

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

Re: **Permission for the following:**

- (i) The signalisation of the Plassey Road/Plassey Park Road and Plassey Park Road/University Road junctions.
- (ii) With the addition of dedicated pedestrian and cycle crossing facilities over a total distance of approximately 750m.
- (iii) It will also include the addition of bus lanes along both Plassey Park Road & Plassey Road to permit bus priority measures to be introduced at both junctions.
- (iv) The proposed works also include upgrades to the existing walking and cycling facilities on both Plassey Park Road & Plassey Road, in conjunction with upgrades to minor road junctions, bus stops, new road surfacing, installation of LED public lighting & surface water drainage works.

At: Plassey Park Road & Plassey Road, Castletroy Co. Limerick.

Planning Reference No. 20/8003



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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.



Dr Pat Daly
Chief Executive
Limerick City & County Council

Date: 5. 11. 2020.

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1.0 Foreword

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

2.0 Description of the nature and extent of the proposed development

The proposed works will be carried out at Plassey Park Road & Plassey Road Castletroy. The roads are located within the National Technology Park and adjacent to the University of Limerick. The works involve signalisation of a junction, dedicated pedestrian and cycle crossing facilities with the addition of bus lanes along with other minor works.

Under this planning application the Applicant, Design and Delivery Services, Limerick City & County Council, proposes the following:

- (i) The signalisation of the Plassey Road/Plassey Park Road and Plassey Park Road/University Road junctions
- (ii) With the addition of dedicated pedestrian and cycle crossing facilities over a total distance of approximately 750m.
- (iii) It will also include the addition of bus lanes along both Plassey Park Road & Plassey Road to permit bus priority measures to be introduced at both junctions.
- (iv) The proposed works also include upgrades to the existing walking and cycling facilities on both Plassey Park Road & Plassey Road, in conjunction with upgrades to minor road junctions, bus stops, new road surfacing, installation of LED public lighting & surface water drainage works.

The plans and particulars went on public display from the 14th August 2020 to 11th of September 2020. Submissions and observations had to be submitted by the 25th of September 2020.

Location:



Figure 1: Site Location

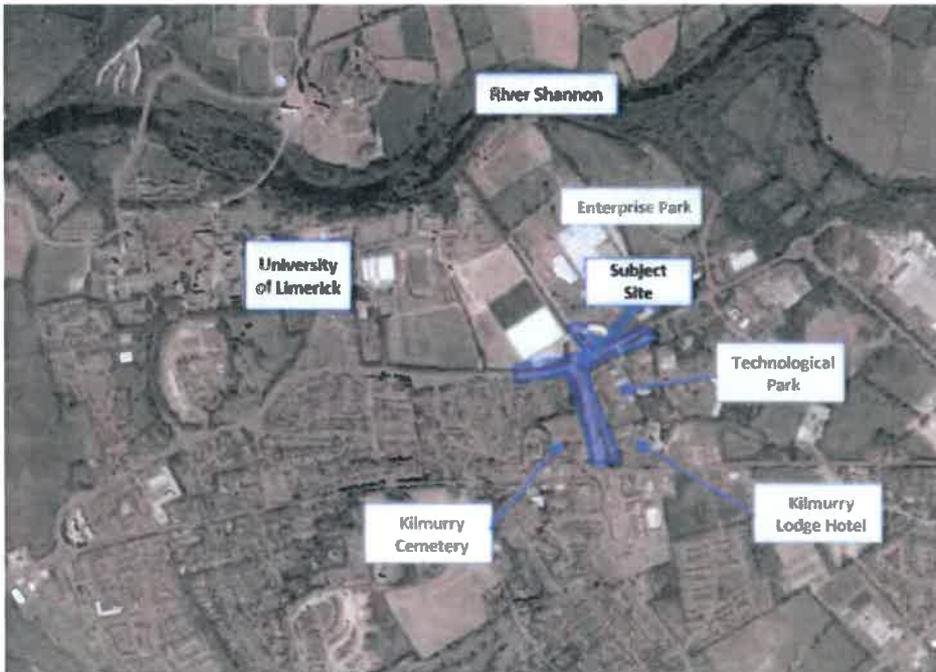


Figure 2: Site Context

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

3.1 Policy and Zoning

Limerick County Development Plan 2010 – 2016 as amended

Policy IN P6: Protection of public transport assets and facilitation of public transport.

It is Council policy to protect strategic public transport assets; to facilitate accessibility by public transport in development layouts; and to support the enhancement of public transport infrastructure and use through initiatives such as park and ride. To this end the Council shall seek, in particular, to implement the provisions of the emerging MidWestern Area Strategic Plan (MWASP) once fully assessed and adopted.

Objective IN O3: Quality bus services and facilities

It is an objective of the Council to: a) promote suitable facilities and co-operate with other agencies and neighbouring local authorities in developing a high quality and coherent system of bus facilities. Measures that will be promoted include bus lanes, quality bus corridors, appropriate shelters, and real time information at bus stops; b) identify and pursue opportunities for bus corridors, bus priority measures and transport hubs in Local Area plans, taking into account MWASP findings and recommendations. c) ensure adequate provision for bus routes and facilities in development proposals as appropriate, including in road construction and alteration and in the layout of all developments. Bus Eireann shall be consulted on all proposed residential schemes, retail centres and major employment centres, and on all changes to roads and layouts which may impinge on existing bus facilities, or affect or provide opportunities to improve bus facilities. d) protect bus lanes/quality bus corridors on the following routes: 1) From Raheen roundabout to link with the city boundary at the Ballinacurra road, as identified in the Southern Environs Local Area Plan. 2) Castletroy as identified in the Castletroy Local Area Plan 2009. 3) The Castletroy bus lane will also extend beyond the boundary of Castletroy Local Area Plan to the junction of the R455 with the M7

Objective IN O8: Cycle and pedestrian facilities

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

Castletroy Local Area Plan 2019-2025

The Local Area Plan sets out the following with respect to development in the area concerned.

Land Use Zoning Map – The roads themselves are contiguous to lands with a number of zoning objectives, namely;

- (i) “University” – Lands located at the North Western corner.
- (ii) “Enterprise and employment” – Lands to the East.
- (iii) “Existing residential” – Lands to the South West.
- (iv) Retail /commercial/community – Lands to the South East.

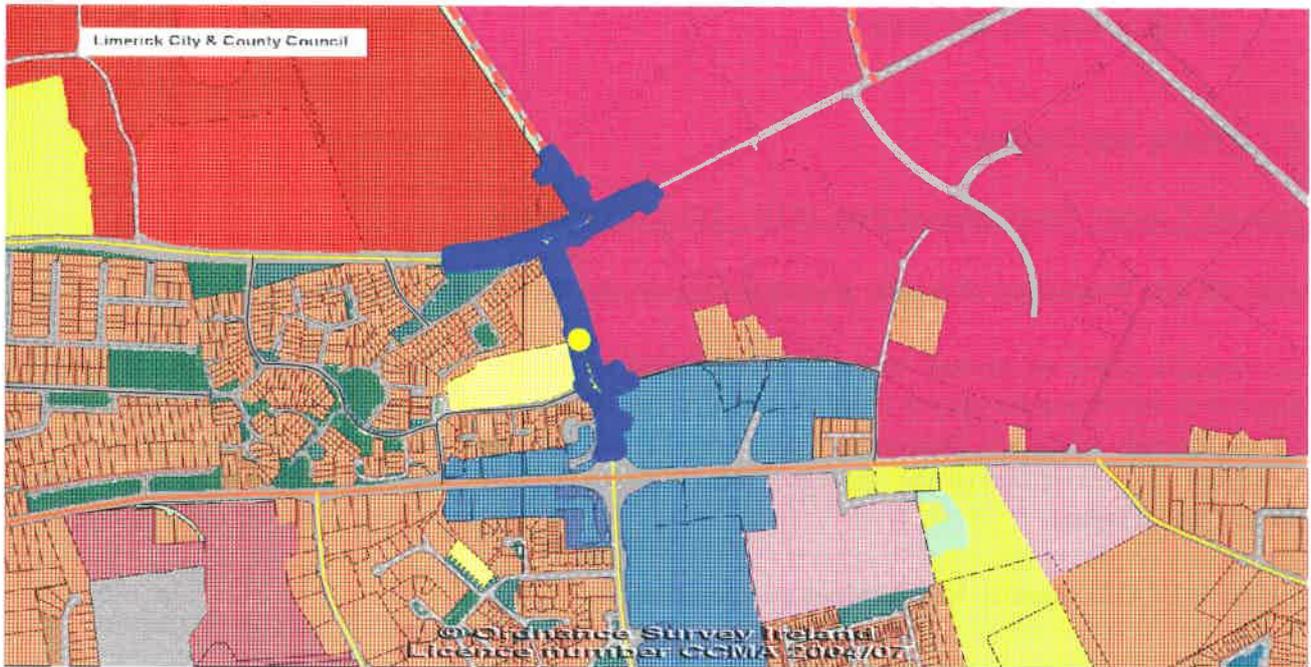


Figure 3: Zoning map

Objective T5: Movement and Accessibility (Castletroy Local Plan 2019-2025)

It is an objective of the Council to:

- (a) Encourage the development of safe and efficient movement and accessibility networks that will cater for the needs of all users and to encourage priority for walking and cycling, public transport provision and accident reduction;
- (b) Ensure that adequate facilities and access provisions are provided for those with disabilities in the community. The Council will strive to ensure that the provision of such facilities will be in line with current good practice in relation to such issues;
- (c) Improve the efficiency of junctions in the District to enhance the free flow of traffic through the District;
- (d) Only permit development where a safe and secure access can be provided;
- (e) Require that roads provided to serve private housing developments are designed to a high standard
- (f) Improve directional signposting in the District
- (g) Advertising signage adjacent to the M7 and the N24 and other major transport routes will be prohibited;
- (h) To promote and provide facilities to facilitate increase public transport, cycling and walking and deliver significant modal shift from private car usage to more sustainable transport modes;
- (i) Provision of clear and unambiguous carriageway markings and associated directional signage indicating directional priorities for traffic;
- (j) Facilitate the improvement of junctions on Public Roads

The development as proposed is compatible with the zoning objectives as outlined in the County Development Plan 2010-2016 as amended and the Castletroy Local Area Plan 2019-2025.

3.2 Habitats Directive Project Screening Assessment

Both construction and operating phases of the proposed development to be considered.

<p>Construction Phase: signalisation of a junction, dedicated pedestrian and cycle crossing facilities with the addition of bus lanes along with other minor works</p> <p>Are effects significant? No</p> <p>Are substantial works required: Yes</p> <p>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? Yes</p> <p>Abstraction: Are effects significant? No</p> <p>Displacement: Are effects significant? No</p>
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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 eg. Bogs or otters -see abstraction/run off etc above.	<i>Is the development in the relevant catchment of or immediately up/downstream of a watercourse that has been designated as a Natura 2000 site?</i> Name of site:	No
2	Impacts on terrestrial habitats and species.-see area and disturbance/displacement effects above.	<i>Is the development within 1km of a SAC site with terrestrial based habitats or species?</i> Name of site:	No
3	Impacts on designated marine habitats and species.	<i>Is the development located within marine or intertidal areas or within 5 km of a SAC site whose qualifying habitats or species include the following habitats: Salmonid, Lamprey Mudflats, sandflats, saltmarsh, shingle, reefs, sea cliffs</i> Name of site: Lower River Shannon SAC site code;	Yes -650m
4	Impacts on birds in SPAs	<i>Is the development within 1km of a Special Protection Area</i>	No

		Name of site:	
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 – within existing industrial area .

The site is located approximately 650m from the nearest Natura 2000 site, the Lower River Shannon SAC. Due to distance to the SAC, the limited scale of the works and the best practice measures employed in the management of surface water, it considered that the development will not have an adverse effect on the Lower River Shannon SAC its qualifying interests or any Natura 2000 site.

Screening for Appropriate Assessment (stage 1) was carried out by Arup Engineering, it was determined that the project will not adversely affect the Lower River Shannon SAC site. Therefore, a stage 2 Appropriate Assessment was not required. (See attached for full report)

3.3 Environmental Impact Assessment Report Screening

An EIAR screening report was prepared by the consulting engineers and submitted with the application on behalf of Limerick City and County Council.

The development does not fall within any of the threshold requirements for a mandatory EIA as specified in Section 5 of the Planning and Development Regulations 2001.

The overall size and scale of the development is limited (726m of roadway in addition to paths etc) ,

The existing and additional roadways are located within a brownfield environment.

The EIAR screening report assesses the potential for cumulative impacts in relation to other developments granted planning permission and the timing of construction. These developments are of a larger scale than the proposed development.

I concur with findings of the EIAR screening that the development as proposed does not require the preparation of an Environmental Impact Assessment Report having regard to the scale and nature of the development as proposed.

3.3 Land Acquisition

Limerick City and County is the owner of the majority of the land on which the scheme is to be constructed. Acquisitions of land to accommodate a setback of the existing footpaths and boundary fence lines will be required from four separate landowners along the extent of the scheme. Limerick City & County Council have received signed planning consent letters from each of the affected landowners and negotiations on land acquisitions will be progressed subject to planning consent.

3.4 Conclusion

Actions are attached, these have been outlined in section 5 of this report.

4.0 Submissions with respect to the proposed development

A total of 9 no. written submission/observation was received and are listed below:

4.1 Submissions:

SUB (1) Leo Dillion

Submission Summary:

The design does not meet the guidelines set out in section 1.1 of the National Cycle Manual - Sustainable Safety.

The design does not meet the guidelines set out in section 1.2 of the NCM - Five Needs of Cyclists.

The inclusion of shared space does not comply with the guidelines set out in section 1.9 of the NCM - Pedestrians and Cyclists.

The junction designs do not meet the guidelines set out in section 4.4.1 of the NCM - Cycling Principles at Junctions.

The cycle lane widths do not comply with the guidelines set out in section 7.2 of the NCM - Width Calculator.

The submission also states that the modal share for commuting cycling trips in Limerick has remained at around 2.5% for 20 years because of the consistent rollout of poorly designed, unattractive, unsafe infrastructure.

Design and Delivery comments:

The Principles of Sustainable Safety set out in Section 1.1 of the (NCM) have been considered in the development of the design. The design has been subject to a Stage 1 Road Safety Audit prepared in accordance with TII GE-STY-01024 (December 2017) - Road Safety Audit. The planning design drawings have been developed and agreed in consultation with the (NTA).

The Five Needs of a Cyclist set out in Section 1.2 of the National Cycle Manual (NCM) have been considered in the development of the design. The design has been subject to a Stage 1 Road Safety Audit prepared in accordance with TII GE-STY-01024 (December 2017) - Road Safety Audit. The planning design drawings have been developed and agreed in consultation with the National Transport Authority (NTA).

Section 1.9 of the NCM describes the use of Shared Crossings (Toucan Crossings) as being recommended for crossing District Distributor and other main roads. The shared spaces indicated at bus stops are to reflect pedestrian priority areas at the In-line Bus Stop Option 2, designed in accordance with the NCM.

The junctions have been designed with consideration for the guidelines set out in Section 4.4.1 of the (NCM). The design has been subject to a Stage 1 Road Safety Audit prepared

in accordance with TII GE-STY-01024 (December 2017) - Road Safety Audit. The planning design drawings have been developed and agreed in consultation with the National Transport Authority (NTA).

The final designs will be rigorously assessed against all relevant design standards. In particular pedestrian and cyclist safety will be assessed through a Stage 2 Road Safety Audit.

The scheme was designed in accordance with relevant standards, including consideration for the guidelines set out in section 7.2 of the NCM - Width Calculator, however the scheme also had to be designed with consideration for the confines of existing geometry and constraints of the built environment. An optimum 2m width has been provided where practicable, with a minimum cycle track width of 1.5m in constrained locations or in locations where the design reflects existing conditions.

Planning Authority comments:

Noted.

SUB (2)_Brendan Halpin

Submission summary:

1. Continuity – concerns raised that the current plan shows intermittent cycle lanes broken up by bus stops and shared spaces and that experienced cyclists will be inclined to use the carriageway instead. Suggestion is made that all bus stops should be floating (island arrangement), shared spaces should be avoided in areas of conflict and pedestrian crossings should be used where pedestrians have priority over cyclists rather than use of shared spaces.
2. Segregation – clear segregation of cyclists from motor traffic and pedestrians through use of small kerbs, small grade differences or wands is essential along this route. Concerns are also raised that the segment of Plassey Road alongside the graveyard is currently poor and should not be retained as a line of paint on a narrow footpath is no use to anyone and this section should be upgraded with this scheme.
3. Width – It is not clear on the drawings what the proposed width of the cyclelanes are and anything less than current 1.5m+ on Plassey Road will lead to substandard infrastructure for cyclists. Concerns are again raised that the unchanged segment along Plassey Road by the Graveyard will lead to substandard cyclelane infrastructure.
4. Right turns - The development should not inhibit normal quick right turns in conditions where it is safe for cyclists to do so on the carriageway. Concerns are raised that cyclists will not wait to turn right at the toucan crossings provided and that ease of change from the cyclelane to the carriageway is important. Raised platform junctions should be considered as a solution here.
5. Some solutions – Raised platform junctions such as the junctions on the Smarter Travel Scheme on Kilmurry road and Castletroy College road should be considered. Floating (island arrangement) bus stops should also be considered.
6. Note re Raised Junctions – Two design failings are outlined with raised junctions on the Smarter travel Scheme on Kilmurry Road & Castletroy Road. Cycletracks appear not to have right of way over the side roads at raised junctions due to the presence of the yield symbols and this seems to be inconsistent as they do have priority at the two smaller roundabouts on the scheme. It is also commented that at raised T-junctions that it was omitted to join the cycletrack on the opposite side to the side road thus making it

impossible to turn right from or onto that cycletrack. Comment is also given to the poor quality of the cycletracks between the raised junctions on the Smarter Travel Scheme, such as uneven surfaces, absence of separation from pedestrians and the tendency for wrong-way cyclists.

Design and Delivery comments:

Continuity - Consideration has been given for the use of Island Bus Stops and a new such bus stop has been provided on Plassey Road. The scheme was designed in accordance with relevant standards, yet also had to be designed with consideration for the confines of existing geometry and constraints of the built environment. Further consideration will be given to the provision of additional Island Bus Stops if deemed practicable through design development.

The shared spaces indicated at bus stops are to reflect pedestrian priority areas at the In-line Bus Stop Option 2, designed in accordance with the National Cycle Manual (NCM).

Section 1.9 of the NCM describes the use of Shared Crossings (Toucan Crossings) as being recommended for crossing District Distributor and other main roads. These have been introduced in order to accommodate the right-turning cyclist from the minor arms onto the major arms and to avoid the conflict with a left-turning vehicle.

Segregation – Kerb arrangements and details of vertical segregation between both vehicular traffic and cyclists, and cyclist and pedestrian will be finalised through design development, however the intention is to ensure such segregation where practicable (as indicated in the indicative cross sections shown on the Planning Drawings).

The shared spaces indicated at bus stops are to reflect pedestrian priority areas at the In-line Bus Stop Option 2, designed in accordance with the National Cycle Manual (NCM).

With regards to the section indicated as being retained as existing, consideration will be given to potential interventions here and incorporating this section into the overall design.

Width - The scheme was designed in accordance with relevant standards, including consideration for the guidelines set out in section 7.2 of the NCM - Width Calculator, however the scheme also had to be designed with consideration for the confines of existing geometry and constraints of the built environment. An optimum 2m width has been provided where practicable (as indicated in the indicative cross sections shown on the Planning Drawings), with a minimum cycle track width of 1.5m in constrained locations or in locations where the design reflects existing conditions.

The cycle track widths will be reviewed through design development and optimised where practicable.

Right turns – In line with the the Principles of Sustainable Safety set out in Section 1.1 of the National Cycle Manual (NCM) which have been applied to the design, it is considered that a single, legible, “intended movement” is preferable as opposed to accommodating additional movements such as exiting the cycle track in advance of the junction. Although cyclists may choose to carry out this movement, specifically accommodating it could be seen to cause confusion for inexperienced cyclists who are not familiar with the location, potentially giving the perception of priority in exiting the cycle track into the adjacent bus lane and leading to conflicts.

Nevertheless, while not specifically accommodating this movement, the design will be assessed in design development as to whether it inhibits any desirable, safe, cycle

movements.

Some Solutions – The designers are aware of the examples noted and the principles applied therein. These shall be assessed as to their appropriateness for this scheme through design development.

Comments are noted on the Smarter Travel Scheme but are outside of the scope of this current project.

Planning Authority Comment:

Noted.

SUB 3 Bruce Harper, Limerick Cycling Campaign

Submission summary:

No Walking or cycling Audits – DMURS was updated to include walking and cycling audits and are notable absent.

Substandard Widths, Inconsistent with surrounding infrastructure – 1.5m is below the acceptable for single lane cycling with no overtaking. No horizontal separation between the cycletrack and bus lane at 50kph. The council are proceeding with cycle lanes that are not in compliance with the minimum widths set out in the National Cycle Manual and the cycle lanes are unacceptably narrow to allow for increased motor traffic which will increase more cars and not attract drivers to cycling.

Congested Shared use Sections - Shared use paths are disliked by pedestrians and cyclists. The shared space is highlighted as likely to get very congested with queuing bikes and pedestrians conflicting with bikes and pedestrians heading to UL. The shared space is annotated as providing protection against left turning traffic and is queried as to why are only some junctions protected against left turning traffic.

The Plassey Park Road and Plassey Road junction is highlighted as being dangerous as there is no protection for cyclists against HGV busses and other long wheelbase vehicles which will be turning left which causes fatalities. Recommendation is given to provide concrete kerb protection and is highlighted. HGV switching lanes will have the cab to turn left will not have visibility of cyclists proceeding in the cycle lane alongside them and fatal crush injuries are likely here. The same problem is present in the left turn down to Troy studios (University Road) from Plassey Park road. Excerpts provided from Limerick Council/RSA pamphlet specifically warning against cyclists positioning themselves inside stationary or turning busses or lorries.

Downgrading cycle tracks to on-road painted cycle lanes on Plassey road - The Plassey road section currently has off road cycle tracks severed by junctions. Concerns are raised that by converting these to on road cycle tracks across the junctions is a downgrade in the level of service. Suggestion is made that the smarter travel infrastructure designs are continued from the other side of the Kilmurry roundabout (L1121) for scheme consistency. This would involve a tabletop across the junctions, tight corner radii and maintain level of the cycle tracks.

Kerb details – Recommended that they need to be improved and should have an angled forgiving kerb between the pedestrians and cyclists.

Link to the University of Limerick – Suggestion is made that LCCC should consult with UL that the existing pedestrian entrance in the fence to access UL pitches by the junction of Plassey Park road & Plassey Road be widened so that it is accessible for cyclists / wheelchair users.

Design and Delivery comments:

Walking and Cycling Audits - The design has been subject to a Stage 1 Road Safety Audit prepared in accordance with TII GE-STY-01024 (December 2017) - Road Safety Audit. The updates to the Design Manual for Urban Roads and Streets (DMURS) recommend that Audits focusing on pedestrian movement should be considered in areas where such activity is likely to be high (such a city, town and village centres).

The final designs will be rigorously assessed against all relevant design standards. In particular walking and cycling safety will be assessed through a Stage 2 Road Safety Audit, as well as other road user audits as required by current legislation.

Substandard widths, inconsistent with surrounding infrastructure - The scheme was designed in accordance with relevant standards, including consideration for the guidelines set out in section 7.2 of the NCM - Width Calculator, however the scheme also had to be designed with consideration for the confines of existing geometry and constraints of the built environment. An optimum 2m width has been provided where practicable (as indicated in the indicative cross sections shown on the Planning Drawings), with a minimum cycle track width of 1.5m in constrained locations or in locations where the design reflects existing conditions.

The cycle track widths will be reviewed through design development and optimised where practicable.

Congested shared use sections - The shared spaces indicated at bus stops are to reflect pedestrian priority areas at the In-line Bus Stop Option 2, designed in accordance with the National Cycle Manual (NCM).

Section 1.9 of the NCM describes the use of Shared Crossings (Toucan Crossings) as being recommended for crossing District Distributor and other main roads. These have been introduced in order to accommodate the right-turning cyclist from the minor arms onto the major arms and to avoid the conflict with a left-turning vehicle.

The use of upstand kerbs to provide protection for cyclists at the other left turns will be reviewed through design development.

Dangerous unprotected left turns - The use of upstand kerbs to provide protection for cyclists at the other left turns will be reviewed through design development.

Downgrading cycle tracks to on-road painted cycle lanes on Plassey road – The side road junctions on Plassey Road have been designed in accordance with Section 4.9 of the NCM, specifically “Side Road joining Street with Cycle Track”, along with the associated ramping requirements.

The examples noted and the cyclist treatment therein be reviewed through design development.

Kerb details – Kerb arrangements and details of vertical segregation between both vehicular traffic and cyclists, and cyclist and pedestrian will be finalised through design

development, however the intention is to ensure such segregation where practicable (as indicated in the indicative cross sections shown on the Planning Drawings).

Link to UL – Limerick City & County Council made contact with University of Limerick to explore the potential to upgrade the existing link to UL playing pitches and the following response was received on 07/10/2020 on behalf of the Director of Build and Estates at the University of Limerick:

University of Limerick do not have any plan to make this gap in the fence a permanent feature. There is no connecting infrastructure at the inside of the fence in any case and we are satisfied that current provisions along with planned improvements at Hamilton House/ Plassey Pk junction by LCCC will better meet access requirements.

Planning Authority Comment:

Noted.

SUB 4 Alexander Schieweck

Submission Summary :

1. The proposed in line bus stop layout on Plassey Park road is seen as inadequate and suggestion is made that the island arrangement shown on Plassey Road is a better layout option at this location due to the volume of bus routes serving the area.
2. The provision of the stop line shown on the segregated cyclepath on entry to the both junctions is queried. The question is raised as to why a cyclist should be required to wait first to enter the straight section of the intersection, if not actually crossing at either intersection.
3. A request is made to reduce the amount of access plates/manhole covers on the cyclelane to a minimum. Reference is made to the recently completed Plassey Park Road Scheme in the IDA Park and the amount of chamber covers placed in the cyclelane which can result is a less comfortable and slower ride.

Design and Delivery comments:

Consideration has been given for the use of Island Bus Stops and a new such bus stop has been provided on Plassey Road. The scheme was designed in accordance with relevant standards, yet also had to be designed with consideration for the confines of existing geometry and constraints of the built environment. Further consideration will be given to the provision of an Island Bus Stop arrangement on Plassey Park Road if deemed practicable through design development.

The shared spaces indicated at bus stops are to reflect pedestrian priority areas at the In line Bus Stop Option 2, designed in accordance with the National Cycle Manual (NCM).

A cyclist is required to stop at this stop line before entry to the junction only if the green signal phase for pedestrians and cyclists that are crossing the carriageway is in operation. Provision of additional signals for cyclists will be assessed at detailed design stage.

Request noted and minimising utility access chamber covers from the footpath & cycletrack where feasible will be assessed at detailed design stage.

Planning Authority Comment:

Noted.

SUB 5 Irish Water

Submission Summary :

Irish Water request that the grant of any planning application be conditioned as follows: The applicant must sign a connection agreement with Irish Water prior to the commencement of the development and adhere to the standards and conditions set out in that agreement. All development shall be carried out in compliance with Irish Water Standards codes and practices. Any proposals by the applicant to build over or divert existing water or wastewater services shall be submitted to Irish Water for written approval prior to works commencing.

Design and Delivery comments:

Requests are noted. Design & Delivery Services will consult with Irish Water .

Planning Authority Comment:

Noted

SUB 6 Chief Superintendent An Garda Siochana, Henry St Limerick

Submission Summary

The Roads Policing Unit have indicated that the upgrade works will serve as an important safety measure for all road users and it is hoped that any delays caused to traffic would be kept to a minimum for the duration of the works.

Design and Delivery comments:

Comments are noted. An Garda Siochana Traffic Division will be notified in advance of commencement of any work onsite as required.

Planning Authority Comment

Noted

Operations & Maintenance Services (Roads), Limerick City & County Council

Submission Summary :

1. The yellow box hatch shall be reinstated outside the entrance to the Kilmurry Lodge Hotel on completion of the works.
2. No proposal for public lighting has been submitted with this application. The applicant is therefore requested to complete a lighting design with sufficient survey detail / background detail so as to clearly show the lux levels generated by the proposed lighting installation. The lighting design shall be designed and signed by a competent Lighting Design Engineer which shall comply with BS5489:2013 and BS EN 13201:2003. The lighting design shall include a legible plot of the lux levels superimposed on the Site Layout Plan to a scale of 1/500 (along with supporting

calculations) for Limerick City & County Council's approval within one month from the date of grant of permission. The Public Lighting Layout shall indicate the location of ALL lighting columns (proposed & existing) covering Plassey Road and Plassey Park Road, their reference numbers (as per design calculations), the supply circuits, ESB and Local Authority micro pillars and shall include a schedule of lanterns to be installed, inclusive of proposed lantern type and including a photograph. The design shall be submitted within one month from the date of grant of permission to the Operations & Maintenance Department for approval.

3. On completion, a qualified public Lighting engineer shall certify that the public lighting has been installed in accordance with the previously submitted public lighting design as approved by the local authority.

Design and Delivery comments:

Comments are noted. Design and Delivery Services will submit all detailed design drawings to Service Operations & Maintenance Roads for approval during detailed design stage.

Planning Authority Comment

A public lighting plan shall be agreed with the roads section prior to the commencement of development.

Physical Development Directorate, Limerick City and County Council

Submission Summary :

The Environmental Impact Assessment Screening makes an assumption that there will not be a significant effect on the baseline noise environment, even though no baseline noise monitoring has been carried out. The EIA Screening outlines potential noise control measures that could be applied to reduce adverse impacts at near noise sensitive properties based on BS 5228.

Physical Development recommend that the significance of noise and vibration effects should be assessed for the nearest noise sensitive properties based on BS 5228-1/-2:2014 Code of Practise for Noise and Vibration Control on Construction and Open Sites and submitted to the planning authority for agreement at least one month before construction works commence, to establish threshold/s that shall not to be exceeded at the nearest noise sensitive properties.

Design and Delivery comments:

Recommendation has been noted and will be addressed prior to commencement of construction activities on site.

Planning Authority Comment:

A noise assessment shall be carried out prior to the commencement of works.

Environmental Trust Ireland

Submission Summary :

Project is premature and should have been preceded by necessary environmental and ecological assessment and prepared by appropriate competent and qualified persons with the necessary expertise.

No AA Screening determination, Natura Impact Statement or EIAR Report.

AA Screening inadequate having regard to Natura 2000 site and no indication in the AA Screening of the necessary qualifications, competence and expertise to conduct the requisite environmental and ecological assessments as required by EU law.

The conclusion reached that the proposed development either alone or in combination will not have a significant effect on an SAC or SPA is not supported by the facts.

The screening report refers to 31 trees being removed and does not refer to the adjacent project in the IDA Park from August 2019 onwards where several kilometres of mature trees, hedgerows, ecosystems and habitat were removed to make way for cyclelane and a link road. There was no AA Screening determination, no NIS and no EIAR on that project either which is a mandatory requirement under EU law.

The cumulative and in combinations effects of the previous developments were not considered or were not properly considered.

Design and Delivery comments:

Environmental Impact Assessment Screening

The EIA screening process was informed by the following report prepared by Arup:

- New Junction at Plassey Road Environmental Impact Assessment Screening Report (Arup, 2020)

This report was included in the Part 8 planning documentation. The report was carried out in accordance with the Roads Act 1993, as amended, the European Union (Road Act 1993) (Environmental Impact Assessment) (Amendment) Regulations 2019 (SI 296 of 2019), Annex III of the EIA Directive (2014/52/EU), and all relevant guidance. Section 2.4 and 2.5 of the report outlines the methodology and guidance used in the preparation of the report. The competency, qualifications and expertise of the authors of the reports are described in the Table below.

LCCC has carried out EIA Screening and has made an EIA Screening determination that *“there is no real likelihood of significant effects on the environment. Accordingly, it has been determined that an EIA is not required in respect of this proposed development.”*

Appropriate Assessment Screening

The AA screening process was informed by the following report prepared by Arup:

- New Junction at Plassey Road: Report for the Purposes of Appropriate Assessment Screening (Arup, 2020)

This report was included in the Part 8 planning documentation. The report was carried out in accordance with Article 6(3) and 6(4) of the Habitats Directive (92/43/EEC), and all relevant guidance. Section 1.3 of the report outlines the methodology and guidance

used in the preparation of the report. The competency, qualifications and expertise of the authors of the reports are described in the Table below.

LCCC has carried out AA Screening and has made an AA Screening determination that *“a full Appropriate Assessment is not required in respect of this proposed development.”*

As outlined in response to submission statement No.1 above, LCCC, as the competent authority, made the following AA Screening determination:

“Limerick City & County Council has carried out an Appropriate Assessment (AA) Screening Report and has determined that a full Appropriate Assessment is not required in respect of this proposed development.”

LCCC, as the competent authority, made the following EIA Screening determination:

“Limerick City & County Council has carried out an Environmental Impact Assessment (EIA) Screening Report in accordance with the Roads Act 1993 (S.I. No 14 of 1993), as amended and has determined that there is no real likelihood of significant effects on the environment. Accordingly, it has been determined that an EIA is not required in respect of this proposed development.”

4. As outlined in response to Submission Statement No. 1., the AA Screening Report was prepared in accordance with Article 6(3) and 6(4) of the Habitats Directive (92/43/EEC), and all relevant guidance. Section 1.3 of the report outlines the methodology and guidance used in the preparation of the report. The competency, qualifications and expertise of the authors of the reports are described in Table 1, in response to Submission Statement No. 1.

As outlined in Section 6 of the AA Screening Report, it was objectively concluded by Arup, with regards to the proposed development, it is possible to rule out likely significant impacts on any Natura 2000 site. This judgement has been arrived at on the following basis:

- All works will take place within the site works boundary. No works will take place within any Natura 2000 site.
- No material or spoil from the works will be deposited in any Natura 2000 site. There will be no encroachment on the habitats or species of any Natura 2000 site.
- There will be no loss of Natura 2000 site habitat area, no fragmentation of the habitats of Natura 2000 sites, no disturbance to the qualifying species of the Natura 2000 sites, no impacts on population density of these species, no impacts on water resources and no impacts on water quality of the Natura 2000 sites.
- There will be no significant emissions to air, ground or water during the construction or operational phase.

Further, LCCC, as the competent authority made the following AA Screening

determination, which aligned with the findings of the AA Screening Report:

“Limerick City & County Council has carried out an Appropriate Assessment (AA) Screening Report and has determined a that a full Appropriate Assessment is not required in respect of this proposed development.”

5. As outlined in response to submission statement No. 3, it was objectively concluded by Arup in the AA Screening Report that, with regards to the proposed development, it is possible to rule out likely significant impacts on any Natura 2000 site. This judgement has been arrived at on the following basis:

- All works will take place within the site works boundary. No works will take place within any Natura 2000 site.
- No material or spoil from the works will be deposited in any Natura 2000 site. There will be no encroachment on the habitats or species of any Natura 2000 site.
- There will be no loss of Natura 2000 site habitat area, no fragmentation of the habitats of Natura 2000 sites, no disturbance to the qualifying species of the Natura 2000 sites, no impacts on population density of these species, no impacts on water resources and no impacts on water quality of the Natura 2000 sites.
- There will be no significant emissions to air, ground or water during the construction or operational phase.

Further, Section 5.1.3 of the AA Screening report considered the potential for the proposed development, in-combination with other projects, to give rise to significant environmental effects. The following developments were considered in this in-combination assessment:

- Ref. 18252 - Redevelopment of Plassey Park Road, Annacotty Roundabout and R445 Road
- Ref. 181263 - Johnson & Johnson Vision Care
- Ref. 181020 - Edwards Lifesciences Ireland Ltd Development
- Ref. 181259 - IDA Ireland, National Technology Park

The AA Screening Report for the proposed development determined that no potential in-combination effects are predicted with regards the above listed developments for the reasons outlined in Section 5.1.3 of the AA Screening Report.

LCCC, as the competent authority made the following AA Screening determination, which aligned with the findings of the AA Screening Report:

“Limerick City & County Council has carried out an Appropriate Assessment (AA) Screening Report and has determined a that a full Appropriate Assessment is not

required in respect of this proposed development.”

6. Section 3 of the AA Screening Report provides a detailed assessment of the ecological importance value of the vegetation to be removed as part of the proposed development. It was determined that the proposed development will involve the removal of some locally important habitats, some of which may offer the potential for the presence of bird and bat species. However, it was determined that the removal of these trees would not result in a significant environmental effect on any SAC or SPA.

The ‘*significant environmental destruction and habitat loss that occurred on Plassey Park Road from 23rd August 2019*’ referred to in Submission Statement No. 5 is not part of the proposed development. The AA and EIA Screening Reports prepared by Arup assess the potential environmental effects of the proposed New Junction at Plassey Road on the receiving environment. However, Section 5.1.3 of the AA Screening report considered the potential for the proposed development, in-combination with other projects, to give rise to significant environmental effects. The following developments were considered in this in-combination assessment:

- Ref. 18252 - Redevelopment of Plassey Park Road, Annacotty Roundabout and R445 Road
- Ref. 181263 - Johnson & Johnson Vision Care
- Ref. 181020 - Edwards Lifesciences Ireland Ltd Development
- Ref. 181259 - IDA Ireland, National Technology Park

The AA Screening Report for the proposed development determined that no potential in-combination effects are predicted with regards the above listed developments for the reasons outlined in Section 5.1.3 of the AA Screening Report.

7. Section 5.1.3 of the AA Screening report considered the potential for the proposed development, in-combination with other projects, to give rise to significant environmental effects. The following developments were considered in this in-combination assessment:

- Ref. 18252 - Redevelopment of Plassey Park Road, Annacotty Roundabout and R445 Road
- Ref. 181263 - Johnson & Johnson Vision Care
- Ref. 181020 - Edwards Lifesciences Ireland Ltd Development
- Ref. 181259 - IDA Ireland, National Technology Park

The AA Screening Report for the proposed development determined that no potential in-combination effects are predicted with regards the above listed developments for the reasons outlined in Section 5.1.3 of the AA Screening Report.

Similarly, Section 4.3 of the EIA Screening Report considered the potential for the proposed development to give rise to cumulative environmental effects, when considered alongside with other projects. The following developments were considered in this in-combination assessment:

- Ref. 18252 - Redevelopment of Plassey Park Road, Annacotty Roundabout and R445 Road
- Ref. 181263 - Johnson & Johnson Vision Care
- Ref. 181020 - Edwards Lifesciences Ireland Ltd Development
- Ref. 181259 - IDA Ireland, National Technology Park

The EIA Screening Report for the proposed development determined that no potential cumulative effects are predicted with regards the above listed developments for the reasons outlined in Section 4.3 of the EIA Screening Report.

8. As previously outlined, the EIA Screening Report prepared by Arup was carried out in accordance with the Roads Act 1993, as amended, the European Union (Road Act 1993) (Environmental Impact Assessment) (Amendment) Regulations 2019 (SI 296 of 2019), Annex III of the EIA Directive (2014/52/EU) and all relevant guidance. Section 2.4 and 2.5 of the report outlines the methodology and guidance used in the preparation of the report. The competency, qualifications and expertise of the authors of the reports are described in Table 1, in response to Submission Statement No. 1.

The findings of the EIA Screening Report assisted LCCC, as the competent authority, in making the following AA Screening determination:

“Limerick City & County Council has carried out an Environmental Impact Assessment (EIA) Screening Report in accordance with the Roads Act 1993 (S.I. No 14 of 1993), as amended and has determined that there is no real likelihood of significant effects on the environment. Accordingly, it has been determined that an EIA is not required in respect of this proposed development.”

Similarly, the AA Screening Report prepared by Arup was carried out in accordance with Article 6(3) and 6(4) of the Habitats Directive (92/43/EEC), and the relevant guidance. Section 1.3 of the report outlines the methodology and guidance used in the preparation of the report. The competency, qualifications and expertise of the authors of the reports are described in the Table below.

Further, LCCC, as the competent authority made the following AA Screening determination, which aligned with the findings of the AA Screening Report:

“Limerick City & County Council has carried out an Appropriate Assessment (AA) Screening Report and has determined that a full Appropriate Assessment is not required in respect of this proposed development.”

Planning Authority Comment

The competencies of the authors who prepared the EIAR screening and the AA screening have been outlined and are contained in this report.

The Planning Authority accepts the findings of both the EIAR screening and AA screening which accompany the Part 8, the need for an EIAR report and NIS have both been screened out, the reasons for which are clearly outlined in both reports.

A bat survey was not undertaken, but bats were considered in the EIAR screening report. A survey of trees to be felled to establish if there are any winter or summer roosts shall be undertaken prior to any works, a derogation licence will be needed in the event bat roosts are encountered. Also, artificial habitats may be required in a replacement tree programme. A landscaping plan which includes the replacement tree programme shall be submitted.

Competencies of the Authors

Name	Company	No. years of experience	Professional Qualifications and Relevant Expertise	Professional Affiliations
Fiona Patterson	Arup	19	<p>Bachelor of Science (BSc) (Hons) Earth Science, University College Cork, (1997); Master of Science (MSc) Environmental Engineering, Queens University Belfast (1998); Diploma Field Ecology, University College Cork (2016); Advanced Diploma in Planning and Environmental Law, King's Inns (2018).</p> <p>Fiona is a senior environmental consultant with experience in delivering environmental advisory services on projects in a variety of sectors, including highways, rail, energy, water, wastewater, education, manufacturing and commercial/residential. Relevant projects include N6 Galway City Ring Road EIAR (2018) and Indaver Resource Recovery Centre EIS (2016).</p> <p>Fiona was lead author and approver of the EIA Screening Report and AA Screening Report.</p>	Affiliate member of Institute of Environmental Management and Assessment (IEMA)
Ailsa Doyle	Arup	5	<p>Bachelor of Science (BSc) (Hons) Environmental Management</p> <p>Ailsa is an environmental consultant with over five years' experience. Ailsa holds a first-class honours degree (B.Sc) in Environment Management and is currently undertaking an M.Sc in Urban Planning and Leadership. Ailsa has extensive experience in the preparation and coordination on Environmental Impact Assessment Reports and associated Screening Reports, and a specialisation in Strategic Environmental Assessment.</p> <p>Ailsa assisted in the preparation of the EIA Screening Report.</p>	'Practitioner' member of Institute of Environmental Management and Assessment (IEMA)
Sarah Kelliher	Arup	2.5	<p>Sarah is a graduate ecologist with Arup and has experience in Appropriate Assessment and contributing to Environmental Impact Assessments. Sarah gained her BSc in Zoology from University College Cork and an MSc in Biodiversity and Conservation from Trinity College Dublin.</p>	Qualifying Member of CIEEM

Name	Company	No. years of experience	Professional Qualifications and Relevant Expertise	Professional Affiliations
Debbie Flynn	Arup	3.5	<p>BSc in Environmental Science</p> <p>Debbie has over three years' experience as an Environmental Consultant, based in the Arup Cork Office. She holds a BSc in Environmental Science from the University of Limerick. Debbie primarily works on the preparation of Environmental Impact Assessment Reports (EIAR), EIA Screening Reports, Reports for Screening for Appropriate Assessment and technical due diligence reports. Debbie has co-ordinated and contributed to the preparation of a number of large-scale developments including Wilton Town Centre, Horgan's Quay, Arklow Wastewater Treatment Plant, Custom House Quay Development and Greenlink Interconnector.</p> <p>Debbie assisted in the preparation of the EIA Screening Report and AA Screening Report.</p>	-

5.0 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 14/08/2020 and the report received by the Planning Authority on 15/10/2020, 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 Mitigation Measures set out in the Environmental Screening Report submitted with the application shall be implemented in full.

Reason - In the interest of orderly development and proper planning and sustainable development.

3. Prior to the commencement of any development works a bat survey shall be carried out by a suitably qualified bat expert/ecologist, a copy of same shall be submitted for consideration by the Planning Authority. If any bat species are found to be roosting at the site, a derogation licence must be obtained from the Wildlife Licensing Unit of the National Parks and Wildlife Service of the Department of Culture, Heritage & the Gaeltacht prior to commencement of any work on the site.

Reason – In the interest of proper planning and development of the area and protection of biodiversity

4. Prior to the commencement of any development works and following submission of the bat survey a landscaping plan including a tree replacement programme shall be submitted and agreed, including a schedule for delivery.

Reason – In the interest of proper planning and development of the area and protection of biodiversity

5. Prior to the commencement of development all trees to be removed shall be outlined in a detailed schedule accompanied by description of condition, type and photograph and no of each tree. No mature trees, hedging shall be removed without discussion with the Planning Authority prior to the commencement of any works on site. Any agreed removal of trees or hedging shall take place outside the bird nesting season (1st March – 31st August).

Reason – In the interest of proper planning and development of the area and protection of biodiversity

6. Prior to the commencement of development the significance of noise and vibration effects should be assessed for the nearest noise sensitive properties based on BS 5228-1/-2:2014 Code of Practice for Noise and Vibration Control on Construction and Open Sites. It shall be submitted to the planning authority for agreement at least one month before construction works commence, to establish threshold/s that shall not to be exceeded at the nearest noise sensitive properties.

Reason – In the interest of proper planning and development of the area and protection of residential amenity.

7. The yellow box hatch shall be reinstated outside the entrance to the Kilmurry Lodge Hotel on completion of the works.

Reason : In the interests of orderly development.

8. (a) Prior to the commencement of development a lighting plan shall be agreed with Roads Department of Limerick City and County Council. The lighting design shall be designed and signed by a competent Lighting Design Engineer which shall comply with BS5489:2013 and BS EN 13201:2003. The lighting design shall include a legible plot of the lux levels superimposed on the Site Layout Plan to a scale of 1/500 (along with supporting calculations) for Limerick City & County Council's approval within one month from the date of grant of permission. The Public Lighting Layout shall indicate the location of ALL lighting columns (proposed & existing) covering Plassey Road and Plassey Park Road, their reference numbers (as per design calculations), the supply circuits,, ESB and Local Authority micro pillars and shall include a schedule of lanterns to be installed, inclusive of proposed lantern type and including a photograph.

(b) On completion, a qualified public Lighting engineer shall certify that the public lighting has been installed in accordance with the previously submitted public lighting design as approved by the local authority.

Reason - In the interests of orderly development

9. During construction of the proposed development, the following shall apply-
- a. No work shall take place on site outside the hours of 8.00 a.m. to 8.00 p.m. Monday to Friday and 8.00 a.m. to 4.00 p.m. Saturday, or on Sundays or public holidays, unless otherwise agreed in writing by the Planning Authority.
 - b. No surface water run-off shall be discharged onto public roads, foul sewers or adjacent property.
 - c. Adequate car parking facilities shall be provided on site for all workers and visitors.

Reason – To protect the residential amenities of the area in the interest of proper planning and sustainable development

10. The wheels and underside of all construction traffic leaving the site shall be cleaned, as required, to prevent soiling of public roads. A wheel washing facility, including water jets or other approved cleansing method shall be provided close to the site exit. In the event that any public roads become soiled by construction traffic from the site, these roads shall be cleaned immediately.

Reason - In the interest of the proper planning and sustainable development of the area, road safety and to protect the amenity of the area

11. a. Equivalent sound levels arising from all sources within the proposed development, when measured at the boundary of noise sensitive locations (i.e. dwelling houses) shall not exceed a level of 55 dB (A) L_{Ar} (60 minutes) between 0800 hours and 2000 hours Monday to Friday and 0800 hours and 1400 hours on Saturday. Noise levels shall not exceed 45dB (A) L_{Ar} (15 minutes) at any other time.

- b. Mechanical machinery systems shall not produce clearly audible tonal noises at night-time (22:00 to 08:00hrs) when assessed from the nearest noise sensitive location.

Reason – To protect the residential amenities of the area in the interest of proper planning and sustainable development of the area

12. The Construction Management Plan shall be submitted to and agreed in writing with the Planning Authority prior to commencement of development. This plan shall provide details of intended construction practice for the development, including hours of working, noise/vibration and traffic management measures and off-site disposal of construction/demolition waste.

Reason- In the interests of public safety and residential amenity

