



Our Ref: 0103_07_00013

11th October 2017

To: The Mayor and Each Member of the Metropolitan District of Limerick

**Planning and Development Acts 2000 (as amended)
Planning and Development Regulations 2001 (as amended)(Part VIII)**

Proposed N24 Beary's Cross Road Improvement Scheme

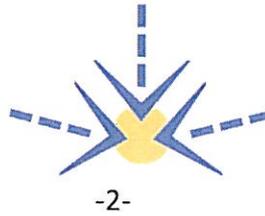
A Chomhairleoir, a chara,

I enclose herewith a report prepared in accordance with the Planning & Development Acts 2000 (as amended) and Part VIII of the Planning & Development Regulations 2001 (as amended) in relation to the above.

The scope of works is outlined here:

1. A new Roundabout controlled junction is to be constructed necessitating alteration to the present junction layout and the construction of a new Regional Road R513 approaches to the junction and the alteration of the existing N24 approaches to the junction;
2. Road & associated Drainage attenuation;
3. Fencing;
4. Landscaping;
5. Public Lighting;
6. Accommodation works;
7. Associated site works.

Please note that this proposed improvement scheme is located in both the Metropolitan District Area and the Cappamore-Kilmallock Municipal District Area. The scheme is being brought to both meetings for consideration and discussion by the elected members.



However, please note that it is intended that the formal Part 8 approval for this road improvement scheme will be brought to the full meeting of Limerick City and County Council in November 2017 because of the fact that the improvement scheme is located in both the Metropolitan District Area and the Cappamore-Kilmallock Municipal District Area.

Is mise le meas,

MARK LEAHY
ADMINISTRATIVE OFFICER

Encl.

Limerick City and County Council



N24 Beary's Cross Road Improvement Scheme

ROAD DESIGN - PART 8 REPORT

(In accordance with Section 179 3(b) of the [Planning and Development] Acts, 2000 – 2017 and Part 8 of the Planning and Development Regulations 2001 – 2017)

**Mid West NRDO
Limerick City and County
Council
Lissanalta House
Dooradoyle Road
Dooradoyle
Co. Limerick**



Report No. 15033-P8-Rsp

Issue 03

**Kilgallen & Partners
Consulting Engineers
Kylekiproe
Well Road
Portlaoise
Co. Laois**

Client:	Mid West National Road Design Office – Limerick City and County Council
Project:	N24 Beary's Cross Road Improvement Scheme
Title:	Road Design – Part 8 Report
Ref. No.	15033-P8-RSP

<i>Date</i>	<i>Description</i>	<i>Origin</i>	<i>Checked</i>	<i>Approved</i>	<i>Issue</i>
20.07.17	Proof Issue	PB	MK	PB	01
15.08.17	Initial Issue	PB	MK	PB	02
24.08.17	Response to IW submission amended	PB	MK	PB	03

TABLE OF CONTENTS

1	INTRODUCTION	PAGE 1
1.1	General Introduction & Scheme Location	
2	NEED FOR THE SCHEME	PAGE 2
2.1	Physical Characteristics of Existing Road	
2.2	Traffic and Collision Data	
3	CONSISTENCY WITH PROPER PLANNING AND SUSTAINABLE DEVELOPMENT	PAGE 4
4	OBJECTIVES FOR AND DESCRIPTION OF THE SCHEME	PAGE 5
4.1	Scheme Objectives	
4.2	General description	
4.3	Design Standards	
5	ENVIRONMENTAL ASSESSMENT	PAGE 7
5.1	Ecology	
5.2	Cultural Heritage	
5.3	Air Quality and Climate	
5.4	Noise and Vibration	
5.5	Flood Risk	
6	LAND ACQUISITION AND RIGHTS OF WAY	PAGE 9
6.1	Land Acquisition	
6.2	Rights of Way	
7	SUBMISSIONS AND OBSERVATIONS	PAGE 10
8	RECOMMENDATION	PAGE 11
Appendix A	Scheme Drawings	
Appendix B	Copies of Submissions Received	
Appendix C	Responses to Submissions Received	

1. INTRODUCTION

1.1 GENERAL INTRODUCTION & SCHEME LOCATION

N24 Beary's Cross Road Improvement Scheme [*the Scheme*] comprises improvement works on the N24 National Primary Road at Beary's Cross. Figure 1.1 shows the location of the Scheme.

Limerick City and County Council has appointed Kilgallen and Partners Consulting Engineers Ltd. to design the Scheme.



FIGURE 1.1 SCHEME LOCATION MAP

2. NEED FOR THE SCHEME

2.1 PHYSICAL CHARACTERISTICS OF EXISTING ROAD

The geometry and layout of the existing N24 / R513 junction is not well defined and does not comply with TII Publications (Standards). In addition, there are the following specific concerns:

- Traffic entering the N24 from the Regional Road and travelling northwest towards Limerick tends to merge onto the N24 using the hard shoulder while gathering speed. Since the approach speed of N24 traffic travelling from the southeast will often be at or near the existing 100kph speed limit, available gaps are short and close rapidly. During the AM peak, this traffic must yield to N24 traffic travelling from the southeast, which leads to significant delays with associated high levels of driver frustration. This in turn increases the risk that drivers exiting the R513 will take gaps in N24 traffic that are insufficient.
- Delays that can arise due to vehicles turning right from the R513 onto the N24 and travelling southeast towards Tipperary. A truck or even a few cars turning right and waiting for a sufficient gap to cross the N24 delays all traffic on the relatively narrow single-lane R513 approach;
- There is an access to Boher GAA on the north side of the N24, almost directly opposite the R513.

2.2 TRAFFIC & COLLISION DATA

To inform the feasibility assessment and design process, an automated traffic survey was carried out at Beary's Cross for a 7-day period in September 2015. The survey recorded all traffic movements at the junction. Table 2.1 shows the average 2-way daily traffic flows recorded by the survey:

Location	Average 2-way daily traffic flow
N24 Northwest of Junction	16,979
N24 Southeast of Junction	11,674
R513	6,502

Table 2.1 Average 2-way daily traffic flows

The survey revealed that R513 traffic approaching the N24 predominantly turns left at the junction and travels towards Limerick. The survey also revealed that although the R513 is the minor road at the junction, R513 traffic is significant in proportion to traffic on the N24. These facts explain the substantial difference between N24 traffic southeast and northwest of the junction.

The capacity of the existing junction was assessed using the industry-standard modelling package PICADY produced by the Transport and Road Research Laboratory (UK). The results of the PICADY analysis include a prediction of the ratio of flow to capacity (RFC) at each approach to the junction. The RFC value is an indicator of the capacity of each approach, with a value of 1

equivalent to operation at full capacity. An RFC of 0.85 corresponds to the maximum level at which the junction is operating comfortably.

The capacity of the existing junction was analysed for projected AM and PM peak traffic flows in the year 2036 and the results of the analysis indicate RFC values in excess of 1.5 on the R513 during the AM peak. This corresponds well with observed queues on site and confirms that Beary's Cross is required to cater for relatively high traffic volumes, particularly at peak times, when high volumes move between the R513 and the N24 in the morning and vice versa in the evening.

Collision records obtained from the Road Safety Authority within a distance of 2.5km from the junction show that six fatal collisions were recorded between 2005 and 2013. These collision records are reproduced in Table 2.2.

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Minor	0	0	5	1	1	1	0	3	2
Serious	0	0	0	0	0	0	0	1	1
Fatal	1	1	1	0	1	0	2	0	0

Table 2.2

The deficiencies inherent in Beary's Cross demonstrate that it presents a significant hazard. It is of particular concern that as traffic volumes continue to increase, the delays currently experienced by drivers will increase, thus leading to higher levels of driver frustration, which in turn may be manifested in an increased numbers of collisions.

3. CONSISTENCY WITH PROPER PLANNING AND SUSTAINABLE DEVELOPMENT OF THE AREA

Table 8.3 of the County Development Plan [‘The Plan’], which lists proposed National Road improvements for the period of The Plan, includes the N24 Route Improvements from Ballysimon to the County Boundary. The Plan also lists the R513 as a Strategic Regional Road.

The Plan recognises that the *"network of national roads forms the backbone of the road network of the State and is of paramount importance in efficiently connecting the State's largest urban centres and trading ports together"*.

The following policies demonstrate the relevance and importance of the N24 Beary's Cross Road Improvement Scheme within the framework of The Plan:

- a. Policy (IN P7) (Road Safety and Capacity): "To seek the improvement of road safety and capacity throughout the County, through minimising existing traffic hazards, preventing the creation of additional or new traffic hazards in the road network and securing appropriate signage".
- b. Policy IN P8 (Strategic Regional Road Network): "It shall be the policy of the Council to protect the investment in the Strategic Regional Road Network, prevent the premature obsolescence of this network and maintain and improve road safety and capacity".

Therefore, the Scheme is consistent with the policies and strategies of the Limerick County Development Plan.

There is therefore a need for a Scheme to replace the existing N24 / R513 priority junction at Beary's Cross with a junction that complies with TII Publications (Standards) and that will enable traffic movements to be carried out in a safer environment that will provide facilities for vulnerable road users while allowing provision to be made to incorporate the existing access to Murroe and Boher GAA.

4. OBJECTIVES FOR AND DESCRIPTION OF THE SCHEME

4.1 SCHEME OBJECTIVES

The purpose of the Scheme is to address safety issues caused by the existing junction type, i.e. a Major / Minor Priority Junction. Accordingly, the main benefit of the Scheme will be improved safety of the N24/R513 Junction at Beary's Cross.

Objectives have been developed to reflect the identified need for the Scheme. These are defined as follows in Table 4.1

OBJECTIVES	
Economy	Deliver economic benefits though reduced accident costs that will result from a safer junction arrangement.
Environment	Be designed to avoid significant environmental impacts if possible or where avoidance is not possible to mitigate the impact by incorporating appropriate mitigation measures into the Scheme design
Accessibility and Social Inclusion	Not impact negatively on accessibility and social inclusion. Assist connectivity between the N24 and R513 and not reduce facilities for vulnerable road users.
Integration	Not compromise the strategic importance of the existing N24 and must not place constraints on any future scheme to improve the N24 regionally. Not impact on local land-use strategies Not place constraints on regional development that would result in increased traffic flows on the R513.
Safety	Improve traffic safety and provide a safer environment for all road users. This will be achieved by replacing the existing junction with a New junction that complying with TII Publications (Standards) that will safely cater for all turning movements at the junction and provide facilities for vulnerable road users.

TABLE 4.1

4.2 GENERAL DESCRIPTION OF THE SCHEME

Details of the Scheme are shown on the following drawings, which are included in Appendix A to this report and which were made available for public inspection by Limerick City & County Council under Part 8 of the Planning and Development Regulations 2001 to 2015:

Drawing no.	Title
15033-P8-101	Cover and Index of Drawings
15033-P8-102	Scheme Location Map
15033-P8-103	General Layout of Scheme

Consistent with the objectives listed in Table 4.1, the Scheme will comprise a new roundabout controlled junction. Existing development adjacent to Beary's Cross renders it impractical to position the new roundabout at the location of the existing junction. Instead, it is proposed to locate the new roundabout controlled junction approximately 150m southeast of the existing junction.

In terms of the N24, the roundabout will be on-line. However a realignment of the R513 is required. The Scheme also incorporates the relocation of the access to Murroe and Boher GAA Club on to the proposed roundabout.

The capacity of the proposed roundabout was assessed using the industry-standard modelling package ARCADY produced by the Transport and Road Research Laboratory (UK). ARCADY analysis for the Design Year 2036 indicates that RFC values of close to 1.0 will occur on the R513 and N24 during AM and PM peaks. However, mean vehicle queueing times on the R513 and N24 will be approximately 30 seconds, significantly lower than those calculated for an improved ghost island junction.

4.3 DESIGN STANDARDS

The Scheme has been designed in accordance with the TII Publications [Standards]. In accordance with these Standards, the Scheme was subject to a Road Safety Audit by an independent accredited auditor and the recommendations arising from this Audit were incorporated into the Scheme.

5 ENVIRONMENTAL ASSESSMENT

5.1 ECOLOGY

An Ecological Impact Assessment Report and Appropriate Assessment Screening Report were prepared to determine whether or not the subject Scheme required a Natura Impact Assessment. The Appropriate Assessment (AA) Screening Report was carried out in accordance with the requirements of Article 6 of the EU Habitats Directive (Directive 92/43/EEC). The methodology applied in preparing the screening statement was in accordance with the document 'Assessment of plans and projects significantly affecting Natura 2000 sites Methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC' (Oxford Brookes University, 2001). The report and contributory fieldwork were carried out in accordance with guidelines given by the Department of Environment, Heritage and Local Government (2009).

The AA Screening Report concluded that the Scheme would not have a significant impact on the conservation objectives or overall integrity of any Natura 2000 Site.

5.2 CULTURAL HERITAGE

A Cultural Heritage Impact Assessment Report was prepared for the Scheme.

Five structures are listed as being of Architectural Heritage interest by the non-statutory National Inventory of Architectural Heritage [NIAH]. Three structures were identified as being of regional interest and two structures as being of local interest.

There are no predicted impacts in terms of Cultural Heritage.

5.3 AIR QUALITY AND CLIMATE

The impacts of the Scheme on Air Quality and Climate were assessed.

Ambient air quality is expected to remain within acceptable limits during the operational stage and mitigation measures are not recommended. Measures are recommended to mitigate possible short term impact during the construction stage.

It is predicted that the Scheme will have no impact on the climate in the immediate area.

5.4 NOISE AND VIBRATION

The impacts of the Scheme in terms of Noise and Vibration were assessed.

During the operational stage, there will be no significant impacts on surrounding properties and so mitigation measures are not required. Measures are recommended to mitigate possible short term impact during the construction stage.

5.5 FLOOD RISK

A site-specific flood risk assessment in accordance with the Flood Risk Management Guidelines was carried out in order to assess any flood risks relating to the Scheme and to consider possible impacts of the Scheme on flood risk elsewhere.

The assessment found that part of the Scheme will lie within flood risk zones A and B as defined in the Flood Risk Management Guidelines. Mitigation measures, based on the provision of compensatory storage and designed in accordance with the Guidelines, have been incorporated into the Scheme design to ensure the Scheme does not give rise to an increase in flood risk elsewhere.

6. LAND ACQUISITION AND RIGHTS OF WAY

6.1 LAND ACQUISITION

In keeping with the objectives of the Scheme, Limerick City and County Council has sought to minimise the impact of the Scheme on local residents and landowners in so far as is reasonably practicable.

Lands to be acquired for the purpose of the Scheme will predominantly be either agricultural or roadbed. Where appropriate, an assessment of the likely impacts on individual land holdings will be undertaken by an agronomist. Such assessments will include an estimation of the required accommodation works to mitigate impacts on these land holdings. Following consultation with the affected landowners, Limerick City and County Council will seek to agree accommodation works with individual landowners.

6.2 RIGHTS OF WAY

Certain public rights of way will be extinguished by the Scheme. These extinguishments are being effected under a separate Statutory Process. The Scheme may require amendment should any of these extinguishments fail.

7. SUBMISSIONS AND OBSERVATIONS

In accordance with Part XI, Section 179 of the Planning and Development Act 2000 as amended, and Part 8, Article 81 of the Planning and Development Regulations 2001 as amended, Limerick City and County Council gave notice of its intention carry out the Development and, in accordance with the Act and Regulations, made available for public inspection Plans and Particulars of the Scheme and invited submissions from the public.

A total of nine written submissions / observations were received and these are listed in Table 7.1.

Copies of all submissions are provided in Appendix B and where responses to these submissions are considered appropriate, these are provided in Appendix C.

Reference No.	Name	Date Received	Response provided in Appendix C
1	Beary's Cross Residents Association	7 th June 2017	Y
2	Quinn Household	16 th June 2017	Y
3	Murroe Boher GAA Club	16 th June 2017	Y
4	Boher Community Development Association	12 th June 2017	Y
5	Michael Ryan	8 th June 2017	Y
6	Gas Networks Ireland	28 th April 2017	N
7	Irish Water	15 th June 2017	Y
8	An Garda Síochána	6 th June 2017	N
9	Transport Infrastructure Ireland	5 th May 2017	N

TABLE 7.1
LIST OF SUBMISSIONS

8. RECOMMENDATION

The geometry of the existing N24 / R513 junction and the traffic movements that it is required to accommodate give rise to specific concerns for the safety of road users at the junction. The Scheme will provide a safer environment for road users and is in accordance with proper planning and sustainable development of the area.

It is recommended the Scheme should be proceeded with.

APPENDIX A
SCHEME DRAWINGS

LIMERICK CITY AND COUNTY COUNCIL



N24 BEARY'S CROSS ROAD IMPROVEMENT SCHEME

PUBLIC DISPLAY DRAWINGS (PART 8 PROCESS)

INDEX OF CONTENTS

Drawing no.	Title
15033-P8-101	Cover and Index of Drawings
15033-P8-102	Scheme Location Map
15033-P8-103	General Layout

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REV	DATE	BY	DETAILS
PL2	31/03/17	PB	Publication Issue
PL1	01/03/17	PB	Initial Issue

LIMERICK CITY & COUNTY COUNCIL
 MID WEST NATIONAL ROADS DESIGN OFFICE
 LISSANALTA HOUSE, DOORADOYLE



STATUS
PLANNING

CLIENT
 LIMERICK CITY AND COUNTY COUNCIL

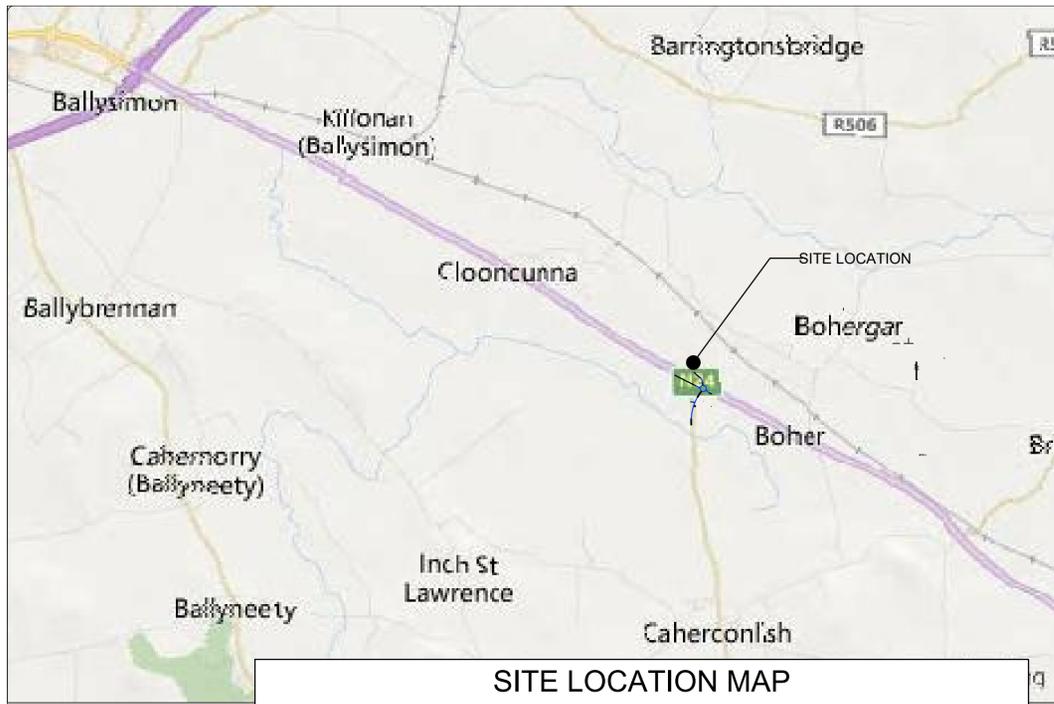
PROJECT
 N24 BEARY'S CROSS ROAD IMPROVEMNT SCHEME

TITLE
 COVER AND INDEX OF DRAWINGS

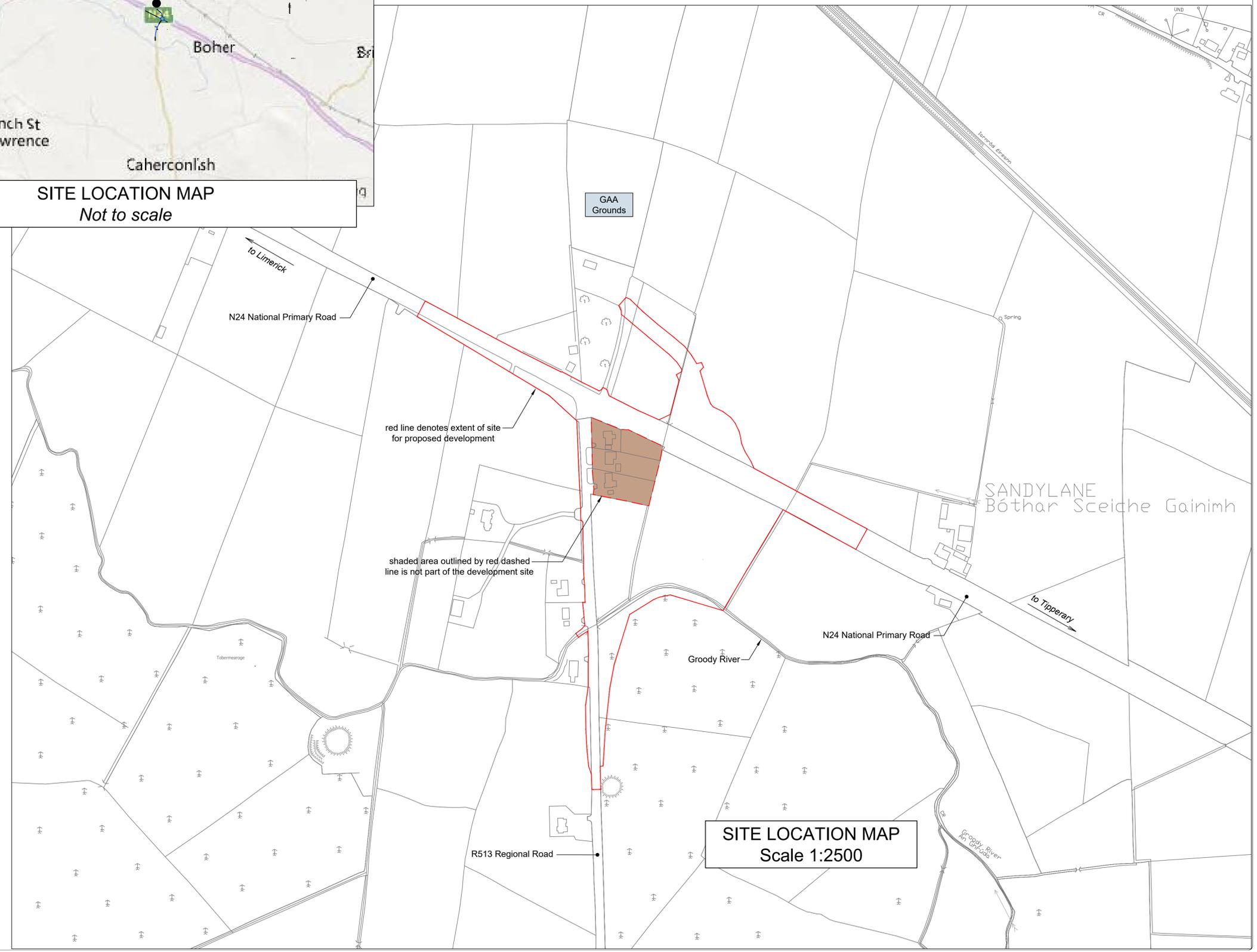


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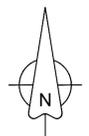
DRN:	SCALE:	DRAWING NO.:	REV.:
DQ	NTS	15033-P8-101	PL2
CHKD:	DATE:		
PB	01/03/17		



SITE LOCATION MAP
Not to scale



SITE LOCATION MAP
Scale 1:2500



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PL2	31/03/17	PB	Publication Issue
PL1	01/03/17	PB	Initial Issue
REV	DATE	BY	DETAILS

LIMERICK CITY & COUNTY COUNCIL
MID WEST NATIONAL ROADS DESIGN OFFICE
LISSANALTA HOUSE, DOORADOYLE



STATUS
PLANNING

CLIENT
LIMERICK CITY AND COUNTY COUNCIL

PROJECT
N24 BEARY'S CROSS ROAD IMPROVEMNT SCHEME

TITLE
SCHEME LOCATION MAP



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DRN:	DQ	SCALE:	as shown @ A1	DRAWING NO.:	15033-P8-102	REV.:	PL2
CHKD:	PB	DATE:	01/03/2017				

APPENDIX B
COPIES OF SUBMISSIONS RECEIVED

1 Beary's Cross Residents Association

We, the undersigned Association of residents and landowners of Beary's Cross, make this submission for consideration and inclusion within Beary's Cross Road Improvement Scheme.

Signed: Michael Moore

On behalf of the Moore Household

Signed Tony Flint

On behalf of the Flint Household

Signed Ger Keane

On behalf of the Keane Household

Signed Paul O'Reilly

on behalf of the O'Reilly Household

Signed Michael Ryan

On behalf of the Ryan Household

Signed Richard Quinn

On behalf of the Quinn Household

Signed Michael O'Dwyer

on behalf of the O'Dwyer Household

Signed Kevin Lye

On behalf of the Gill Household

^{PP}
Signed Kevin Lye

On behalf of Gill, Madden & Associates

Signed Catherine O'Meara

On behalf of O'Meara Household (landowner)

Signed Thomas Laffan

On behalf of Laffan Household (landowner)

Please forward all correspondence to:

Beary's Cross Residents Association,

C/o Richie Quinn,

Beary's Cross,

Boher,

Co. Limerick.

Telephone: 0877546734

Email: rcquinn2002@eircom.net





N 24 BEARY'S CROSS ROAD IMPROVEMENT SCHEME. RESIDENT & LANDOWNERS SUBMISSION

This Submission is made by the Beary's Cross Residents & Landowners Association, (herein after the "Association") for consideration and inclusion in the proposed N 24 Road Improvement Scheme as affirmed by the attached signatures.

SUBMISSION SUMMARY

On 23 May 2017, the Association assessed the impact of the proposed scheme and identified several objective concerns as outlined under the following headings:

- A. Road Safety & Road Layout
- B. Boundaries/Greenspace
- C. Drainage & Flood Prevention
- D. Public Safety Security
- E. Business Impact
- F. Maintenance

The issues were assessed on the basis of the information provided by Limerick County Council by way of General Layout Scheme drawing dated 1/03/17 reference No 15033-P 8-103 and the Part 8 Report made available for public inspection; the Association makes this submission without prejudice to its interests.

While the Association identifies a number of key necessary requirements & recommendations to be included and accounted for within the scheme, it further requires immediate clarification of some preliminary matters as identified respectively under each of the above headings.

The Associations observations are submitted the best interests of the local community and in contemplation of mitigating any likely significant effects on the environment of implementing the plan.

It is the Associations considered opinion that Limerick County Council should welcome and facilitate the requests and recommendations of this submission as being in best interest of facilitating the Caherconlish Development Plan, the County Development Plan, and the National Development as set out under s 2.3 of the Part 8 Report.

A. ROAD LAYOUT

Preliminary Immediate confirmation

The Association requests confirmation of access to Moore household located east of the N 24 adjacent to GAA pitch. In the interests of safety, the Moore family identify a danger for the family and other road users if entrance remains as currently is and request that their entrance is moved to the GAA Pitch new entrance road to mitigate this danger.

Safety Observations & Recommendations

We are satisfied and welcome the following features, as included on the current plan:

- Filter lane when turning right into cul-de-sac.
- Hatched area between both filter lanes with solid white line to prevent dangerous overtaking.

However; a number of factors have been identified and need to be addressed and incorporated within the scheme for the safety and comfort of residents and other road users as follows:

- A Ghost Island, Right turn lane providing for safe access to Gill-Madden business/residential premises located adjacent to Dwyer residential premises at end of proposed cul-de-sac.
- Proposed new entrance to Gill-Madden business/ residential premises to be of a design that ensures a safe left turn access on approach from Caherconlish.
- Ryan household request the existing R 513 road width to be maintained as current measurements from their entrance through spur road will allow safe passing of agricultural and Plant machinery to their land.
- Other residents require width of cul-de-sac road sufficient to allow refuse collection services safe access.
- Provision of footpath on cul-de-sac.

- Footpath and cycle lane to continue on proposed new road and through to the GAA pitch and also to Boher village and Community Centre.
- Signalled pedestrian crossing to be included on both sides of roundabout on N 24 to allow residents and other locals to safely cross the road.
- Traffic calming measures to be introduced (as currently exist in Boher) from Filling Station to proposed roundabout, and then from there to Boher
- Residents concerned about speed limits on proposed new road. Request that a safe 60 km speed limit or lower is implemented in the interests of all road users.

B. BOUNDARIES / GREEN SPACE

Preliminary Immediate confirmation

- Whether the Open green areas detailed in the drawing are flat or banked? The Association would request banked verges or the introduction of anti-parking measures to prevent parking or anti-social behaviour.
- Usage of proposed green area opposite Quinn and O' Dwyer households, adjacent to Gill household (this is the area between cul-de-sac and new 513 road area).
- Residents require:
 - ❖ Access to be maintained from cul-de-sac to green area (berm), as per current plans, between O' Dwyer's and Gills.
 - ❖ Open green areas to be landscaped with provision for bench / features for residents and visually appealing.

Observations and Recommendations

Residents require all plans for closure of the existing junction (Beary's Cross) to incorporate the following:

- From N 24, the existing cross entrance is to be closed with hard shoulder and grass verge to run continuously, covering existing tarmac road.
- Existing fence to be continued from rear of Flint household to the existing fence at Ryan household creating a boundary from N 24
- Planting of hedging along boundary fence to screen noise, improve appearance and provide security
- From existing R 513, boundary wall to continue in line with wall from Flint household at same height of existing wall.
- Footpath as currently included in the drawings can be maintained with turnstile for security and privacy of residents. This will allow residents to walk through to N 24 but prevent bicycles and motorcycles from passing through
- Soundproof boundary wall to be erected to the rear boundaries of Flint, Keane and Reilly households to maintain privacy, provide a sound barrier and prevent light pollution from passing traffic on new road
- Boundary also to be erected to the side of Reilly household.
- Existing individual boundaries to be extended to incorporate green areas at front of each household
- O' Dwyer residence request a new boundary fence (preferably chain-linked) to be erected,
- Ditch to be maintained to front (existing R 513) and wall to be constructed at rear of Catherine O'Meara's land.

C. DRAINAGE / FLOOD PREVENTION

Preliminary Immediate confirmation

Part 8 Report Flood Risk assessments has identified that the Groody River is experiencing increasing water volume and the Association has identified this as posing a serious ongoing risk that may be further exacerbated by an increase in road levels and require:

- A Commitment from Limerick Council to address any prospective flooding not anticipated by part 8 report.
- The new road height must be maintained at the level that currently exists on the R 513. In recent years this has been raised significantly (up to 7 inches in places) which has negatively impacted on residences, resulting in surface water flooding and very poor drainage. It is equally imperative, that levels on all roads relevant to the scheme are not raised above the current R 513 level.

Group Water Sewage System

The Association has identified the Groody flood risk as likely to render their existing sewage systems useless and require that Group water treatment / sewerage system be integrated into the scheme to address and mitigate the drainage issues likely to arise.

The following facts support the merit of this requisition:

- ❖ Poor drainage already exists on the land and the proposed detention basins identified on the plans area already liable to flooding and so residents have serious concerns that these will not be able to soak away additional waters.
- ❖ The soil in the area is dense clay with poor drainage quality.
- ❖ Planning permission has previously been refused on O'Meara's land due to poor percolation.

- ❖ Additional water levels will put serious strain on existing septic tank and drainage systems.
- ❖ Residents noted that the natural flood plain of the River Groody in the Dublin Road area has been raised / built on and therefore increased the upstream capacity pressures on the river.

The Association proposes a new water treatment facility could be located on land between Reilly residence and the proposed spur road. This land is currently owned by O'Meara's and will need to be acquired.

Observations and Requirements

It was noted some residences were already at risk of property damage and flooding. In a 2 year period large portions of the river bank was eroded, washing away part of the boundary fence at the Gill-Madden Business /Residence. While some extensive and expensive remedial works have been completed, the bank is likely to continue to suffer further erosion unless the river and areas around it are managed properly.

The Association considered that the following measures are necessary and will contribute to relieve the risk of flooding and its ancillary effects.

- A Spring and stream to the rear of Flint, Keane and Reilly households located at the junction of N 24 & R 513 must be piped and drained away from residences to Groody, this measure ought to provide some ground percolation relief
- Proper maintenance and dredging of the Groody River to improve its capacity.
- Proper drainage provisions from proposed raised green area at end of cul-de-sac. Residents concerned that raised ground level will impact of ground water on their lands.
- Rainwater drainage relief system to be provided and maintained at entrance to all houses.

D. PUBLIC SAFETY & SECURITY

While the creation of a Cul-de- Sac under the proposed scheme has some merits, it inevitably results in a changed environment and as a consequence security becomes an issue, particularly in light of the rising number of rural crimes perpetrated against law abiding rural communities. Lighting and Surveillance are proven means of deterring criminal and antisocial behaviour and have the added benefit of improving road safety.

The Association determined the following as fundamental necessary security measures:

- Security / surveillance camera to be erected-Proposed locations:
 - ❖ At entrance to new cul-de-sac and at existing cross.
- Camera to be linked to Garda Surveillance system.
- Existing lighting area on R 513 to be continued to cover entire cul-de-sac road area.
- Lighting on proposed new road to run from roundabout to beyond Gill household.
- Lighting from roundabout to continue to meet existing lighting in Boher.

E. BUSINESS IMPACT & SIGNAGE

The Scheme is likely to impact on access to businesses. As noted earlier the Ryan Household require that road width be maintained on the cul-de sac to facilitate machinery, similarly Gill Madden require existing business signage to be appropriately accommodated within the proposed layout.

Other Relevant Community Signage

- Community Alert signage to be erected at entrance to cul-de-sac
- Signage to be erected prohibiting illegal parking or temporary dwellings
- Signage to be erected on approach to residential access prohibiting overtaking

for resident's safety, particularly for vehicles travelling towards Caherconlish.

F. MAINTENANCE

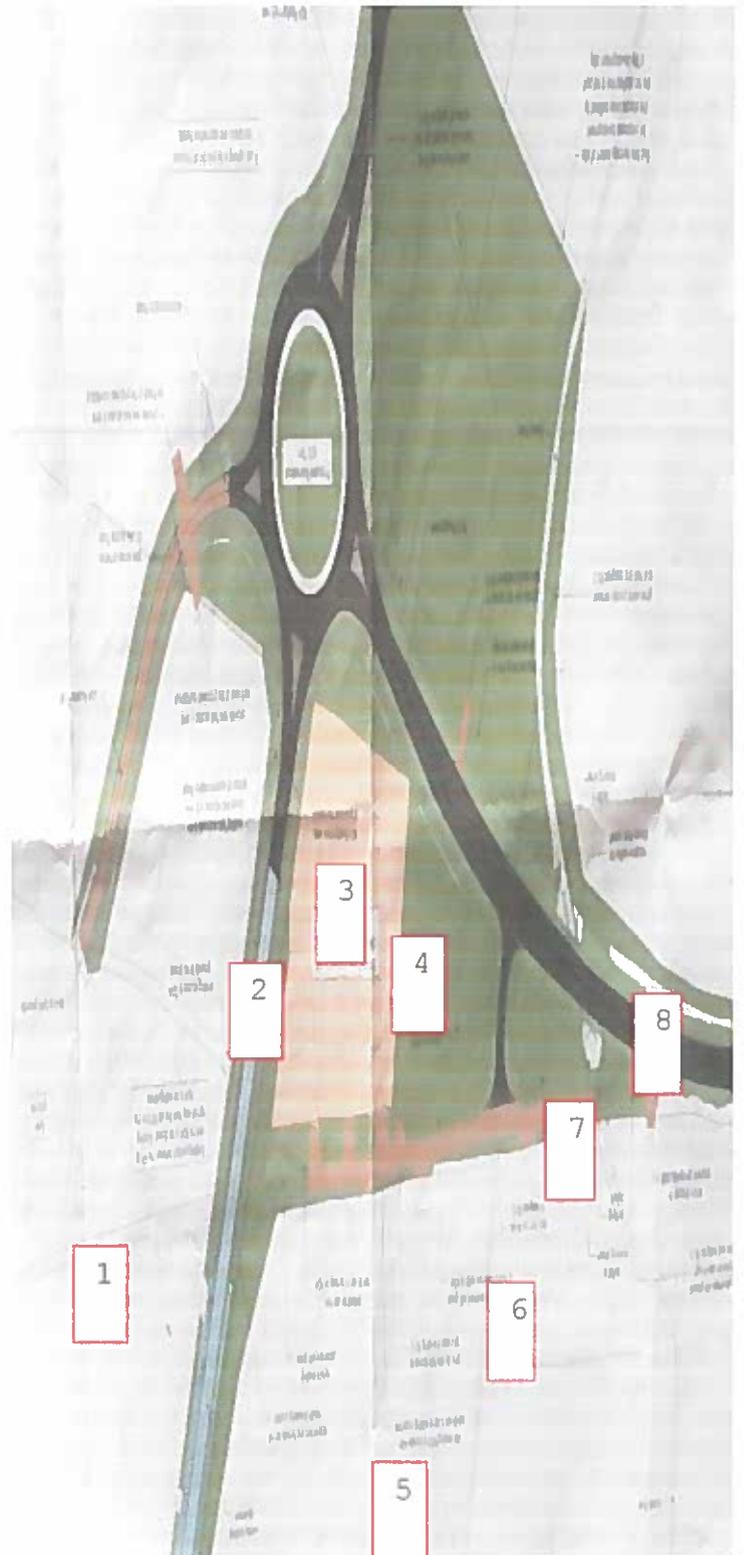
Residents require confirmation that Limerick Council will maintain the following under the proposed scheme:

- Road surface of proposed new cul-de-sac and access road.
- Drainage & flood protection measures.
- Lighting.
- Signage.
- Security measures e.g. camera.
- Green areas (grass verges etc.)
- Any other amenities in place for residents.

RESIDENCE IDENTIFICATION

Named Residences may be identified under the following Key and corresponding number on the Scheme's General Layout Drawing

1. Moore Residence
2. Flint Residence
3. Keane Residence
4. Reilly Residence
5. Ryan Residence
6. Quinn Residence
7. Dwyer Residence
8. Gill Madden Residence



2 Quinn Household



We have identified several objective concerns as outlined under the following headings:

- A. Road Safety & Road Layout
- B. Boundaries/Greenspace
- C. Drainage & Flood Prevention
- D. Public Safety Security
- E. Signage
- F. Maintenance

The issues were assessed on the basis of the information provided by Limerick County Council by way of General Layout Scheme drawing dated 1/03/17 reference No 15033-P 8-103 and the Part 8 Report made available for public inspection; we make this submission without prejudice to its interests.

Our observations are submitted in the best interests of the local community and in contemplation of mitigating any likely significant effects on the environment of implementing the plan.

It is our opinion that Limerick County Council should welcome and facilitate the requests and recommendations of this submission as being in best interest of facilitating the Caherconlish Development Plan, the County Development Plan, and the National Development as set out under s 2.3 of the Part 8 Report.

N 24 BEARY'S CROSS ROAD IMPROVEMENT SCHEME SUBMISSION BY QUINN HOUSEHOLD

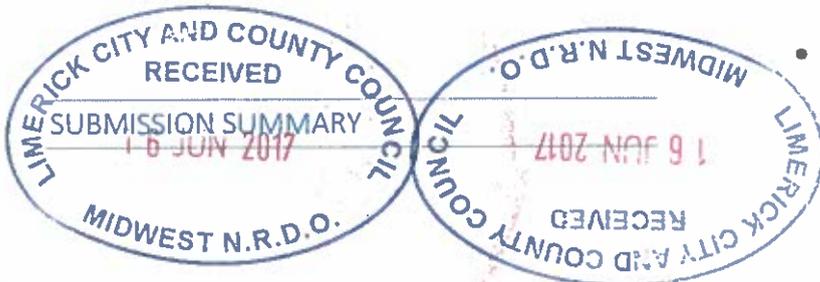
This Submission is made by the Quinn family for consideration and inclusion in the proposed N 24 Road Improvement Scheme.

A. ROAD LAYOUT

Safety Observations & Recommendations

We are satisfied and welcome the following features, as included on the current plan:

- Filter lane when turning right into cul-de-sac.
- Hatched area between both filter lanes with solid white line to prevent dangerous overtaking.



However; a number of factors have been identified and need to be addressed and incorporated within the scheme for the safety and comfort of residents and other road users as follows:

- Sufficient width of cul-de-sac road to allow refuse collection services safe access.
- Provision of footpath on cul-de-sac.
- Footpath and cycle lane to continue on proposed new road and through to the GAA pitch and also to Boher village and Community Centre.
- Signalled pedestrian crossing to be included on both sides of roundabout on N 24 to allow residents and other locals to safely cross the road.
- Traffic calming measures to be introduced (as currently exist in Boher) from Filling Station to proposed roundabout, and then from there to Boher
- Request that a safe 60 km speed limit or lower is implemented in the interests of all road users.

B. BOUNDARIES / GREEN SPACE

Preliminary Immediate confirmation

- Whether the Open green areas detailed in the drawing are flat or banked? We would request banked verges or the introduction of anti-parking measures to prevent parking or anti-social behaviour.
- Usage of proposed green area opposite Quinn and O' Dwyer households, adjacent to Gill household (this is the area between cul-de-sac and new 513 road area).
- Request that open green areas to be landscaped with provision for bench / features for residents and visually appealing.

Observations and Recommendations

We, along with our fellow residents, require all plans for closure of the existing junction (Beary's Cross) to incorporate the following:

- From N 24, the existing cross entrance is to be closed with hard shoulder and grass verge to run continuously, covering existing tarmac road.
- Planting of hedging along boundary fence to screen noise, improve appearance and provide security
- Footpath as currently included in the drawings can be maintained with turnstile for security and privacy of residents. This will allow residents to walk through to N 24 but prevent bicycles and motorcycles from passing through
- Existing boundaries to be extended to incorporate new green areas at front of our household

C. DRAINAGE / FLOOD PREVENTION

Preliminary Immediate confirmation

Part 8 Report Flood Risk assessments has identified that the Groody River is experiencing increasing water volume and we believe that poses a serious ongoing risk that may be further exacerbated by an increase in road levels and require:

- A Commitment from Limerick Council to address any prospective flooding not anticipated by part 8 report.
- The new road height must be maintained at the level that currently exists on the R 513. In recent years this has been raised significantly (up to 7 inches in places) which has negatively impacted on residences, resulting in surface water flooding and very poor drainage. It is equally imperative, that levels on all roads relevant to the scheme

are not raised above the current R 513 level.

Group Water Sewage System

We believe that the Groody flood risk will negatively impact on and render our existing sewage systems useless and require that Group water treatment / sewerage system be integrated into the scheme to address and mitigate the drainage issues likely to arise.

The following facts support the merit of this requisition:

- ❖ Poor drainage already exists on the land and the proposed detention basins identified on the plans area already liable to flooding and so residents have serious concerns that these will not be able to soak away additional waters.
- ❖ The soil in the area is dense clay with poor drainage quality.
- ❖ Planning permission has previously been refused on O'Meara's land due to poor percolation.
- ❖ Additional water levels will put serious strain on existing septic tank and drainage systems.
- ❖ Residents noted that the natural flood plain of the River Groody in the Dublin Road area has been raised / built on and therefore increased the upstream capacity pressures on the river.

We propose a new water treatment facility could be located on land between Reilly residence and the proposed spur road. This land is currently owned by O'Meara's and will need to be acquired.

Observations and Requirements

It was noted some residences were already at risk of property damage and flooding. In a 2 year period large portions of the river bank was eroded, washing away part of the boundary fence at the Gill-Madden Business /Residence. While some extensive and expensive remedial works have been completed, the bank is likely to continue to suffer further erosion unless the river and areas around it are managed properly.

We consider that the following measures are necessary and will contribute to relieve the risk of flooding and its ancillary effects.

- A Spring and stream to the rear of Flint, Keane and Reilly households located at the junction of N 24 & R 513 must be piped and drained away from residences to Groody, this measure ought to provide some ground percolation relief
- Proper maintenance and dredging of the Groody River to improve its capacity.
- Proper drainage provisions from proposed raised green area at end of cul-de-sac. Residents concerned that raised ground level will impact of ground water on their lands.
- Rainwater drainage relief system to be provided and maintained at entrance to all houses.

D. PUBLIC SAFETY & SECURITY

While the creation of a Cul-de- Sac under the proposed scheme has some merits, it inevitably results in a changed environment and as a consequence security becomes an issue, particularly in light of the rising number of rural crimes perpetrated against law abiding rural communities. Lighting and Surveillance are proven means of deterring criminal and antisocial behaviour and have the added benefit of improving road safety.

The Association determined the following as fundamental necessary security measures:

- Security / surveillance camera to be erected-Proposed locations:
 - ❖ At entrance to new cul-de-sac and at existing cross.
- Camera to be linked to Garda Surveillance system.
- Existing lighting area on R 513 to be continued to cover entire cul-de-sac road area.

- Lighting on proposed new road to run from roundabout to beyond Gill household.
- Lighting from roundabout to continue to meet existing lighting in Boher.

E. SIGNAGE

We request the following community signage:

- Community Alert signage to be erected at entrance to cul-de-sac
- Signage to be erected prohibiting illegal parking or temporary dwellings
- Signage to be erected on approach to residential access prohibiting overtaking for resident's safety, particularly for vehicles travelling towards Caherconlish.

F. MAINTENANCE

Residents require confirmation that Limerick Council will maintain the following under the proposed scheme:

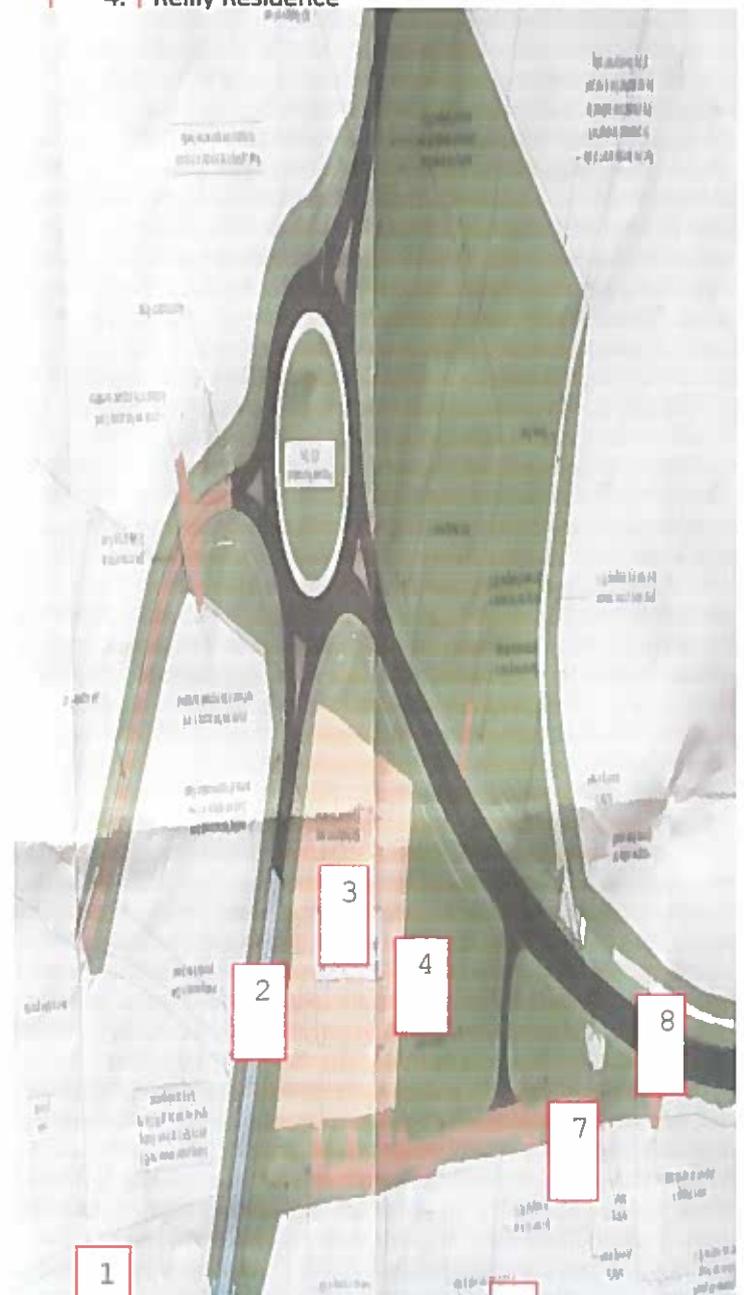
- Road surface of proposed new cul-de-sac and access road.

- Drainage & flood protection measures.
- Lighting.
- Signage.
- Security measures e.g. camera.
- Green areas (grass verges etc.)
- Any other amenities in place for residents.

RESIDENCE IDENTIFICATION

Named Residences may be identified under the following Key and corresponding number on the Scheme's General Layout Drawing

1. Moore Residence
2. Flint Residence
3. Keane Residence
4. Reilly Residence



The Quinn Household would like it noted that they would be willing to consider an offer for the purchase of their home should Limerick County Council wish to do so in order to carry out their planned works. We are concerned that the flood risk outlined in the plans will negatively impact on the value of our house.

I, Richard Quinn, on behalf of my family and household make this submission for consideration and inclusion within Beary's Cross Road Improvement Scheme.

Signed:  _____

Please forward all correspondence to:

Richie Quinn,

Beary's Cross,

Boher,

Co. Limerick.

Telephone: 0877546734

Email: rcquinn2002@eircom.net

3 Murroe Boher GAA Club



N24 Beary's Cross Road Improvement Scheme

Murroe Boher GAA Club Submission

This submission is made by Murroe Boher GAA Club for consideration and inclusion in the proposed N24 Beary's Cross Road Improvement Scheme.

This submission is to serve the best interests of the GAA Club and the local community it serves

The submission is based on information supplied by Limerick City and County Council by way of General Layout drawings dated 1/3/17 ref no. 15033-P8-108 and the Part 8 Report.

The Club would ask that the following be given serious consideration and inclusion in final plans for the junction:

1. A footpath incorporating both a walkway and cycle way from Boher Cross to New Roundabout and continued to Club playing pitch.
2. Pedestrian Lighting from Boher Cross to Club playing pitch.
3. Two Pedestrian Crossings to be include between Boher Cross and Roundabout.
4. New Pitch entrance and electric gate to be erected 50m in off Roundabout exit to pitch to facilitate temporary parking pre entry to pitch.
5. New Entrance walls and piers each side of new gate with Club Crest and Signage on wing wall.
6. Pitch direction signage at exit off Roundabout.
7. New boundary fencing on both sides of road from Roundabout to new gate entrance.
8. New boundary fencing to front boundary from Mike Moore's house on main road to new pitch entrance.
9. Define plan for existing pitch entrance ie closure
10. Connect all foul water drainage from GAA Club to any new waste water treatment plans.
11. Fell all existing trees and level ground on left hand side of existing entrance to facilitate extra parking on pitch grounds.
12. Asphalt road finish on new road from Roundabout exit to playing pitch with all necessary road markings etc.
13. High kerbing and or other kerbing measures along roadway to prevent parking of Mobile Homes and Caravans.
14. Erect 1 Flag pole either side of new entrance gate.

Murroe Boher GAA Club feel that all of the above are absolutely necessary to integrate the proposed new Roundabout with our Club playing pitch.



I hope this is to your satisfaction and should you require any further information please do not hesitate to contact me.

Yours sincerely,

Eamon Cronin (Agent)

Eamon Cronin B. Sc. Arch. / Surveyor

4 Boher Community Development Association

BOHER COMMUNITY DEVELOPMENT ASSOCIATION

Mr. Ciaran Hegarty
Mid West National Road Design Office
Lissanalta House
Dooradoyle
Limerick

9 June 2017

Re. N24 Beary's Cross Road Improvement Scheme

Dear Mr. Hegarty,

Further to previous correspondence, we understand that this project is making progress and that affected members of our Community have been in contact with your office regarding their concerns. Boher Community Development Association would like to request an update on the current status of the project.

We recommend that provision for a footpath and cycle lane with lighting between Boher village and Boher GAA pitch is included, together with pedestrian crossing at Boher village. We would greatly welcome this development for the safety of all users.

As previously mentioned, the facilities at our local Community Centre are always available for use as a venue for any public consultations or related meetings on this matter.

Yours sincerely,

Sarah Fitzgerald.

Sarah Fitzgerald

Secretary



Boher,
Co. Limerick

5 Michael Ryan



Residents of:

Drumeyon House,
Beary's Cross,
Boher,
Caherconlish,
Co. Limerick.

29/5/2017

Attention of: Kieran Hegarty

Re: N24 Beary's Cross Road Improvement Scheme

Dear Kieran,

Further to our meeting earlier this month we request that the road from Michael Ryan's gate to the new spur road is unaltered to ensure that full access to the farm for trucks and wide heavy machinery is maintained via the existing gate. Please see as indicated/outlined on map attached.

Yours sincerely,

A handwritten signature in black ink, appearing to read "M Ryan".

Michael Ryan



existing field access to N24 to be closed

overlay existing pavement

extend kerb and footway across mouth of existing junction

replace existing pavement with grass

pedestrian link from cul-de-sac to footway on N24

replace existing pavement with grass to reduce existing pavement width to 4.8m

provide new field access to land east of existing R513

use existing R513 to provide 4.8m cul-de-sac to serve existing properties

indicative outline for detention basin

spur from cul-de-sac to realigned R513

indicative outline for detention basin

Shaded area outlined by red dashed line is not part of the development site

N24 Realignment west of proposed roundabout

existing field accesses to be closed and replaced with new access off Accommodation Road

provide new field access to land northwest of the proposed roundabout

GAA Access Road

gate across entrance to GAA Access Road

provide new field access to land northeast of the proposed roundabout

Accommodation Road

Proposed Roundabout (ICD 70m)

R513 Realignment

provide new field access to land east of realigned R513

channel linking river to compensatory storage

Groody River

outfall to receiving stream

indicative outline for Groody River culvert

existing culvert

outfall to receiving stream

6 Gas Networks Ireland

Paul Bergin

From: Mark Leahy <mleahy@midwestroads.ie>
Sent: 26 April 2017 14:00
To: rkennedy@midwestroads.ie
Subject: FW: N24 Beary's Cross Road Improvement Scheme

Take care,

Mark Leahy,
Mid West National Road Design Office,
Lissanalta House,
Dooradoyle,
Limerick.
061-496817.

From: Dig [mailto:Dig@gasnetworks.ie]
Sent: 26 April 2017 11:44
To: Mark Leahy
Subject: RE: N24 Beary's Cross Road Improvement Scheme



Bord Gáis Networks is changing it's name to **Gas Networks Ireland** at the end of 2014. However it's business as usual as we continue to develop, operate and maintain the gas networks in Ireland. Our emergency number remains the same **1850 20 50 50**.

Dear Sir

There are no distribution or transmission gas pipelines in the vicinity of your works on the N24 at Beary's Cross Co. Limerick.

Regards,

Declan Kelly

From: Mark Leahy [mailto:mleahy@midwestroads.ie]
Sent: 25 April 2017 09:57
To: Dig <Dig@gasnetworks.ie>
Cc: rkennedy@midwestroads.ie
Subject: N24 Beary's Cross Road Improvement Scheme

LIMERICK CITY AND COUNTY COUNCIL

PLANNING AND DEVELOPMENT ACTS 2000 – 2015

PLANNING AND DEVELOPMENT REGULATIONS 2001 – 2015

Part 8 Development

N24 Beary's Cross Road Improvement Scheme

Dear Sir/Madam

In accordance with Article 81 of the Planning and Development Regulations 2001 to 2015, notice is hereby given that Limerick City & County Council proposes to upgrade the existing junction on the N24 Waterford to Limerick National Road where it intersects with the Regional Road R513 from Mitchelstown and Caherconlish. The junction is widely known as "Beary's Cross". The works will be located in the townlands of Cloghnadromin, Sandylane and Tobermalug.

Nature and extent of the proposed development; A new Roundabout controlled Junction is to be constructed necessitating alteration to the present junction layout and the construction of a new Regional Road 513 approach to the junction and the alteration of the existing N24 approaches to the junction, Road and Drainage impact attenuation, Fencing and Accommodation, Landscaping, Public Lighting, Associated Site Works.

The implementation of the works proposed will result in a rearrangement of the existing road network in the vicinity of the Scheme. Changes to the existing road network will include the relocation of points of access onto the national and local road network and the extinguishment of public rights of way by a separate statutory process.

Plans and particulars of the proposed works have been sent to Gas Networks Ireland, Newtown Centre, Annacotty, Co Limerick

Submissions or observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development will be situated, may be made in writing to the Mid West National Road Design Office, Limerick City and County Council, Lissanalta House, Dooradoyle, Limerick V94 H5RR no later than **4.30pm on Friday, 16th June, 2017**. Submissions should be clearly marked; **N24 Beary's Cross Road Improvement Scheme**.

If you have any queries in relation to the plans and particulars please contact Ross Kennedy, GE here in the MWNRDO on 061-496800. Please contact in the event the documents are not received

Yours faithfully

Take care,

Mark Leahy,
Mid West National Road Design Office,
Lissanalta House,

Dooradoyle,

Limerick.
061-496817.

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</p>

Tá an fhaisnéis á seachadadh dírithe ar an duine nó ar an eintiteas chuig a bhfuil sí seolta amháin agus féadfar ábhar faoi rún, faoi phribhléid nó ábhar atá íogair ó thaobh tráchtála de a bheith mar chuid de. Tá aon athsheachadadh nó scaipeadh den fhaisnéis, aon athbhreithniú ar nó aon úsáid eile a bhaint as, nó aon ghníomh a dhéantar ag brath ar

an bhfaisnéis seo ag daoine nó ag eintitis nach dóibh siúd an fhaisnéis seo, toirimiscthe agus féadfar é a bheith neamhdhleathach. Níl Líonraí Gáis Éireann faoi dhliteanas maidir le seachadadh iomlán agus cear t na faisnéise sa chumarsáid seo nó maidir le haon mhoill a bhaineann léi. Ní ghlacann Líonraí Gáis Éireann le haon dliteanas faoi ghnímh nó faoi iarmhairtí bunaithe ar úsáid thoirmiscthe na faisnéise seo. Níl Líonraí Gáis Éireann faoi dhliteanas maidir le seachadadh ceart agus iomlán na faisnéise sa chumarsáid seo nó maidir le haon mhoill a bhaineann léi. Má fuair tú an teachtaireacht seo in earráid, más é do thoil é, déan teagmháil leis an seoltóir agus scrios an t-ábhar ó gach aon ríomhaire.

Féadfar ríomhphost a bheith soghabhálach i leith truailithe, idircheaptha agus i leith leasaithe neamhúdaráithe. Ní ghlacann Líonraí Gáis Éireann le haon fhreagracht as athruithe nó as idircheapadh a rinneadh ar an ríomhphost seo i ndiaidh é a sheoladh nó as aon dochar do chórais na bhfaighteoirí déanta ag an teachtaireacht seo nó ag a ceangaltáin. Más é do thoil é, tabhair faoi deara chomh maith go bhféadfar monatóireacht a dhéanamh ar theachtaireachtaí chuig nó ó Líonraí Gáis Éireann ch un comhlíonadh le polasaithe agus le caighdeáin Líonraí Gáis Éireann a chinntiú agus chun ár ngnó a chosaint. Líonraí Gáis Éireann cuideachta ghníomhaíochta ainmnithe, faoi theorainn scaireanna, atá corpraithe in Éirinn leis an uimhir chláráithe 555744 agus a tá hoifig chláráithe ag Bóthar na nOibreacha Gáis, Corcaigh, T12 RX96.

Go raibh maith agat as d'aird a thabhairt.

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Thank you for your attention.

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7 Irish Water

Mid West National Road Design Office, Limerick City and County Council,
Lissenalta House, Dooradoyle, Limerick



Irish Water Submission to Road Design Office

Planning Application No. 0103_07_00004

Date Lodged with Road Design Office: 15 June 2017

Date submitted to Planning Department: n/a

Development: Limerick City & County Council proposes to upgrade the existing junction on the N24 Waterford to Limerick National Road where it intersects with the Regional Road R513 from Mitchelstown and Caherconlish. The junction is widely known as 'Bearys Cross'. The works will be located in the townlands of Cloghnadromin, Sandylane and Tobermalug.

Irish Water
PO Box 6000
Dublin 1
Ireland

T: +353 1 89 25000
F: +353 1 89 25001
www.water.ie

Location : Bearys Cross, Limerick Irish Grid Co-ordinates (167,733 151,921)



IW Recommendation:

Further Information Required (Class 2)

IW Observations:

0 The proposed development may not be compliant with Irish Water design standards with respect to pipe network and layout.

Observations on Drawing Number 15033-P8-103

1. It is recommended by Irish Water that the watermain on the N24 is relaid along the edge of the realigned road at the proposers cost. This will require the proposer to enter into a diversion agreement with Irish Water and the diversion should be designed, constructed and tested to Irish Water's requirements.
2. For the existing watermain on the R513 it is recommended that the road authority should maintain full access in perpetuity and provide a wayleave over the existing watermain and the area of land between the watermain and new road to allow access for maintenance and new connections. Adequate protection of the existing watermain where it crosses the new road will be required.
3. There are no works included for the protection of the existing sluice valves, air valves, scour valves, water meters, hydrants on this section of road. Some of these may be exposed and some of these may be buried on the side of the road. All of these will have to be protected, and realigned if necessary.
4. There are a number of service connections; some complete with a number of road crossings along the route highlighted again based on sections some of these will be buried and some of these will be exposed. This will need to be reviewed and remedied.
5. It is noted that the watermains are not shown on the Part 8 submission drawings - the proposer should contact Irish Water to obtain services drawings for inclusion in detailed design.

Signed on Behalf of Irish Water: Mr Sean Laffey

Date: 15 June 2017

8 An Garda Síochána

An Garda Síochána

Offic An Árd Cheannfort
An Garda Síochána
Sraid Anraí
Luimneach



Chief Superintendent,
An Garda Síochána,
Henry Street,
Limerick.

Teileafón/Tel: (061) 212411
Facs/Fax: (061) 212481

Láithreán Gréasain/Web Site: www.garda.ie
Ríomh-phoist/Email: henry-street-dv@garda.ie

Bi linn/Join us



Date -

LI. 80-196786/17.
Your Ref. 0103-07-00004

Mark Leahy,
Administrative Officer,
Mid West National Roads Design Office,
Limerick City & County Council,
Lissanalta House,
Dooradoyle Road,
Limerick.



Re - N24 – Beary's Cross Road Improvement Scheme.

Dear Mr Leahy,

Relative to the above matter and your correspondence of overleaf,

All relevant data provided by you has been reviewed by the Gardai and I am in agreement that the road improvements as outlined would significantly improved on Road Safety especially in view of the fact that Beary's Cross junction has over the years been the location of numerous serious and fatal Road Traffic Collisions.

Yours faithfully,

(D. SMART.)
SUPERINTENDENT FOR
CHIEF SUPERINTENDENT.





Our Ref: 0103_07_00004

R0 00188-196786/17

21st April 2017

LIMERICK CITY AND COUNTY COUNCIL
PLANNING AND DEVELOPMENT ACTS 2000 – 2015
PLANNING AND DEVELOPMENT REGULATIONS 2001 – 2015
Part 8 Development
N24 Beary's Cross Road Improvement Scheme

Registered Post

~~Chief~~ Superintendent

An Garda Síochána

Newcastle West

Co Limerick

Beary

Dear Sir/Madam

In accordance with Article 81 of the Planning and Development Regulations 2001 to 2015, notice is hereby given that Limerick City & County Council proposes to upgrade the existing junction on the N24 Waterford to Limerick National Road where it intersects with the Regional Road R513 from Mitchelstown and Caherconlish. The junction is widely known as "Beary's Cross". The works will be located in the townlands of Cloghnadromin, Sandylane and Tobermalug.

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The implementation of the works proposed will result in a rearrangement of the existing road network in the vicinity of the Scheme. Changes to the existing road network will include the relocation of points of access onto the national and local road network and the extinguishment of public rights of way by a separate statutory process.

Plans and particulars of the proposed works are enclosed for your information

Submissions or observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development will be situated, may be made in writing to the Mid West National Road Design Office, Limerick City and County Council, Lissanalta House, Dooradoyle, Limerick V94 H5RR no later than **4.30pm on Friday, 16th June, 2017**. Submissions should be clearly marked; **N24 Beary's Cross Road Improvement Scheme**.

Yours faithfully

Mark Leahy
MARK LEAHY
ADMINISTRATIVE OFFICER



Encl.



Telephone: 061 - 496800

e-mail: info@midwestroads.ie

9 Transport Infrastructure Ireland

Mr. Mark Leahy
Administrative Officer
Mid-West
National Road Design Office
Limerick City and County Council
Lissanalta House
Dooradoyle Road
Dooradoyle
Limerick



Dáta | Date

2 May 2017

Ár dTag | Our Ref.

TII17-97458

Bhur dTag | Your Ref.

0103_07_00004

RE: N24 Beary's Cross Road Improvement Scheme - Part 8 Development

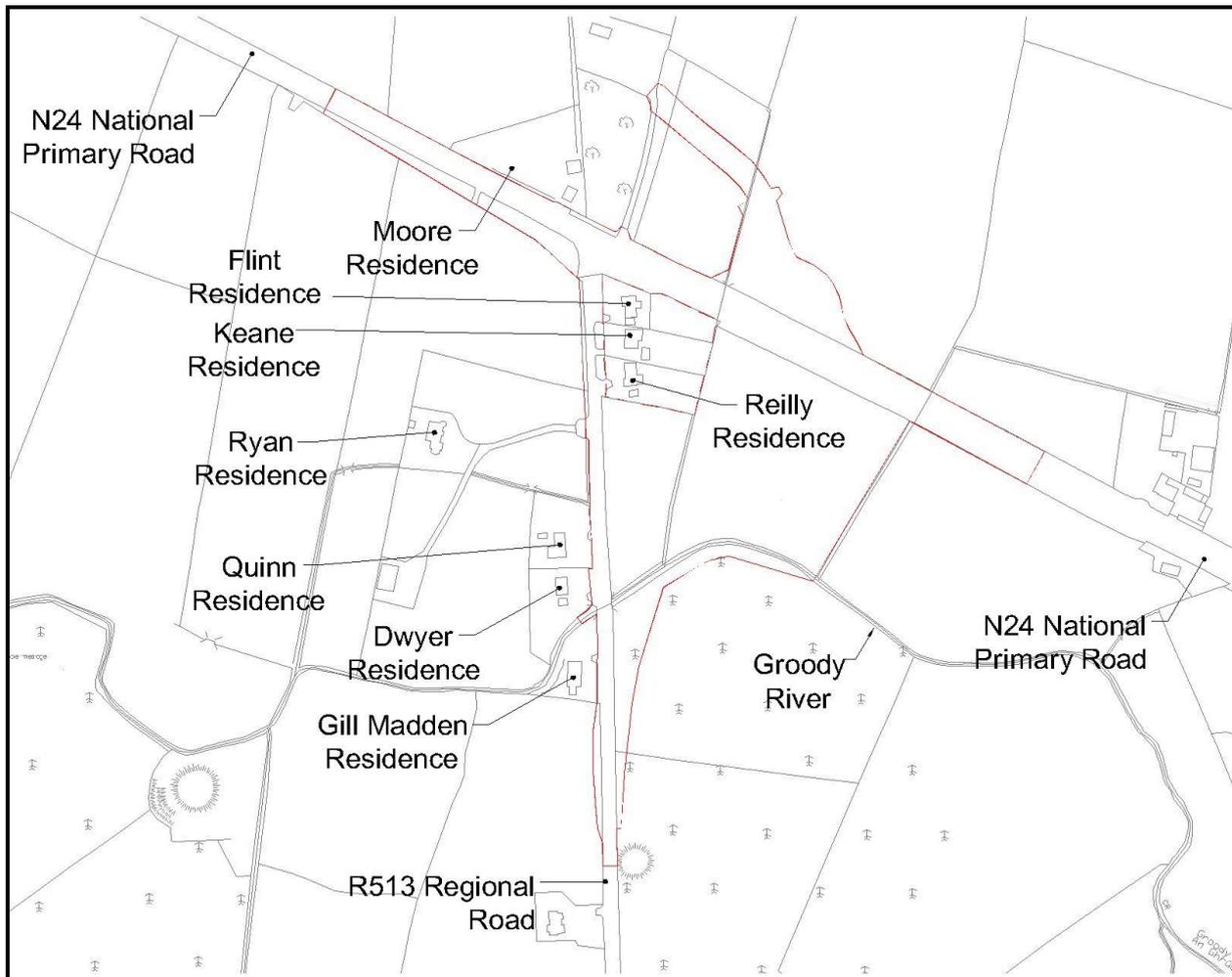
Dear Mr. Leahy,

I wish to acknowledge receipt of your letter and enclosures of 21 April 2017 regarding the N24 Beary's Cross Road Improvement Scheme. Transport Infrastructure Ireland has no comments to make in relation to the proposed development.

Yours sincerely,

Mark Byrne
Regulatory & Administration Unit

APPENDIX C
RESPONSES TO SUBMISSIONS RECEIVED

SUBMISSION 1 ASSOCIATION OF RESIDENTS AND LANDOWNERS AT BEARY'S CROSS**Fig 1-1 Indicative Location of Relevant Properties****1.1 Summary of submission**Road Layout

- (i) Replace the existing access from the Moore Residence to the proposed GAA access road;
- (ii) Provide a right-turn lane at the access to the Gill Madden Residence and ensure access is suitable for traffic turning left off Regional Road;
- (iii) Increase the width of and provide pedestrian facilities on the cul-de-sac;
- (iv) Provide signalised Pedestrian crossings on the N24;
- (v) Provide traffic calming, pedestrian and cyclist facilities between Beary's Cross and Boher;
- (vi) Impose a 60 km/h speed limit over the extent of the Scheme.

Boundaries / Green Space

- (vii) Provide banked verges on the N24 or other measures to deter illegal parking;
- (viii) What is the proposed use for the green area opposite Quinn / O'Dwyer Households

- (ix) Access between O'Dwyer and Gill Madden residences to be maintained;
- (x) Open green areas to be landscaped.
- (xi) Provide landscaping and fencing across existing R513 at its junction with the N24;
- (xii) Provide boundary walls and fences at a number of locations.

Drainage / Flood Prevention

- (xiii) Limerick City & County Council to commit to address any flood-risk issues not anticipated by the Part 8 report;
- (xiv) The height of the realigned R513 not to be raised above the height of the existing road;
- (xv) Provide a new wastewater treatment system to mitigate the impact of the Scheme on existing systems;
- (xvi) Provide measures to relieve the risk of flooding and its ancillary effects.

Public Safety and Security

- (xvii) Provide measures to enhance safety and security on the cul-de-sac, including lighting and surveillance cameras;

Business Impact and Signage

- (xviii) Provide information signs for existing businesses and a community alert scheme and provide signs prohibiting illegal parking, temporary dwellings and overtaking on the realigned R513.

1.2 Designer's Response

Road Layout

- (i) It is not proposed to undertake this proposal as part of the present scheme. The Scheme will reduce traffic speeds on the N24 at the access to the Moore Residence and thus provides a safer environment for movements to and from the residence. The road entering the GAA club is seen as a direct replacement for the GAA entrance.
- (ii) The Gill-Madden Residence is located close to the tie-in of the realigned R513 to the existing road. The realignment will have the effect of moving the carriageway away from the Gill Madden property and, other than requiring the existing access to be extended to meet the realigned road, will not impact on this property.

Traffic movements to and from the property are not of a volume that would necessitate a ghost island junction.

The junction between the extended driveway and the realigned R513 will be designed in accordance with TII Standards for a simple junction in a rural area which will not be used frequently by large commercial vehicles.

- (iii) It is proposed to narrow the cul-de-sac that will be formed where the proposed alignment moves off the present road. This is proposed with the aim of allowing farm traffic to continue to use the cul-de-sac as it currently does while reducing the carriageway width (a 4.8 m wide carriageway is proposed) where it is unnecessarily wide for the residences on the road and the services vehicles that these houses will require from time to time. Existing utilities will continue to be accommodated by this road. It is not proposed to build a footpath that would have minimal pedestrian traffic. Although a turning

bay has not been raised such a facility is probably necessary and will be designed in conjunction with design guidelines and the residents' cooperation.

- (iv) A crossing facility is provided on the N24 on the Limerick side of the proposed roundabout. The Scheme will not generate pedestrian movements and is intended to cater for existing movements across the N24. The Scheme will reduce the paved width of the N24 at the crossing point and will also act to reduce traffic speeds on the N24. Should pedestrian movements increase significantly in the future, an alternative crossing arrangement can be considered.
- (v) The Scheme is concerned with improving the junction at Beary's Cross. Providing traffic calming measures and facilities for pedestrians and cyclists between Beary's Cross and Boher is outside the scope of the Scheme.
- (vi) The Scheme has been designed in accordance with the existing speed limits and so does not require the imposition of a 60km/h speed limit. The permission of the TII would be required for this speed limit to be imposed and it is unlikely to grant this permission since it is the consistent national policy of the TII not to apply reduced speed limits to junctions such as that proposed.

Boundaries / Green Space

- (vii) Banking of verges immediately adjacent to the carriageway is not recommended. However, it is proposed to fence off this area.
- (viii) This green area will act as a detention basin for storage of attenuated rainfall during extreme rainfall events. The basin will be dry at most times and will be grassed.
- (ix) The present proposal has a berm between the O'Dwyer and Gill Madden residences for the safety of traffic on the main Regional road. Therefore vehicular access will not be practical between the two residences.
- (x) Landscaping will be provided in accordance with TII landscape guidance documents. The exact treatment will be the subject of the detail design.
- (xi) The submission requests the erection of walls and fences and planting of hedges at a number of locations (hedges to be planted adjacent to new boundary fences, boundary walls on the R513, erection of a new fence at the O'Dwyer property, walls to the side of the Reilly property and to the rear of the O'Meara's property). In general it is proposed that fencing will be erected to separate the public land from the private land and to separate the N24 National Road from the cul-de-sac. This will be supported by the landscaping design to enable the revised road layout arrangements to merge into the landscape.

A stile can be incorporated into the fence as requested to discourage motorbikes however the stile will remain of sufficient width to ensure it can be negotiated comfortably by pedestrians, cyclists or people with disabilities.

The operational stage of the Scheme was the subject of a Noise Impact Assessment and this found that there would not be a significant impact on noise levels and that mitigation measures such as the construction of sound-proof boundary walls are not required.

Extension of individual property boundaries to incorporate some of the existing verge on the R513 may not compromise the movement of traffic on the cul-de-sac; however it could lead to difficulties in regard to future maintenance of services located in the verge. Accordingly it is proposed that agreement on the extent to which boundaries can be moved forward, if any, will be decided only after construction of the scheme is complete and subject to the agreement of TII and approval of Limerick City and County Council.

Drainage / Flood Prevention

- (xii) Flood relief is not an objective of the Scheme and it will not include flood relief measures except as required to ensure the Scheme itself does not increase flood risk.

However, all open drains and piped drains intercepted by the Scheme will either be culverted under the Scheme to maintain existing flow paths or incorporated into the Scheme's surface water drainage system. It is anticipated these measures will improve the operation of drains in the area.

- (xiii) The finished level of the realigned R513 cannot be held below the level of the existing road. However, the Scheme will include a positive drainage system that will collect all surface water run-off from the realigned road. This system will ensure that surface water from the realigned R513 will not impact on existing properties.
- (xiv) The Scheme includes measures, designed in accordance with OPW Flood Risk Management Guidelines, to ensure that it will not cause flood levels to increase. Thus, the Scheme will not exacerbate the impact, if any, that flooding from the Groody has on the sewage systems in the area.

The detention basins do not rely on stored water soaking into the ground underneath the basins. All water stored in the basins will discharge to the Groody, but only at a rate equivalent to greenfield run-off and after the rainfall event leading to the storage requirement has ended.

The Scheme will not impact on existing sewage systems and therefore does not create the need for a new wastewater treatment system.

- (xv) The submission requests a number of measures to relieve flood risk in the area. However, the flood risk these measures are intended to address is not a consequence of the Scheme. As stated already, flood relief is not an objective of the Scheme and measures to reduce flood risk are only proposed where the increase in flood risk is a consequence of the Scheme.

Public Safety and Security

- (xvi) Extra lighting will be provided in the cul-de-sac to create a more evenly lit area.

The submission requests lighting to be extended from the roundabout to outside the Gill property. This is already included in the Scheme. The submission requests lighting to be extended to Boher. This is outside the scope of the Scheme.

Business Impact and Signage

- (xvii) Where the Scheme requires removal of existing authorised business signage, it will be replaced subject to road safety not being compromised.

Traffic signage on the National Road will be in accordance with TII guidance. Where non statutory signage is in question such as 'community alert' signs these are subject to a separate planning process distinct from this scheme. Where the signs are a matter for the Council itself such as 'no parking' these may be provided in line with the Council's own procedures for these matters.

Traffic signs and road markings for the scheme will be erected in accordance with the Traffic Signs Manual. This will include road markings indicating the junction giving access to the cul-de-sac as a non-overtaking zone.

Maintenance

- (xviii) It is assumed that maintenance of lands in public ownership will remain the responsibility of Limerick City and County Council.

SUBMISSION 2 QUINN HOUSEHOLD

The location of the Quinn Property is shown on Figure 1-1.

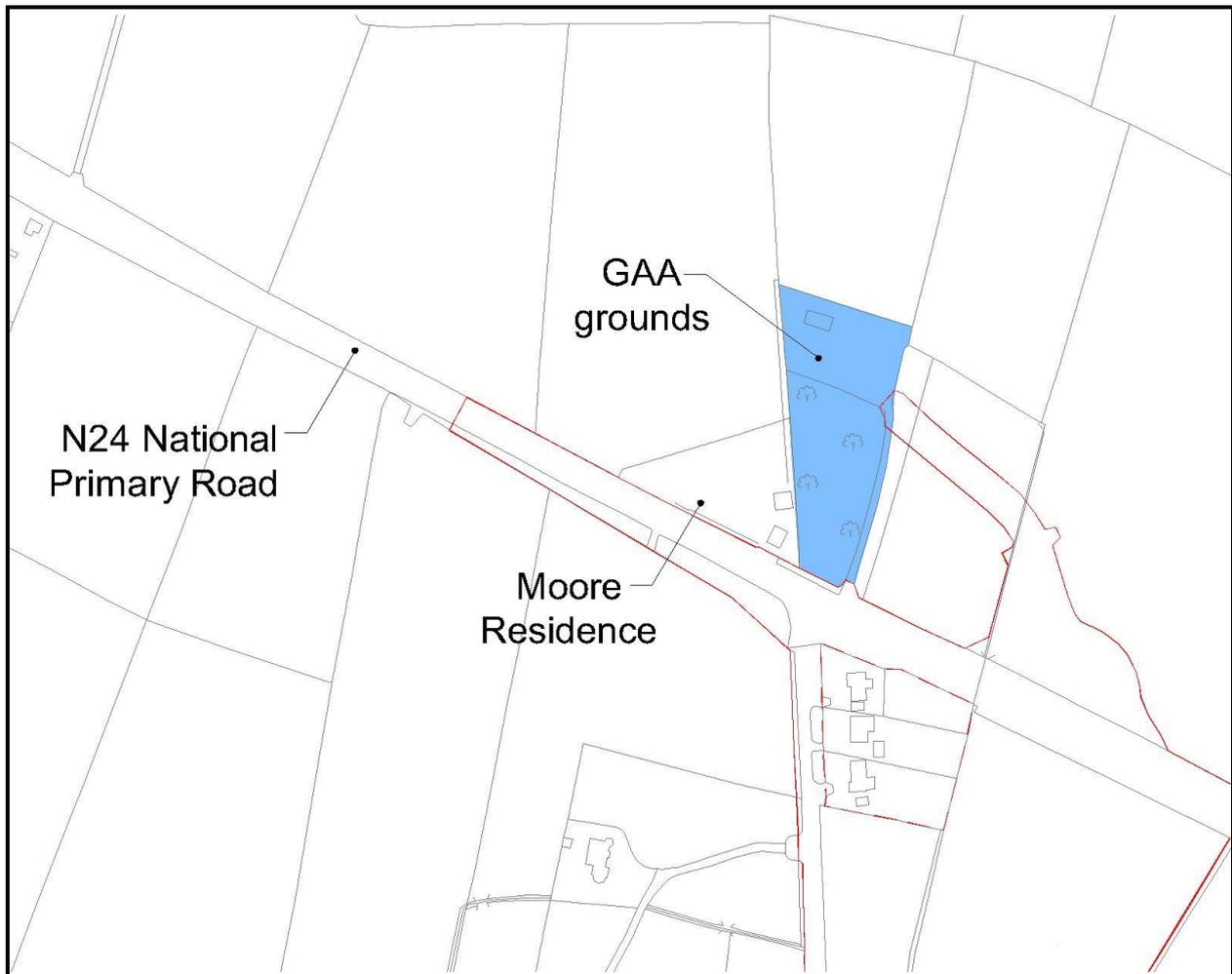
2.1 Summary of submission

This submission is the same as Submission 1, except for a statement that the Quinn household would be willing to consider an offer for the purchase of their home should Limerick City and County Council wish to do so in order to carry out their planned works. This statement arises from a concern that the flood risk outlines in the plans will negatively impact on the value of the Quinn property.

2.2 Response to submission

The Scheme will not increase flood risk at the Quinn property. Acquisition of the Quinn lands within the curtilage of the Quinn house is not required for delivery of the Scheme.

The response to Submission 1 can be taken as the response to all other items in this submission.

SUBMISSION 3 MURROE BOHER GAA CLUB**Fig 3-1 Indicative Location of Murroe Boher GAA Club****3.1 Summary of submission**

- (i) Footpath, cycleway, lighting and pedestrian crossings to be provided between Boher Cross and the proposed roundabout;
- (ii) Entrance walls and piers, fencing, flag pole and an electric gate to be provided on the realigned access road to the club's grounds;
- (iii) Signs advising of pitch location to be erected on approaches to the proposed roundabout;
- (iv) Fencing along the boundary between the Moore property and the new entrance to the club;
- (v) Wastewater drainage from club grounds to be connected to any new wastewater treatment plant;
- (vi) Clear and level lands between existing and realigned access roads to facilitate parking;
- (vii) Proposed access road to have an asphalt finish and, in order to deter illegal parking, high kerbs on both sides;
- (viii) Defined plan for closure of existing entrance to pitch.

3.2 Response to submission

- (i) The provision of these facilities is outside the scope of the Scheme.
- (ii) Where provided, walls, fencing, gates etc. will be agreed as part of any compensation package arising from the acquisition of lands from the Murroe Boher GAA club;
- (iii) Traffic signs will be designed in accordance with TII guidance and the Traffic Signs Manual. Any other signage is subject to the ordinary planning process and procedures.
- (iv) The provision of a boundary fence at this location will be agreed as part of any compensation package arising from the acquisition of lands from the Murroe Boher GAA club;
- (v) The Scheme does not include the construction of a wastewater treatment plant;
- (vi) Accommodation Works of this nature, if provided, will be agreed as part of any compensation package arising from the acquisition of lands from the Murroe Boher GAA club;
- (vii) This will be included in the Scheme;
- (viii) The entrance will be closed as part of the land acquisition process. The defined plan will be agreed with the club at detailed design stage or as part of the compensation procedure.

SUBMISSION 4 BOHER COMMUNITY DEVELOPMENT ASSOCIATION**4.1 Summary of submission**

- (i) Footpath, cycleway, lighting and pedestrian crossings to be provided between Boher and the proposed roundabout;

4.2 Response to submission

- (i) The provision of these facilities is outside the scope of the Scheme.

SUBMISSION 5 MICHAEL RYAN

The location of the Ryan Property is shown on Figure 1-1.

5.1 Summary of submission

- (i) The width of the existing road is not to be altered between the access to the Ryan Property and the junction between the cul-de-sac and the spur to the Realigned R513. This is to ensure that full access to the farm for trucks and machinery is maintained.

5.2 Response to submission

- (i) It is proposed to narrow the cul-de-sac that will be formed where the proposed alignment moves off the present road. This is proposed with the aim of allowing traffic to continue to use the cul-de-sac as it currently does while reducing the carriageway width (a residual carriageway width of 4.8 m is proposed) where it is unnecessarily wide for the residences on the road and the services vehicles that these houses will require from time to time.

By agreement with the property owner, the residual carriageway width will be increased locally as is necessary to accommodate particular turning movements to an individual property.

SUBMISSION 7 Irish Water**7.1 Summary of submission**

It is recommended by Irish water that the watermain on N24 is re-laid along the realigned road at the proposers cost. This will require the proposer to enter into a diversion agreement with Irish water and the diversion should be designed, constructed and tested to Irish waters requirements.

For the existing watermain on the R513 it is recommended that the Road authority should maintain full access in perpetuity and provide a wayleave over the existing watermain and the area of land between the watermain and new road to allow access for maintenance and new connections. Adequate protection of the existing watermain where it crosses the new road will be required.

There are no works included for the protection of the existing sluice valves, air valves scour valves, water meters, and hydrants on this section of road. Some of these may be exposed and some of these may be buried on the side of the road. All of these will have to be protected and realigned if necessary.

There are a number of service connections; some complete with a number of road crossings along the route highlighted again based on sections, some of these will be buried and some of these will be exposed. This will need to be reviewed and remedied.

It is noted that the watermains are not shown on the part 8 submission drawings – the proposer should contact Irish water to obtain services drawings for inclusion in detailed design.

7.2 Response to submission

Measures required to deal with Irish Water Infrastructure affected by the Scheme will be agreed with Irish Water at detailed design stage.