 2010 - 2016 and the Abbeyfeale Local Area Plan 2014-2020 sets out the following with respect development of new road network and access to development lands.

Policy IN P3: Land Use planning and accessibility

It is policy of the Council to ensure that considerations of accessibility and mobility are properly incorporated into the assessment and planning of land uses and services, and that land uses are connected to good quality transportation infrastructure.

Objective IN 08: Cycle and pedestrian facilities

It is an objective of the Council to encourage the successful incorporation of safe and efficient cycle and pedestrian facilities, and accessible cycleways, footpaths and pedestrian routes into the design schemes for residential, educational, employment, and recreational developments. Consideration will be given in these schemes to existing or proposed routes where applicable.

Abbeyfeale Local Area Plan 2014-2020 sets out the following:

Policy T2: It is the policy of the Council to ensure that all proposals shall comply with the policies, objectives and development management standards of the Limerick County Development Plan, 2010 – 2016 in relation to transport and infrastructure and the objectives outlined below.

Objective T2: Network of pedestrian and cycle facilities

It is an objective of the Council to encourage walking and cycling as more convenient, popular and safe methods of movement in Abbeyfeale, and facilitate the provision of an attractive and coherent network of off-road footpaths and cycle facilities. This will be achieved by:

- (a) The seeking of secure cycle parking facilities at appropriate locations as opportunities arise.
- (b) The encouragement of combined off-road footpath and cycleway links along Railway Road and along the River Feale.
- (c) A pedestrian/cycle network will be encouraged where identified in Appendix 1, Map 2 linking existing and proposed residential areas to each other and to amenity areas and to provide connections to the town centre.

3.2 Habitats Directive Project Screening Assessment

| | |
|--|---|
| Construction Phase: The construction of a footpath, boundary wall works, boundary hedge and earth bank works, drainage works, fencing and relocation of utility poles at Clash Road from Feale Valley to Cois na Feile Estate Abbeyfeale | Ex-situ effects: N/a |
| Are effects significant: No | Are effects significant: No |
| Are substantial works required: Yes | Run-off: Surface water run-off to discharge to existing storm water drain on road. |
| Operating phase effects: Limited and localised | Are effects significant: No |
| Are effects significant: No | Abstraction: None |
| | Displacement: None |

Identification of Natura 2000 sites which may be impacted by the proposed development

| | | | |
|---|--|---|-----|
| 1 | Impacts on designated rivers, streams, lakes and fresh water dependant habitats and species e.g. bogs or otters -see abstraction/run off etc above. | <i>Is the development in the relevant catchment of or immediately up/downstream of a watercourse that has been designated as a Natura 2000 site?</i> | No |
| 2 | Impacts on terrestrial habitats and species.-see area and disturbance/displacement effects above. | <i>Is the development within 1km of a SAC site with terrestrial based habitats or species?</i> Name of site: Lower River Shannon SAC | Yes |
| 3 | Impacts on designated marine habitats and species. | <i>Is the development located within marine or intertidal areas or within 5 km of an SAC site whose qualifying habitats or species include the following habitats: Salmonid, Lamprey Mudflats, Sandflats, Saltmarsh, Shingle, Reefs, Sea Cliffs</i> | Yes |
| 4 | Impacts on birds in SPAs- | <i>Is the development within 1km of a Special Protection Area</i> | No |
| 5 | Cumulative effects | Would consideration of a number of significant projects nearby such as forested areas, quarries, wind energy together with the proposed development significantly increase the impacts listed above: | No |

Having regard to the location of the development within the built-up area of Abbeyfeale, the Planning Authority is of the view that the development will not have any significant impacts on any Natura 2000 sites. Therefore an Appropriate Assessment (AA) is not considered necessary in this case.

3.3 Conclusion

The proposed development is considered to be acceptable in principal and would offer a positive asset to the area, will provide adequate and safe pedestrian access to the town. It is considered that the proposed development is in accordance with the

Limerick County Development Plan 2010 – 2016 and Abbeyfeale local Area Plan 2014-2020 and the proper planning and sustainable development of the area.

4.0 Submissions with respect to the proposed development

A total of 12 written submissions/observations were received and are listed below:

| LIST OF SUBMISSIONS RECEIVED | | |
|------------------------------|--|-------------------|
| SUB REF | FROM | |
| (A) | Irish Water | Received 31/05/16 |
| (B) | Ann McEnery | Received 07/05/16 |
| (C) | Kathleen McCarthy | Received 08/06/16 |
| (D) | Pat Harnett | Received 09/06/16 |
| (E) | Mary O'Leary | Received 09/06/16 |
| (F) | Tom O'Rourke | Received 10/06/16 |
| (G) | John Browne | Received 10/06/16 |
| (H) | John O'Connor | Received 10/06/16 |
| (I) | Michael Behan | Received 14/06/16 |
| (J) | Thomas Barker | Received 14/06/16 |
| (K) | Geraldine O'Callaghan | Received 22/06/16 |
| (L) | Environment Dept LCCC | Received 22/06/16 |
| (M) | Roads Department (Newcastle West Area Office) LCCC | Received 5/07/16 |

SUB (A) Irish Water -

Submission description

- Where the applicant proposes to connect to a public water/wastewater network operated by Irish Water, the applicant must sign a connection agreement with Irish Water prior to the commencement of the development and adhere to the standards and conditions set out in that agreement.
- In the interest of Public Health and Environmental Sustainability, proposed connections to the Water and Waste Water Infrastructure will be subject to the constraints of the Irish Water Capital Investment Programme.
- The applicant to note that there are extensive watermain and foul sewer networks in the area and any works to any part of these networks, pipes, stockcocks, valves, etc), will require Irish Water consultation and approval prior to any works commencing on site.
- The applicant is to note that in accordance with the requirements of section 104 of the 2007 Water Services Act there shall be no building over water mains, common pipes, or sewers, and if found the applicant must contact

Limerick City and County Council Water Services Department/Irish Water with a proposal for altering at the cost of the applicant.

- The integrity, operation and access to the foul sewer, surface water and watermain systems shall not be compromised by the proposed development works.
- The proposed development works involved shall not adversely affect the operation of the foul sewer, surface water and watermain systems for the neighbouring properties.

Planning Authority Comments:

Noted and conditions to be attached

SUB (B) Ann McEnery - Clash Road, Abbeyfeale, Co. Limerick

Submission description

The submission received on the 26/05/2016 outlines that this is a narrow road with a high volume of traffic and not wide enough for a footpath.

Travel & Transport Departments Comments:

The Design Manual for Urban Roads & Streets (DMURS) 2013 specifies the standard carriageway width on local roads should be between 5.0m - 5.5m (i.e lane widths of 2.5m to 2.75m). These standards are being maintained. Research from the UK has found that narrow carriageways are one of the most effective design measures that calm traffic. (Ref. Design Manual for Urban Roads & Streets (DMURS)).

SUB (C) Kathleen McCarthy - Clash Road, Abbeyfeale, Co. Limerick

Submission description

The submission received on the 7/6/2016 outlines that the road is not wide enough and fences will have to be removed. The submissions references the high volume of traffic on the road and the location of the pedestrian crossing would be safer if the footpath of kept on the Cois na Feile side and located closer to Abbeyfeale.

Travel & Transport Departments Comments:

The Design Manual for Urban Roads & Streets (DMURS) 2013 specifies the standard carriageway width on local roads should be between 5.0m - 5.5m (i.e lane widths of 2.5m to 2.75m). These standards are being maintained. Research from the UK has found that narrow carriageways are one of the most effective design measures that calm traffic. (Ref. Design Manual for Urban Roads & Streets (DMURS))

As part of the planned public consultation following the planning process, LCCC officials will call to all affected residences and businesses where the footpath adjoins their private walls and would hope to reach agreement with residents regarding any concerns that they have about their front boundary walls and any remedial action that may have to be taken.

The pedestrian crossing shall be located in accordance with the NRA Pedestrian Crossing Specification and Guidance Document April 2013. The pedestrian crossing is located at a point at this junction that maximises pedestrian visibility to oncoming traffic and vice-versa. Traffic turning in and out of Grove Rd will yield to pedestrians crossing at this point. A "Pedestrians Ahead" notification sign shall also be erected on Grove Rd.

The proposed crossing is located at the edge of the 50km/h zone. LCCC intends relocating this speed limit beyond the pedestrian crossing as part of the proposed works. A traffic count conducted on this road recently indicated a traffic volume considerably less than the 500 vehicles per hour mentioned above.

SUB (D) Pat Harnett - Clash Road, Abbeyfeale, Co. Limerick

Submission description

The submission received on the 9/6/2016 outlines that Mr. Harnett receives deliveries at his gate and that the footpath will "shove the truck out too far on the road". Mr. Harnett outlines that this can be avoided by providing the footpath on the other side of the road and that the other businesses are also on this side of the road. The submission refers to the volume of traffic on the road and the location of the pedestrian crossing as "suicidal and very dangerous". The submission suggests that the footpath be constructed on one side with the pedestrian crossing closer to the town side.

Travel & Transport Departments Comments:

The Design Manual for Urban Roads & Streets (DMURS) 2013 specifies the standard carriageway width on local roads should be between 5.0m - 5.5m (i.e lane widths of 2.5m to 2.75m). These standards are being maintained. Research from the UK has found that narrow carriageways are one of the most effective design measures that calm traffic. (Ref. Design Manual for Urban Roads & Streets (DMURS))

The pedestrian crossing shall be located in accordance with the NRA Pedestrian Crossing Specification and Guidance Document April 2013. The pedestrian crossing is located at a point at this junction that maximises pedestrian visibility to oncoming traffic and vice-versa. Traffic turning in and out of Grove Rd will yield to pedestrians crossing at this point. A "Pedestrians Ahead" notification sign shall also be erected on Grove Rd.

The proposed crossing is located at the edge of the 50km/h zone. LCCC intends relocating this speed limit beyond the pedestrian crossing as part of the proposed works. A traffic count conducted on this road recently indicated a traffic volume considerably less than the 500 vehicles per hour mentioned above.

Providing the footpath at the proposed side delivers value for money while also reducing the road width and reducing speed of traffic. In addition, it continues the existing footpath from the town up Clash Road.

SUB (E) Mary O'Leary – Clash Road, Abbeyfeale, Co. Limerick

Submission description

The submission received on the 9/05/2016 outlines that this is a narrow road with a high volume of traffic and not wide enough for a footpath and that the footpath would be safer on the other side of the road as given the traffic from Kostal on the proposed side.

Travel & Transport Departments Comments:

The Design Manual for Urban Roads & Streets (DMURS) 2013 specifies the standard carriageway width on local roads should be between 5.0m - 5.5m (i.e lane widths of 2.5m to 2.75m). These standards are being maintained. Research from the UK has found that narrow carriageways are one of the most effective design measures that calm traffic. (Ref. Design Manual for Urban Roads & Streets (DMURS)).

Providing the footpath at the proposed side delivers value for money while also reducing the road width and reducing speed of traffic. In addition, it continues the existing footpath from the town up Clash Road.

SUB (F) Tom O'Rourke – Clash Road, Abbeyfeale, Co. Limerick

Submission description

The submission received on the 10/06/2016 outlines that the footpath on the Feale side of the road will make the road too narrow. The submission references the high volume of traffic on the road and the location of the pedestrian crossing would be safer if the footpath of kept on the Cois na Feile side and located closer to Abbeyfeale.

The submission requests a tunnel under the road as Mr. O'Rourke owns lands Health and safety concerns relating to cattle crossing the road and the associated health and safety implications.

Travel & Transport Departments Comments:

The Design Manual for Urban Roads & Streets (DMURS) 2013 specifies the standard carriageway width on local roads should be between 5.0m - 5.5m (i.e lane widths of 2.5m to 2.75m). These standards are being maintained. Research from the UK has found that narrow carriageways are one of the most effective design measures that calm traffic. (Ref. Design Manual for Urban Roads & Streets (DMURS))

The pedestrian crossing shall be located in accordance with the NRA Pedestrian Crossing Specification and Guidance Document April 2013. The pedestrian crossing is located at a point at this junction that maximises pedestrian visibility to oncoming traffic and vice-versa. Traffic turning in and out of Grove Rd will yield to pedestrians crossing at this point. A "Pedestrians Ahead" notification sign shall also be erected on Grove Rd.

The proposed crossing is located at the edge of the 50km/h zone. LCCC intends relocating this speed limit beyond the pedestrian crossing as part of the proposed works. A traffic count conducted on this road recently indicated a traffic volume considerably less than the 500 vehicles per hour mentioned above.

The scheme does not allow for a cattle under-pass. Any one bringing livestock on to a public road must comply with the rules of the road.

SUB (G) John Browne – Clash Road, Abbeyfeale, Co. Limerick

Submission description

The submission received on the 10/06/2016 outlines that the footpath on the Feale side of the road will make the road too narrow. The submissions references traffic flow and traffic count, in particular, the large number of vehicles entering the Kostal site. The submission sets out that reducing the width will increase the danger of accidents.

Travel & Transport Departments Comments:

The Design Manual for Urban Roads & Streets (DMURS) 2013 specifies the standard carriageway width on local roads should be between 5.0m - 5.5m (i.e lane widths of 2.5m to 2.75m). These standards are being maintained. Research from the UK has found that narrow carriageways are one of the most effective design measures that calm traffic. (Ref. Design Manual for Urban Roads & Streets (DMURS))

The pedestrian crossing shall be located in accordance with the NRA Pedestrian Crossing Specification and Guidance Document April 2013. The pedestrian crossing is located at a point at this junction that maximises pedestrian visibility to oncoming traffic and vice-versa. Traffic turning in and out of Grove Rd will yield to pedestrians crossing at this point. A “Pedestrians Ahead” notification sign shall also be erected on Grove Rd.

The proposed crossing is located at the edge of the 50km/h zone. LCCC intends relocating this speed limit beyond the pedestrian crossing as part of the proposed works. A traffic count conducted on this road recently indicated a traffic volume considerably less than the 500 vehicles per hour mentioned above.

Providing the footpath at the proposed side delivers value for money while also reducing the road width and reducing speed of traffic. In addition, it continues the existing footpath from the town up Clash Road.

SUB (H) John O’Connor – Clash Road, Abbeyfeale, Co. Limerick

Submission description

The submission received on the 10/06/2016 outlines that Mr. O’Connor has no objection to the footpath but that his yard is open and the increase in volumes of people passing his site he would have concerns about children walking onto his

premises. The submission indicates that if the Council erects a boundary wall Mr. O'Connor can erect a gate.

Travel & Transport Departments Comments:

As part of the planned public consultation following the planning process, LCCC officials will call to all affected residences and businesses where the footpath adjoins their private walls and would hope to reach agreement with residents regarding any concerns that they have about their front boundary walls and any remedial action that may have to be taken.

SUB (I) Michael Behan – Clash Road, Abbeyfeale, Co. Limerick

Submission description

The submission received on the 14/06/2016 outlines that this is a narrow road with a high volume of traffic and not wide enough for a footpath and that all the entrance are on this side of the road. The provision of an uncontrolled pedestrian crossing is inappropriate for a county road. The submission suggests that the footpath be constructed on one side with the pedestrian crossing closer to the town side. The submission queries the impact of the footpath of his boundary wall as any increase in ground level will reduce the height of his wall on the footpath side and Mr. Behan is concerned about children falling over his wall.

Travel & Transport Departments Comments:

The Design Manual for Urban Roads & Streets (DMURS) 2013 specifies the standard carriageway width on local roads should be between 5.0m - 5.5m (i.e lane widths of 2.5m to 2.75m). These standards are being maintained. Research from the UK has found that narrow carriageways are one of the most effective design measures that calm traffic. (Ref. Design Manual for Urban Roads & Streets (DMURS))

The pedestrian crossing shall be located in accordance with the NRA Pedestrian Crossing Specification and Guidance Document April 2013. The pedestrian crossing is located at a point at this junction that maximises pedestrian visibility to oncoming traffic and vice-versa. Traffic turning in and out of Grove Rd will yield to pedestrians crossing at this point. A "Pedestrians Ahead" notification sign shall also be erected on Grove Rd.

The proposed crossing is located at the edge of the 50km/h zone. LCCC intends relocating this speed limit beyond the pedestrian crossing as part of the proposed works. A traffic count conducted on this road recently indicated a traffic volume considerably less than the 500 vehicles per hour mentioned above.

Providing the footpath at the proposed side delivers value for money while also reducing the road width and reducing speed of traffic. In addition, it continues the existing footpath from the town up Clash Road.

As part of the planned public consultation following the planning process, LCCC officials will call to all affected residences and businesses where the footpath adjoins

their private walls and would hope to reach agreement with residents regarding any concerns that they have about their front boundary walls and any remedial action that may have to be taken.

SUB (J) Thomas Barker – Clash Road, Abbeyfeale, Co. Limerick

Submission description

The submission received on the 14/06/2016 outlines that this is a narrow road with a high volume of traffic and not wide enough for a footpath. Access to Abbeyfeale could be gained using “the Boreen”/ Grove Road and that this is 100m from Cois na Feile housing development.

Travel & Transport Departments Comments:

The Design Manual for Urban Roads & Streets (DMURS) 2013 specifies the standard carriageway width on local roads should be between 5.0m - 5.5m (i.e lane widths of 2.5m to 2.75m). These standards are being maintained. Research from the UK has found that narrow carriageways are one of the most effective design measures that calm traffic. (Ref. Design Manual for Urban Roads & Streets (DMURS))

The pedestrian crossing shall be located in accordance with the NRA Pedestrian Crossing Specification and Guidance Document April 2013. The pedestrian crossing is located at a point at this junction that maximises pedestrian visibility to oncoming traffic and vice-versa. Traffic turning in and out of Grove Rd will yield to pedestrians crossing at this point. A “Pedestrians Ahead” notification sign shall also be erected on Grove Rd.

The proposed crossing is located at the edge of the 50km/h zone. LCCC intends relocating this speed limit beyond the pedestrian crossing as part of the proposed works. A traffic count conducted on this road recently indicated a traffic volume considerably less than the 500 vehicles per hour mentioned above.

Providing the footpath at the proposed side delivers value for money while also reducing the road width and reducing speed of traffic. In addition, it continues the existing footpath from the town up Clash Road.

SUB (J) Geraldine O’Callaghan – 34 Glenville Way, Castleknock, Dublin 15

Submission description

The submission received on the 22/06/2016 sets out that the proposed works include the setting back of her boundary, Ms. O’Callaghan requests clarification of what this means and how her property will be secured and the existing boundary is a mature hedgerow.

Travel & Transport Departments Comments:

As part of the planned public consultation following the planning process, LCCC officials will call to all affected residences and businesses where the footpath adjoins their private walls and would hope to reach agreement with residents regarding any concerns that they have about their front boundary walls and any remedial action that may have to be taken.

In order to make room for the footpath, agreement is required with the above property owner in relation to relocation of the boundary ditch by approx 1.0m - 1.5m. It is proposed that a new ditch be put in place in the new location. Following the planning process, LCCC officials will call to all affected residences and businesses and hope to reach agreement with residents as to the extent of works required to their property curtilages.

SUB (K) Environment Department Limerick City and County Council

Submission description

Prior to the commencement of this development the appointed contractor shall submit to Planning and Environment Services for agreement in writing a site specific waste management plan for the recovery/disposal of all wastes arising from the demolition, refurbishment and/or construction related activities of this development. The waste management plan shall include:

- a) A list of proposed authorised waste collection permit holders to be employed.
- b) A list of the proposed waste facility permitted sites at which the wastes may be recovered or disposed of.
- c) Estimates of the proposed tonnages of construction and demolition (C&D) wastes by type e.g. soil and stone, rubble, wood, metal and plastic.

Planning Departments Comments:

Noted and conditions to be attached

SUB (M) Roads Department (Newcastle West), Limerick City and County Council

Submission description

The Roads Department in Newcastle West have stated that the 50KM/H speed limit to be extended 200m south-east along the Clash Road in the direction of Dromtrasna.

Planning Departments Comments:

Noted

5.0 Action taken by Local Authority

It is proposed to proceed with the development in accordance with the information submitted on file dated the 28th of April 2016 and the details and specifications contained in this report.

1. The development shall be carried out in accordance with the plans and particulars lodged with the application, on the 28/04/2016 except as may otherwise be required in order to comply with the following conditions.
Reason - In order to clarify the development to which this permission applies.
2. The footpath and pedestrian crossing shall be completed in their entirety.
Reason: In the interest of safety, proper planning and orderly development.
3. Areas of proposed hedgerow removal shall be limited to the minimum required and where possible shall be replaced with double rows of native trees, shrub and hedgerows, common to the locality. All planting shall take place in the first planting season following works. No works shall be carried out without the consent of the relevant landowner/s.
Reason: In order to preserve and enhance the ecological value of the area
4. Where possible, any clearance of trees and hedgerows shall take place outside the bird breeding season (March to August Inclusive).
Reason: In order to protect and enhance the ecological value of the area
5. The footpath shall be dished at all road junctions.
Reason: To facilitate access for all in the interest of proper planning and development of the area.
6. No fuel, oil, lubricants or chemicals shall be stored within 15m of a watercourse. No servicing or refuelling shall take place within 15m of a watercourse. All fuels oils or chemical or other containers to be removed following completion of works and disposed of in an approved manner.
Reason: To minimise pollution risks.
7. All surface water shall be treated by means of infiltration and filter drains with separators installed as appropriate locations, prior to the discharge to appropriate water course.
Reason: In the interest of protecting water quality and mitigating the impact of the proposal on the aquatic habitats.
8. Road lights shall be confined to the minimum that are necessary for road safety and shall be suitable to the setting. They shall be cowled in such manner as to minimise light spill from the roadway.
Reason: To minimise disturbance to nocturnal wildlife.
9. (a) Where the applicant proposes to connect to a public water/wastewater network operated by Irish Water, the applicant must sign a connection agreement with Irish Water prior to the commencement of the

development and adhere to the standards and conditions set out in that agreement.

(b) In the interest of Public Health and Environmental Sustainability, proposed connections to the Water and Waste Water Infrastructure will be subject to the constraints of the Irish Water Capital Investment Programme.

(c) The applicant to note that there are extensive watermain and foul sewer networks in the area and any works to any part of these networks, pipes, stockcocks, valves, etc), will require Irish Water consultation and approval prior to any works commencing on site.

(d) The applicant is to note that in accordance with the requirements of section 104 of the 2007 Water Services Act there shall be no building over water mains, common pipes, or sewers, and if found the applicant must contact Limerick City and County Council Water Services Department/Irish Water with a proposal for altering at the cost of the applicant.

(e) The integrity, operation and access to the foul sewer, surface water and watermain systems shall not be compromised by the proposed development works.

(f) The proposed development works involved shall not adversely affect the operation of the foul sewer, surface water and watermain systems for the neighbouring properties.

Reason: In the interest of proper planning and orderly development.

10. Prior to the commencement of this development the appointed contractor shall submit to Planning and Environment Services for agreement in writing a site specific waste management plan for the recovery/disposal of all wastes arising from the demolition, refurbishment and/or construction related activities of this development. The waste management plan shall include:

- a) A list of proposed authorised waste collection permit holders to be employed.
- b) A list of the proposed waste facility permitted sites at which the wastes may be recovered or disposed of.
- c) Estimates of the proposed tonnages of construction and demolition (C&D) wastes by type e.g. soil and stone, rubble, wood, metal and plastic.

Reason: In the interest of proper planning and orderly development.