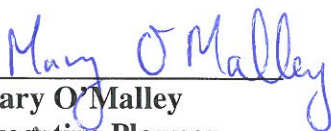


**PLANNING REPORT IN ACCORDANCE WITH
SECTION 179 3(a) OF THE PLANNING AND DEVELOPMENT
ACT 2000 (as amended).**


Re: Permission for Croom Distributor Road - provision for a scheme to advance the unbuilt section of the distributor road to complete the link to High Street R516 at its southern extent and a distributor road between Crecora Road and Limerick Road to the north. In addition, a new road will be constructed to the north of the proposed distributor road crossing the Laskiltagh River to accommodate access to a proposed post-primary school which will be located north of the river. The proposed road will be a single carriageway road (6.0m carriageway road) with a shared cycleway/footway (1.5m wide cycleway and 1.5m footpath). A 1.0m buffer from the carriageway is also included on both sides of the carriageway with associated earthworks and verges. New junctions will be formed with the existing roads including a roundabout on the Crecora Road. There will be associated road signage/markings, drainage and utility services constructed. In addition, there will be an attenuation pond to facilitate sustainable drainage systems


At Skagh, Croom, Co. Limerick.

Planning Reference No. 17-8011


Mary O'Malley
Executive Planner


Stephane Duclot
A/Senior Planner


Donogh O'Donoghue
A/Senior Executive Planner


Gordon Daly
Director of Services
Service Operations Directorate

Pursuant to Section 179 3(a) of the Planning & Development Act 2000, as amended, 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



**Conn Murray
Chief Executive
Limerick City and County Council**

Date: 22nd January 2018

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1.0 Foreword

This planning report has been prepared pursuant to Section 179 3(a) of the Planning and Development Act 2000 (as amended) and Part 8 of the Planning and Development Regulations 2001 (as amended).

2.0 Description of the nature and extent of the proposed development

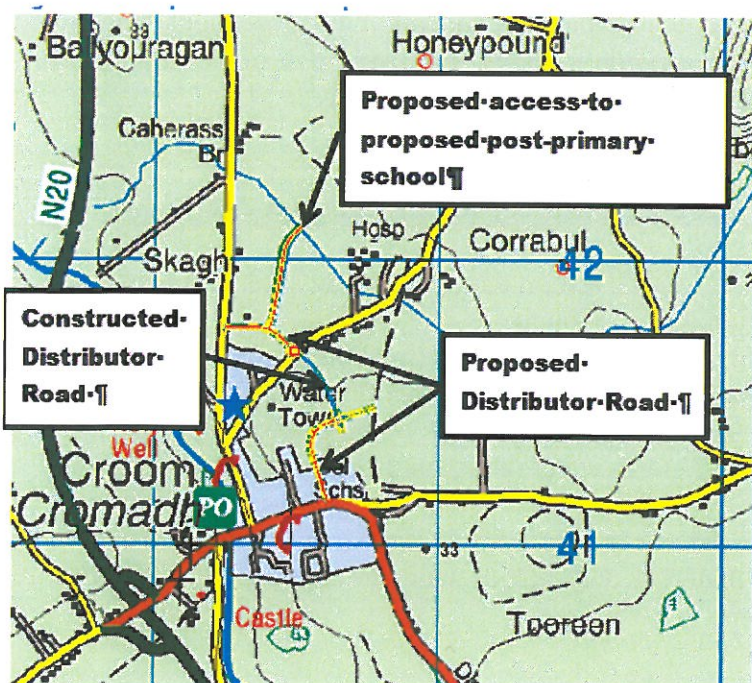
The proposed Croom Distributor Road network site is located in the vicinity of the townland of Croom, to the east of county road L-1478 (the old N20). It is proposed in the current scheme to advance the unbuilt section of the existing distributor road and complete the link connecting the R516 at its southern extent and the L-1478 (the old N20) to the north. It is also proposed to provide a link to the proposed post-primary school to the north of the proposed road development. Once complete the distributor road network will be a total length of approx. 1.2 km comprising of 800m for the distributor road and 400m for the link to the proposed post primary school.

The site primarily comprises of an open green field site however there are locations where the proposed road will be connecting to the existing public road network. The site is also adjacent to existing residential areas and Croom National and Post-primary Schools.

The proposed road will be a Single Carriageway road (6.0m carriageway road with verges of approximately 5m) which includes a shared cycleway/footway (1.5m wide cycleway and 1.5m footpath). A 1.0m buffer from the carriageway is also included on both sides of the carriageway.

The final scheme will include hard landscaping including adjustments to existing footpaths, entranceways, boundary treatments and boundary walls to public footpaths; new boundary treatments to adjacent lands; a culvert over the River Laskiltagh, signage and roadmarkings, pedestrian/cycleway crossings, public road lighting, services ducting; upgrading surface water drainage and all associated site works.

The plans and particulars went on public display from 13th October 2017 to 13th November 2017. Submissions and observations had to be submitted by 28th November 2017.



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

The proposed development provides for a road link between the R516 and the old N20 (L1408) as well as providing a spur to the new secondary school development to the northeast of the town. It is in accordance with the zoning and the distributor road network provided for in the Croom LAP 2009 – 2015 (extended by Limerick County Council for a further five years to 2019). The design and layout is consistent with the proper planning and sustainable development on the area.

3.1 Policies and Objectives relevant to the Proposed Development

Limerick County Development Plan 2010 – 2016

The CDP sets out the following with respect to acceptable development in the location in question:

Objective IN O13: Reservation of corridors for major road improvements:

It is an objective of the Council to support major improvements by reserving such corridors of any such proposed routes free of developments that would interfere with such improvements.

Croom Local Area Plan 2009-2015 (Extended until 2019)

3.2.4 Movement & Accessibility Objectives MAO1 – MAO3:

To provide for a distributor road network through the plan area as indicated on Map 1. It should be noted that the alignment of new roads in the plan is indicative only and the exact position for construction purposes will be defined as part of the detailed design and development process. Similarly the location of junctions is indicative only and the exact position for construction purposes will be dependent on detailed design.

Flood Risk Management Policy FP1 :It is Council policy to implement the recommendations of the department of the Environment, Heritage and Local Government and the Office of Public Works Guidelines on ‘The Planning System and Flood Risk Management’ and any subsequent guidelines issued in assessing applications for planning permission to assess the likely risk of flood hazard on any new development in areas historically prone to flood or at risk of flooding.

Flood Risk Management Objective FO3: The Council shall require any development proposal in a location identified as being subject to flooding to:

- (a) Carry out a flood risk / catchment analysis for the development to assess the likely level of flood hazard that may affect the site to the satisfaction of the Council;
- (b) Design the development to avoid minimum flood levels, incorporating building design measures and materials to assist evacuation and minimize damage to property from flood waters;
- (c) Demonstrate that the proposal will not result in increased risk of flooding elsewhere, restrict flow across floodplains, where compensatory storage / storm water retention measures shall be provided on site; and
- (d) Proposals should have provision to reduce the rate and quantity of runoff i.e.minimisation of concrete surfaces and use of semi permeable materials and include adequate measures to cope with the flood risk, e.g. sustainable drainage systems.

3.2 Habitats Directive Project Screening Assessment

Habitats directive project screening assessment:

<p>Construction Phase: Distributor road to complete the link to High Street R516 at its southern extent and a distributor road between Crecora Road and Limerick Road to the north. In addition, a new road will be constructed to the north of the proposed distributor road crossing the Laskiltagh River. The proposed road will be a single carriageway road with a shared cycleway/footway New junctions will be formed with the existing roads including a roundabout on the Crecora Road. There will be associated road signage/markings, drainage and utility services constructed.</p> <p>Are effects significant? Yes</p> <p>Are substantial works required: Yes Are effects significant? No</p> <p>Operating phase effects: Are effects significant? No</p>	<p>Ex-situ effects: Are effects significant? No</p> <p>Run-off: Are effects significant? No</p> <p>Abstraction: Are effects significant? No</p> <p>Displacement: Are effects significant? No</p>
--	--

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.	Is the development in the relevant catchment of or immediately up/downstream of a watercourse that has been designated as a Natura 2000 site?	No
2	Impacts on terrestrial habitats and species. -see area and disturbance/displacement effects above.	Is the development within 1km of a SAC site with terrestrial based habitats or species?	No

3	Impacts on designated marine habitats and species.	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	No
4	Impacts on birds in SPAs-	Is the development within 1km of a Special Protection Area	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

Conclusion:

The Appropriate Assessment Screening concluded that that there will not be any significant effect on any European sites (i.e. Natura 2000 sites), as a result of the proposed road development, either individually, or in combination with other plans or projects.

3.3. Land Acquisition:

All land-take requirements for the scheme have been discussed with landowners and will be acquired by agreement.

4.0 Submissions with respect to the proposed development

A total of 5 written submissions/observations were received and are listed below:

Submission Ref	Submitted by	Date received
1	OPW	8 th November 2017
2	Susan O' Grady	22 nd November 2017
3	Cllr Richard O' Donoghue	28 th November 2017
4	The Costello Family c/o Shay Galvin	28 th November 2017
5	Development Applications Unit, Department of Culture Heritage and the Gaeltacht	28 th November 2017

SUB (1) OPW

Submission No

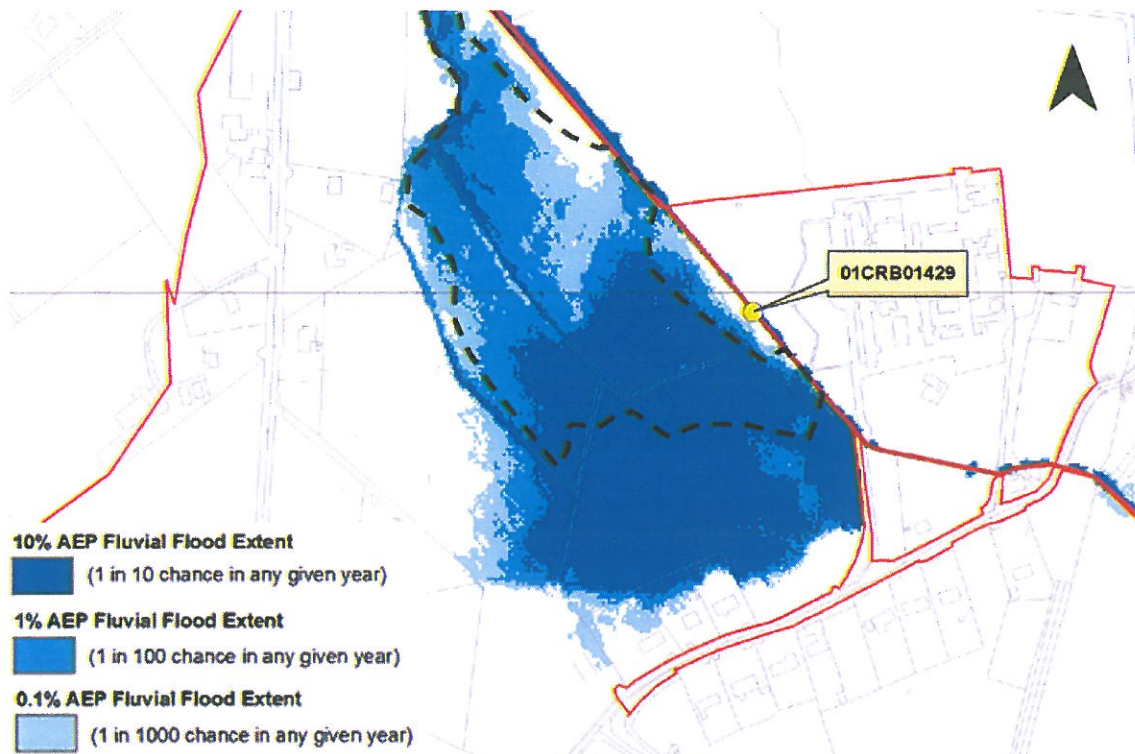
"The application contains Flood risk modelling assessing the effect of the proposed development. Due to the limitations of the modelling and certain assumptions as detailed within the report, particularly with respect to the lack of detailed hydrogeological analysis, it is the opinion of this office that the flood risk to property in the vicinity of the proposed development has not been adequately assessed.

The applicant will be required to obtain consent under Section 50 of the Arterial Drainage Act 1945 from the Commissioners of Public Works to alter bridges on watercourses. It is a possibility that the structures relating to this development may vary from those currently proposed as a result of this consent process."

Design and Delivery Services Response:

The flood model was carried out on the basis of using the information contained within Shannon CFRAM report as this was published by the OPW at the time of undertaking the flood model and is considered current information. This report uses flows based on the FSU methods of calculation (OPW, 2005). The flood model report based on this information was submitted with the planning application. This report (ref: 356664SA-01 Rev C) details the methods used when undertaking the flood model. It used flows based on the flows contained within the OPW CFRAM report. The design team undertook a quick exercise to review these flows and found them to be suitable. The flood model went a step further in that it used a 1D/2D model rather than just a 1D model. The subsequent flood extent is shown as the dashed line in Figure 1 below.

Figure 1: CFRAM Study Flood Extent (dashed line = indicative 1%AEP flood extent Croom 1d/2d model)



Source: Excerpt from 'Fluvial Flood Extent Map' Map No. S07EXFCDD Rev:0 Shannon CFRAM Study (OPW, 2014)

Based on the information in this report and the flood model undertaken, it is not considered that the proposed road development has increased the flood risk in the area. Furthermore, the house as outlined in the previous correspondence is not shown to be at risk with the scheme in place.

Following the OPW submission on the planning it was decided to rerun the model using the Maigue Scheme flows. The Q2.5 figure of 235ft³/s was scaled using standard methods to Q100 (flow to be used for road developments). This gave a Q100 flow of 14.69m³/s. This information was fed into the model and re-run.

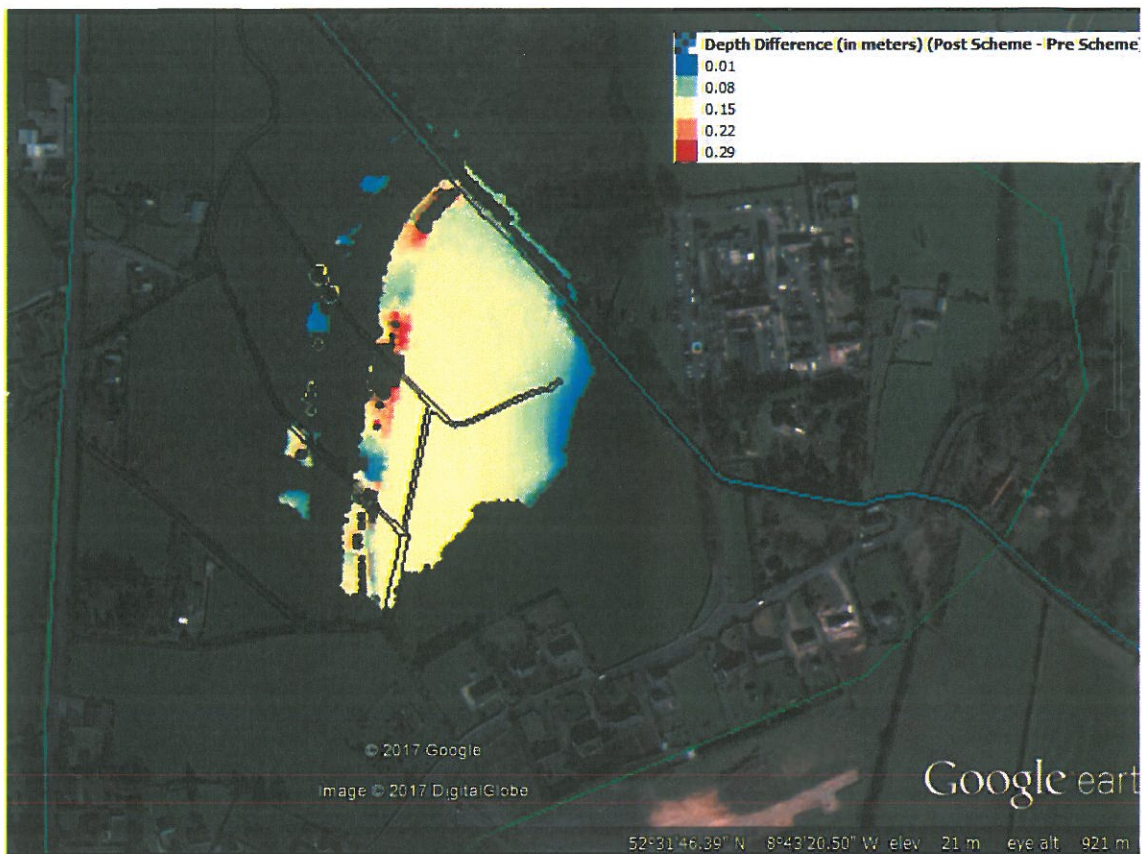
Figure 2 below shows the flood extent for the Post-scheme situation for the Q100 flow. The green shaded area shows the flood extent using the Maigue scheme flows. The blue coloured outline is the flood extent using the CFRAM flows. The model shows an increased flood extent using the Maigue scheme flows, as expected, and demonstrates that the properties at the extremities of the 2D model (within the red line) are within the flood zone when using the higher flows.

Figure 2: Flood Extent using CFRAM Flows vs Flood extent using Maigue Scheme derived flows (Croom 1d/2d model – Q100 flow)



Further to this Figure 3 below demonstrates the effect of the proposed road development on the flood plain when considering the Maigue Scheme flows. It can be seen that, in the post-scheme scenario, there is an increase in flood depth adjacent to the road. For the main part, this is in the order of 150mm. However, it should be noted that this increase is within an area that is already in flood. In addition, it is within an undeveloped area and does not affect any adjacent residences.

Figure 3: Comparison of flood model levels (post scheme – pre scheme) using Maigue Scheme derived flows (Croom 1d/2d model)



The conclusion, following the assessment with the Maigue Scheme flows, is that there is an increase in flood level within an undeveloped area with the proposed road development in place. The residential properties that are shown to be affected with the Maigue Scheme flows are not affected by the road development being constructed and, as such, the road scheme has not increased the flood risk in the area.

Regarding the possibility that the structure may differ from that currently proposed, the structure proposed is considerably wider than the existing channel and has a considerably larger conveyancing area than the downstream structure on the river. It is unlikely to adversely affect existing conditions on the river as the area is already prone to flooding. A Section 50 application for the culvert will be submitted to the OPW in due course using the flows agreed with the OPW.

In response to the report from Design and Delivery a report has been placed on file from the Senior Engineer of the Physical Development Directorate (dated 15/01/2018) which concludes “*From a flood risk perspective in the post-road scheme scenario, the report from Mott McDonald shows no increased risk of flooding to existing residential properties and therefore the Physical Development Directorate have no objection to the proposed development*”.

Planning Departments Comments:

The Planning Authority notes the above.

SUB (2) Sinead O'Grady

Submission No. 4: Sinead O' Grady

Sinead O' Grady made a submission on behalf of her mother, Sheila Moloney, who lives at 'The Poplars, Skagh, Croom', i.e. at the junction of the proposed road development and the old N20 road.

The following outline the main points of the submission: The proposed road development will bound the full extent of Mrs Moloney's property. The property is not currently accessible by the public. The construction of the road will alter the boundary from an agricultural one to a public road boundary. If the proposed road development is constructed the existing boundary won't be 'fit for purpose' on health and safety, security and privacy grounds. She requests the construction of a 1.8m high stone-faced wall or a 1.8m high concrete wall with planting adjacent with mature tree planting along the part of the boundary that does not interact with the proposed road development.

Design and Delivery Services Response:

Discussions have been held with Mrs Moloney and it is considered that a wall can be constructed along the boundary with planting to retain the privacy and security of the property. The boundary shall not exceed 1.8m high.

Planning Departments Comments:

The Planning Authority notes the above and an appropriate action is to be attached.

SUB (3) Cllr Richard O'Donoghue

Submission description

Cllr O' Donoghue requests that the junction at Main Street/High Street be highlighted with warning signage, flashing indicators, etc. He further notes that a raised platform or ramp be installed at High Street "must be installed" to show that it is not a through road and "to prevent accidents". He states that the increased volumes of traffic through the town must also be considered with the introduction of the Link Road.

Design and Delivery Services Response:

An investigation of the road collision statistics in this area do not show collisions occurring at this area. It is considered the proposed road development will not adversely affect traffic in the town and, in fact, will likely reduce the traffic, on the whole, as it would be likely to form a 'bypass' for traffic movements from the R516 to the old N20. However, the addition of the signage/ramp, would be a good addition to the area and should form part of the natural development of the town. As such the signage/ramp can be constructed when the section between the R516 and the Old Crecora road built as this may increase the movements crossing the junction.

Planning Departments Comments:

The Planning Authority notes the above

SUB (4) The Costello Family c/o Shay Galvin

Submission description

1. The Costello's are losing the biggest proportion of land by comparison with other landowners in the area.
2. The existing (foul) sewer is already going through Costello's land and they would like to see this relocated as part of the proposed road development.
3. Less than 50% of their landholding will be available for residential development as per its zoning. They requested a design change by realigning the road to the west by 40m.
4. They have requested three connections onto the proposed road development to enable their proposed future development.
5. They are in support of the proposed road development in principle.

Design and Delivery Services Response:

1. The land-take is based on the requirements of the scheme and is a factor of the road alignment.
2. It is intended to move the portion of the foul sewer contained within the footprint of the proposed road development however, it is not a requirement/necessity of the proposed road development to move the entire foul sewer (for which a wayleave already exists). The lands are zoned but until there is a grant of planning it is not necessary for the Local Authority to relocate it. It is intended that foul sewer pipework/manholes will be included in the proposed road development scheme to enable future usage should it be required.
3. Consultation with an adjacent landowner has been undertaken with the adjacent landowner and it is possible to realign the road at the location requested by 15m. The resulting scheme layout is as per drawing 367793-SK-0000-0002-P01.
4. It is proposed that in the absence of a grant of planning for a development that access will be provided in line with the current land usage, i.e. agricultural. The provision of a 'residential development' access should form part of a grant of planning for a subsequent development. However, consultation with the landowner can take place to determine where the agricultural accesses will go with a view to converting them to 'residential' accesses should a planning application be submitted.
5. Noted.

Planning Departments Comments:

The Planning Authority notes the above

SUB (5) Development Applications Unit, Department of Culture, Heritage and the Gaeltacht

Submission description

The DAU observations relate to Archaeology. They state that given the scale and location of the proposed development it is possible that subsurface archaeological remains could be encountered during the construction phases.

The DAU recommend that if planning is granted then it should be conditioned to engage the services of a qualified archaeologist, refer to the National Monuments Service (NMS) if remains are found and submit a written report to the Planning Authority and NMS upon completion of the investigation/assessment to enable mitigation measures to be undertaken.

Design and Delivery Services Response:

Noted. This action should be included upon a grant of planning.

Planning Departments Comments:

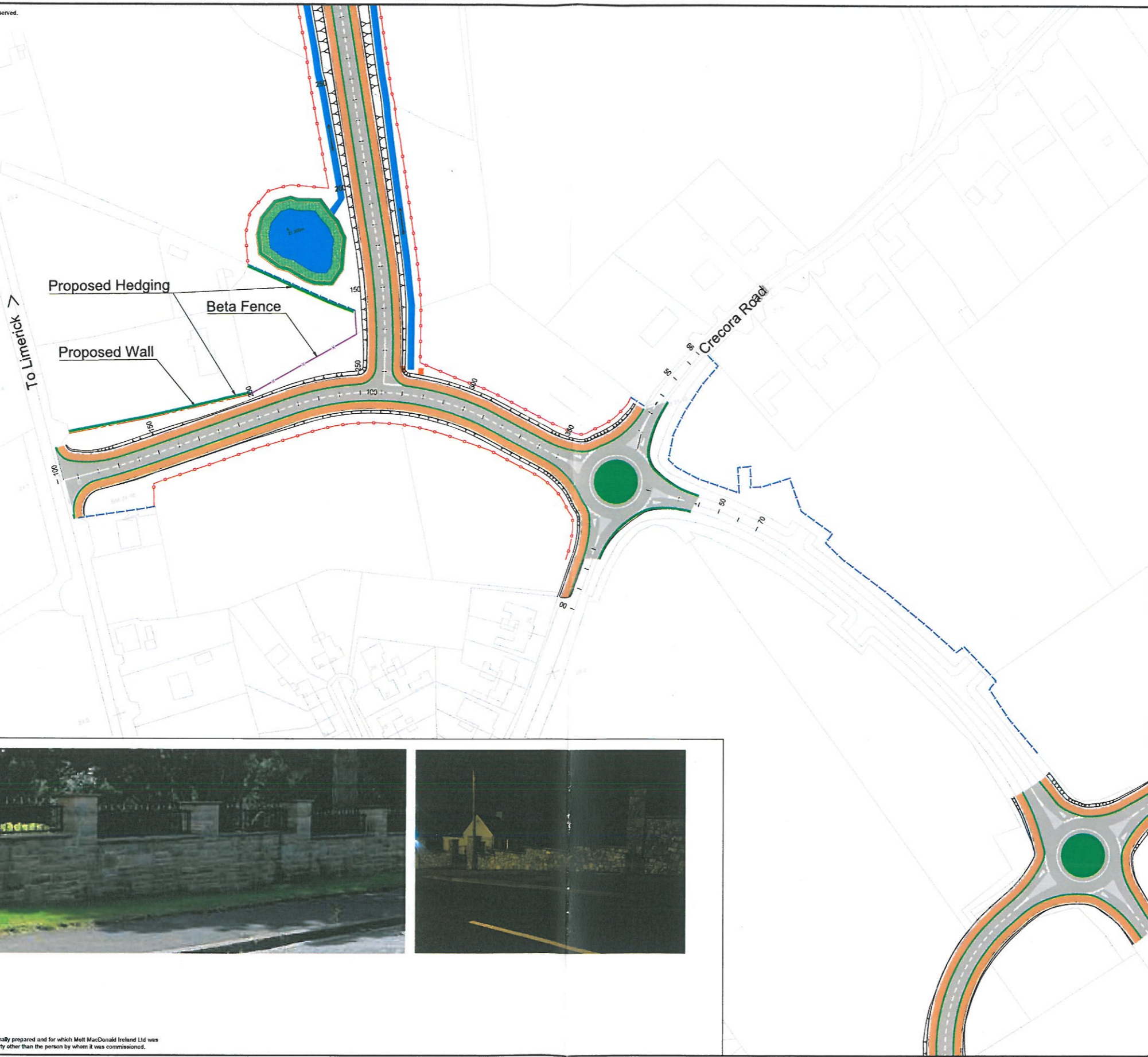
The Planning Authority notes the above and an appropriate action is to be attached.

5.0 Conclusion

The proposed development is considered to be acceptable in principal and shall be carried out in accordance with the actions for the Local Authority hereby attached. It is considered that the proposed development is in accordance with policies of the *Limerick County Development Plan 2010 - 2016* and the *Croom Local Area Plan 2009 - 2019* and is, therefore, acceptable and in accordance with the proper planning and sustainable development of the area.

6.0 Action taken by Local Authority

1. The development shall be carried out in accordance with the plans and particulars lodged with the application, on the 29/09/2017 and the report received by the Planning Authority on 04/01/18, 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 access road to the proposed school shall be realigned 15metres to the west at the junction with the section of proposed road development between the old N20 and the Crecora road as per drawing no: 367793-SK-0000-0002-P01.
Reason: In the interest of proper planning and sustainable development of the area.
3. Prior to construction of the works, the services of a suitable qualified archaeologist shall be engaged to monitor the ground works associated with the development.
 - a. Where archaeological material/feature are shown to be present the archaeologist should consult with the National Monuments Service of the Department of Culture, Heritage, and the Gaeltacht regarding further mitigation.
 - b. Having completed the assessment, the archaeologist shall submit a written report to the Planning Authority and to the National Monuments Service. Reservation in situ, preservation by record or monitoring may be required.Reason: To ensure the continued preservation of places, caves, sites, features or other objects of archaeological interest.
4. The installation of a ramp/signage/lighting shall be provided at the junction of High Street and Main Street. This shall occur congruent to, or post, the construction of the section of the proposed road development (distributor road) between High Street and Crecora Road.
Reason: In the interest of proper planning and sustainable development of the area.
5. The boundary wall between the proposed road development and the residence immediately north at the Old N20 junction shall be of solid construction (complying with TII document CC-SCD 02401 or CC-SCD-02405 or similar approved).
Reason: To maintain privacy for the resident at this location.



Notes

This Scheme is at Preliminary Status and may change at Detail Design Stage.

Future permanent access will be provided in accordance with future planning permissions.

Current access to lands will be maintained via field gates - Location to be agreed with landowner.

DRAFT

- Legend**
- Road
 - Footpath / Cyclepath
 - Verge
 - Tactile Paving
 - Existing Fenceline / Boundary
 - Permanent Fenceline
 - Temporary Fenceline
 - Beta Fenceline
 - Proposed Wall
 - Attenuation Pond
 - Proposed Flood Compensatory Area
 - Open Ditch to Outfall
 - Proposed Hedging



Typical Details of Proposed Wall

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- All levels are referred to Ordnance Survey Datum, Malin Head.
- DO NOT SCALE, use figured dimensions only, if in doubt ask.

Original Drawing Size A1

Croom Distributor Road

Rev.	Date	Drawn	Description	CHK'd	Appr.
P01	22/11/2017	MH	For Information (DRAFT)	MM	MM

Drawing Title: **Alternative Detail at Moloney Property**

Status: **PRE**

Designed: M. Cotter Job Number: 367793
 Drawn: M. Hurley
 Checked: M. Murphy Scale at A1: 1:1000
 Approved: M. Murphy Date: November 2017

Drawing No. **367793-SK-0000-0002** Revision: **P01**