

17 SEP 2021

Received

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

Re: **Permission for the following:**

The proposed development will consist of:

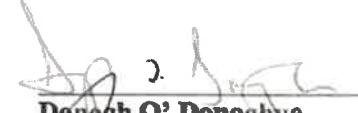
- i. An off-road shared pedestrian/cycle facility of varying width (2.2m to 2.9m) along the eastern side of Mill Road from the junction of Corbally Road to Scoil Íde;
- ii. An off-road shared pedestrian/cycle facility 3.6m wide along the eastern side of Mill Road in front of Scoil Íde, with a 4.8m wide perpendicular parking area;
- iii. A 3.5m wide off-road shared pedestrian/cycle facility along the eastern side of Mill Road from Scoil Íde to the back entrance to St Munchin's College;
- iv. Shared surface for cyclists and vehicles to be provided from Brookhaven/Spring Grove to Siul Na hAbhann. Existing footpaths to be retained along this part of the scheme;
- v. Footpaths to be widened to 2.0m on the eastern side of Mill Road to the North of Laurel Cottage;
- vi. Designated on-street car parking to be provided between Brookhaven/Spring Grove to Siul Na hAbhann where available;
- vii. A consistent 5.0m wide carriageway, except for the three sections of "Give Way" at pinch points.
- viii. Road widening at two locations along Mill Rd;
 - Bishop's Field from Scoil Íde to back entrance of St Munchin's College (Eastern Side)
 - Private lands at Roseneath Cottage (Western Side)
- ix. Junctions to be altered as per the Design Manual for Urban Roads & Streets (DMURS);
- x. A new surface water drainage system;
- xi. A new public lighting scheme;
- xii. Grounding of overhead services and removal of existing ESB poles on existing footpaths; and
- xiii. All associated site works.

At: **Mill Road, Corbally, Limerick City.**

Planning Reference No. 21/8004


Rosie O' Donnell
Executive Planner


Nuala O'Connell
Senior Planner


Donogh O' Donoghue
Senior Executive Planner


Nuala Gallagher
Director of Services
Planning, Environment and Place Making

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 6 of this report.


Sean Coughlan
Chief Executive
Limerick City & County Council

Date: 15/9/21

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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 along the Mill Road in the Corbally area of Limerick. Corbally is a residential suburb to the North East of Limerick City centre. The site boundary extends the full length of the L-10151-3 Mill Road from its junction with the R463 Corbally Road at its Southern end to the cul de sac of the Mill Road at the banks of the River Shannon at the Northern end. The Mill Road is bounded by old stone walls for much of its length with detached dwellings to the west along the southern half of its length while Scoil Íde and St. Munchin's College lie to the east of Mill Road. The northern section of Mill Road has a wider carriageway width as it passes through a residential area with newer housing estates on both sides. The overall length of the Mill Road improvement scheme, which runs from Corbally Road to the River Shannon, is 1.4 kilometres.

Under this planning application the Applicant, Active Travel within the Transportation and Mobility Directorate, Limerick City & County Council, proposes the following:

An off-road shared pedestrian/cycle facility of varying width (2.2m to 2.9m) along the eastern side of Mill Road from the junction of Corbally Road to Scoil Íde;

An off-road shared pedestrian/cycle facility 3.6m wide along the eastern side of Mill Road in front of Scoil Íde, with a 4.8m wide perpendicular parking area;

A 3.5m wide off-road shared pedestrian/cycle facility along the eastern side of Mill Road from Scoil Íde to the back entrance to St Munchin's College;

Shared surface for cyclists and vehicles to be provided from Brookhaven/Spring Grove to Siul Na hAbhann. Existing footpaths to be retained along this part of the scheme;

Footpaths to be widened to 2.0m on the eastern side of Mill Road to the North of Laurel Cottage;

Designated on-street car parking to be provided between Brookhaven/Spring Grove to Siul Na hAbhann where available;

A consistent 5.0m wide carriageway, except for the three sections of "Give Way" at pinch points along Mill Road;

Road widening at two locations along Mill Rd;

- Bishop's Field from Scoil Íde to back entrance of St Munchin's College (Eastern Side)
- Private lands at Roseneath Cottage (Western Side)

Junctions to be altered as per the Design Manual for Urban Roads & Streets (DMURS);

A new surface water drainage system, a new public lighting scheme, grounding of overhead services and removal of existing ESB poles on existing footpaths; and all associated site works.

The works will include road widening, rededication of the road space to provide new footpath construction, new cycle facility construction, raised uncontrolled pedestrian crossings, new road lighting scheme, new boundary treatments, accommodation works, traffic calming measures, junction buildouts and raised junction speed tables, shared surfaces, new road markings, upgraded road signage, services diversions, new surface water drainage system, and all ancillary works necessary for completion. Posted speed limit will be reduced to 30Km/hr with Solar Powered driver feedback signs installed.

Existing roadside boundaries are to be set back to accommodate road widening, new shared surfaces. This space will be formed of standard 100mm – 150mm concrete footpath on 150mm Cl.804 sub base. The shared surfaces are likely to be constructed of 100mm surface course macadam on Cl.804. Existing trees and hedgerows that are to be removed as part of the works will be replaced by similar native variety semi-mature trees and hedging.

Resurfacing of the existing carriageway is to comprise of overlay of the existing road with minimum 40mm to 250mm maximum of Asphaltic concrete (bituminous layers).

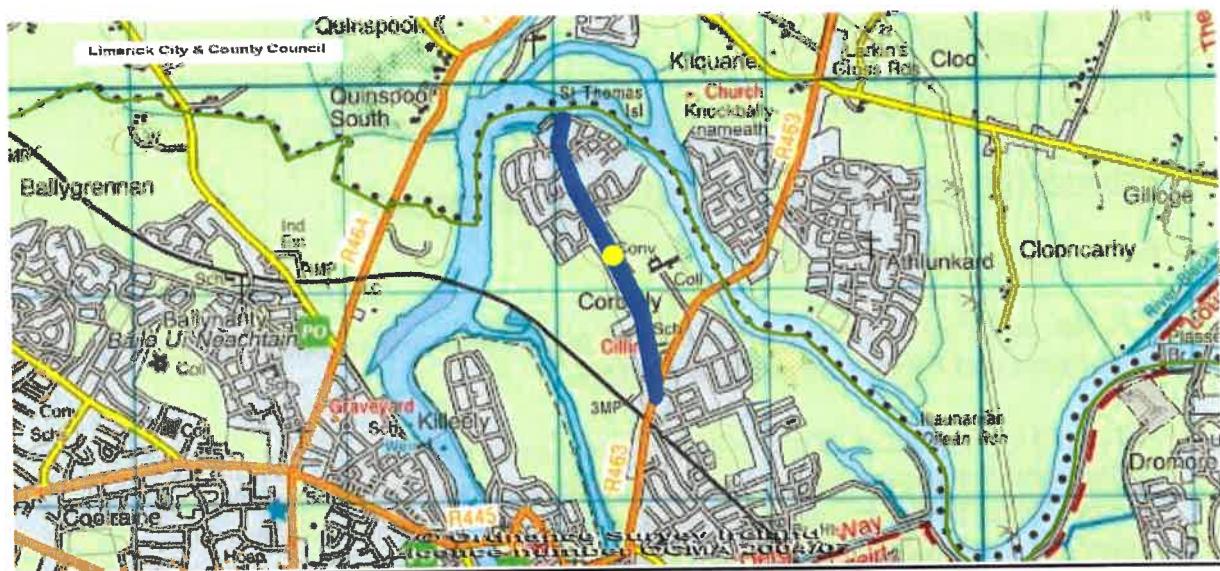
This application includes the following documents:

- AA Screening
- EIA Screening
- Arboricultural Impact Assessment
- Bat survey
- Sustainable Transport Improvement Scheme
- Part 8 Planning Report
- Part 8 Planning Drawings

The plans and particulars went on public display from Friday 7th of May 2021 to 4th of June 2021. Submissions and observations had to be submitted by Friday 18th June 2021.

Location:

Figure 1: Site Location & Context



Site Layout:

There are 7 drawings which accompany the part 8 proposal, these outline the exact nature of the works proposed along the 1.4 km stretch of the Mill road from the junction with the Corbally road down to the Shannon River. The works will be undertaken on a phased basis.

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

3.1 Policy and Zoning

The following are the policies and objectives relevant to the site.

Limerick City Development Plan 2010 – 2016 as amended

Policy TR.9 Cycling & Walking

It is the policy of Limerick City Council to prioritize the provision of safe facilities for Pedestrians and Cyclists throughout the City.

- o Promote cycling and walking as healthy modes of transport.
- o Implement the measures contained in the National Cycle Policy Framework (NCPF) and the Smarter Travel Policy Framework produced by the Department of Transport.
- o Establish a complete network of cycleways throughout the City.
- o Update and implement the Limerick Cycle Strategy.
- o Design a city cycle network with emphasis placed on promoting safety and shortening journey time. The cycle network will be a combination of dedicated cycle lanes on the road and dedicated off road cycle-lanes. The network will be clearly identifiable through signposting and road marking.
- o Continually upgrade the condition of existing footpaths and cycleways.
- o Provide controlled crossings at location where they are warranted.
- o Limerick City Council will provide secure cycle parking at locations around the City.
- o Will require that secure covered cycle parking facilities be provided close to building entrances for new office blocks, apartment blocks, schools, shopping centres etc.
- o Require planning applicants to demonstrate that their development proposals will be easily accessible by pedestrians, cyclists and public transport users.
- o Require planning applicants where appropriate to submit detailed designs of the facilities required by cyclists.
- o To facilitate the extension, improvement, and development of the riverside walkways and footpaths along the Shannon River and its tributaries while ensuring the conservation value of the designated River areas are maintained.

Policy TR.11 Traffic Management Control

It is the policy of Limerick City Council to enhance the traffic management provision by:

- o Updating and expanding the Urban Traffic Control System for managing traffic flow through the City Centre.
- o Installing CCTV on all major intersections in the city to assist with the monitoring and control of traffic flow.
- o That all traffic management and traffic calming schemes be designed and constructed as per Department of Transport guidelines embracing the philosophy of catering for all road users by managing the road network so that fair access is afforded to all.
- o That special speed limits be provided where deemed necessary to enhance road safety and contribute to more efficient traffic management.

Policy TR.12 Controlled & Non-Controlled Crossings

It is the policy of Limerick City Council to enhance the traffic management provision by:

- o Ensuring that controlled pedestrian crossing facilities at all major crossing points have an audible signal and tactile paving to assist the visually impaired person to safely negotiate the crossing.
- o Ensuring that all new uncontrolled crossing facilities provided in the City be provided with suitably designed facilities including dishing, tactile paving or table tops as appropriate

3.2 Habitats Directive Project Screening Assessment

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

Construction Phase: An off-road shared pedestrian/cycle facility of varying widths on both sides of the road. Are effects significant? No Are substantial works required? Yes Are effects significant? No Operating phase effects: Are effects significant? No	Ex-situ effects: Are effects significant? No Run-off: Are effects significant? Yes Abstraction: Are effects significant? No Displacement: Are effects significant? No
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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	<i>Is the development in the relevant catchment of or immediately up/downstream of a watercourse that has</i>	No
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	species eg. Bogs or otters -see abstraction/run off etc above.	<i>been designated as a Natura 2000 site?</i> Name of site:	
2	Impacts on terrestrial habitats and species.-see area and disturbance/displacement effects above.	<i>Is the development within 1km of a SAC site with terrestrial based habitats or species?</i> Name of site: Lower River Shannon SAC(Site Code: 002165)	Yes
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: 002165)	Yes – Northern end of the roadway bounds the Shannon River
4	Impacts on birds in SPAs	<i>Is the development within 1km of a Special Protection Area</i> Name of site:	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

An Appropriate Assessment Screening Report was submitted as part of this application prepared by Pat Doherty on behalf of Doherty Environmental Consultants Ltd.

The site located in a urban area (brownfield site) and is bounded at its Northern end by the Shannon River (25m from the site boundary). The site is not located within the Lower Shannon SAC or the River Shannon and River Fergus Estuaries SPA. (The latter is 2km from the site)

Screening for Appropriate Assessment (stage 1) was carried out including the examination of the potential for in direct effects and it was determined that there are not likely to be significant effects from the proposed works on the European sites identified for consideration namely the nearby River Shannon SAC or the River Fergus Estuaries SPA or there qualifying interests. (and any other European site beyond 15km) either alone or in combination with other plans or projects, therefore, a stage 2 Appropriate Assessment was not required.

3.3 Environmental Impact Assessment Report Screening

An EIAR screening report was prepared by Pat Doherty on behalf of Doherty Environmental Consultants Ltd and submitted with the application on behalf of Limerick City and County Council.

The report concludes that 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 size of the development is limited, located within an existing brownfield site, the development as proposed does not require the preparation of an Environmental Impact Assessment Report.

Due to the nature of the project, the need for an Environmental Impact Assessment Report (EIAR) is not required.

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 boundaries will be required from four separate landowners along the extent of the scheme. Limerick City & County Council have been in contact with the affected landowners and negotiations on land acquisitions will be progressed subject to planning consent.

4.0 Submissions with respect to the proposed development

Submission Ref	Submitted by
1	Niall O'Shea
2	Jennifer Minihan
3	Veronica O'Neill
4	Orla & Jamie O'Sullivan
5	Paul Nielson
6	Mary Daly & Brian McNulty
7	Development Applications Unit, Government Offices
8	Margaret & Francis Keating
9	Brian O'Dwyer
10	Pamela Furlong
11	James Humphreys
12	Niall O'Shea
13	Gerard Slattery
14	Deirdre Russell
15	Fiona & Leonard Manley
16	Audrey Mulcahy
17	MJ Stockil
18	Maria C Ryan
19	Patrick J Hinchey
20	Tara Hill
21	Elaine McCarthy & Des Farrell
22	Cllr Saša Novak
23	Sarah Gilleece
24	Anne Cronin
25	Ray D'Arcy
26	Sean Ryan
27	Limerick Cycling Campaign
28	Mary Gilleece
29	Molly Lonergan
30	Noel Mulcahy
31	Adam Kearney
32	Jackie & Ceiliy Kenny
33	Ger Ryan
34	Roads, Traffic and Cleaning, Central Services, Limerick City and County Council
35	Lavinia Duggan/Residents Group
36	Irish Water
37	Environmental Services Section, Limerick City and County Council
38	Tom Cassidy, Architectural Conservation Officer, Limerick City and County Council.

A total of 38 no. written submission/observation was received and are listed below:

4.1 Submissions:

Sub 1 Niall O'Shea, 1 Spring Grove, Mill Road, Corbally, Limerick V94 PN8C

Submission Summary:

Mr. O'Shea welcomes the changes and in particular the decision to widen at some locations despite the Council previously stating that there was no funds for road widening.

Mr O'Shea is of the opinion the one-way shuttle systems will create new additional pinch points that will lead to greater traffic congestion than already exists at the top of Mill Road at peak times. He predicts that outside of peak traffic times these pinch points will block up the flow of cars and cyclists who will now have to share the space.

Mr O'Shea states that the concerns of the residents in the cottages in relation to access to and from their homes has not been addressed along with those of Brookhaven Walk and Spring Grove. He envisages residents will not be able to leave their properties due to queuing traffic caused by the shuttle system.

Mr. O'Shea believes that rather than provide a final solution the Council have through this Part 8 Planning only addressed the footpath problem, while adding more congestion, frustration and danger and have not added to the quality of life of the local residents. He notes there have been no traffic studies carried out as part of this proposal which is the key issue on Mill Road. He believes more detailed engagement and discussion is needed to find a more suitable solution to bring this worthwhile project to fruition and finally resolve the longterm traffic concerns and benefit all of the Mill Road residents.

And finally he suggests providing yellow boxes outside houses at the pinch points so that the residents' access won't be blocked.

Active Travel Comments:

No funds for Road Widening

The Council is proposing to widen only where lands are being transferred by agreement. Funding is to be confirmed.

"greater traffic congestion"

Mill Road is a cul-de-sac. Consequently in the morning the majority of commuters leave the area and hence will come together at the exit junction from the cul-de-sac. It is not logical that there will be the same volumes of traffic leaving during off peak times. If anything the shuttle system, while having some amount of queuing, will lessen the queue at the Corbally Road junction as the same quantum of traffic will now be spread across the scheme. The cyclists already exist, as do the pedestrians. This scheme is being provided for the safety of cyclists and pedestrians, not to provide free flow traffic conditions that would only discourage the local population from a modal shift to more sustainable travel modes.

concerns of the residents in the cottages in relation to access"
These concerns have not been outlined in the submission.

“no survey of traffic volumes” “more detailed engagement needed” “resolve long term traffic solutions”

This project is a sustainable transport improvement proposal with focus on improving the safety of pedestrians, cyclists and vulnerable road users. The resolution of traffic on Mill Road is part of a wider problem in the Corbally area is being addressed by LCCC under a different scheme.

yellow box junctions”

This suggestion will be taken on board for consideration

Planning Authority comments:

Noted.

Sub 2 Jennifer Minihan, Kilmory, Mill Road, Corbally,

Submission summary:

Ms. Minihan wishes to voice her concerns about the proposed one-way shuttle system as proposed near her home. She is living opposite Roseneath House. She maintains the proposed one way system will add to congestion in the area.

It is currently very difficult to exit her driveway during busy periods and feels with the one way system proposed, queuing traffic would block her access. She suggests provision of a yellow box at her driveway, mirrors to improve visibility, signage to alert people of car movement and a request that cyclists dismount along this stretch.

She has concerns that maintenance trucks (bin trucks, ambulances & septic tank trucks) servicing her house and any houses along the constrained sections would block the entire road. The road is currently 5.4m outside her house, surely the road should be widened not made narrower, while widening into Roseneath.

Traffic blockages are commonplace outside Scoil Ide where cars and trucks routinely mount footpaths to pass each other.

Finally Ms. Minihan has concerns around the conservation of flora and fauna along Mill Road as the prosed development proposes to remove old stonewalls and mature trees.

Active Travel Comments:

“concerns about the proposed one-way shuttle system adding to congestion”
This section of road is being widened to provide a 3.5m wide shared pedestrian/cycle facility and a 5m wide 2-way carriageway. 5.0m is the recommended cross section for such a road in DMURS.

“Queing traffic would block access, yellow box mirror to improve visibility, signage to alert people of car movement and a request that cyslists dismount”.

Provision of yellow boxes and mirrors will be considered if deemed necessary. Appropriate signage will be installed. Cyclists would not be expected to dismount on a proposed cycle facility.

“maintenance trucks would block the entire road. road should be widened”
5m is in the recommended range width for a local road that is after all residential, with a low level of goods vehicles. Good road design practice is to keep road carriageways narrower to “clam” traffic speeds. 5m is more than adequate for a car and a truck to pass. Walls are being set back at this location.

“Concerns around the conservation of flora and fauna”

An Environmental Impact Assessment Screening Report and an Appropriate Assessment Screening Report have been prepared as part of the planning process for the proposed scheme and these have dealt with all flora and fauna issues including bat surveys, tree surveys and biodiversity surveys. The conclusions were that the proposed project would not have any significant effects on the environment, habitats or on the downstream SAC & SPA (ie. Lower River Shannon and the River Shannon and River Fergus Estuaries

Planning Authority Comment:

Noted.

SUB 3 Veronica O’Neill, Thornville, Mill Road, Corbally

Submission Summary :

Ms. O’Neill is living in the middle section and has concerns about the shared surface at her entrance. She says it will be highly dangerous exiting her drive to turn right. She has to back in to drive at present as traffic is too heavy to back out. Scooters, bicycles and pedestrians will be passing right up against her property boundary. She often has to wait 5 minutes to back in. This will be worse she feels as she lives between 2 give way sections. Outlines also that septic tanks have to be emptied and oil tanks have to be filled. In general it’s a nightmare plan and will be utter chaos.

Active Travel Comments:

“concerns about the shared surface at her entrance”

It is more dangerous at present, the 5.4m wide 2-way road is up against the boundary with a 1m footpath on the opposite of the road. Also there is no boundary wall in front of Thornville, this is quite safe for pedestrians and cyclists. The new road cross section will be narrower and hence speeds will be lower. Regarding tankers servicing these houses, 5.0m is adequate for a car to pass a truck at low speed. It will now be much safer and pedestrians and cyclists can pass in safety. Potentially, a truck may be able to pull into the property.

Planning Authority Comment:

Noted.

SUB 4 Orla & Jamie O'Sullivan

Submission Summary

The scheme is welcomed. They outline 4 concerns that they would like addressed. These concerns are :

1. Consider reducing or eliminating the “give way” sections by agreeing with landowners.
2. Prevent cars illegally parking on the proposed shared cycle/footpath with high kerbs and bollards.
3. Extend the shared facility as far as the Nursing Home at least to facilitate the wider community.
4. Preserve the character of Mill Road using natural cut limestone walls to replace set back boundaries, replace all removed trees with native species (100 to replace 64 cut down), use lighting and bollards to compliment the area and underground all overhead cables. Also restore the Corbally Palace Gateway and incorporate into the design.

Active Travel Comments:

1. This is being considered, negotiations are being held with the relevant landowners.
2. High kerbs and bollards are proposed. Additional bollards will be considered.
3. The extension of the shared facility will be considered, with a review to reduced on street parking.
4. It is intended to preserve the character of Mill Road. Many of the suggestions will be incorporated into the detail design

Planning Authority Comment

Noted.

SUB 5 Paul Nielson 16 Siul na hAbhann, Corbally

Submission Summary

The Council have gone to great lengths and expense to widen the Mill road but it will be a compromise because of all the development that has proceeded it with no great plans on how the Mill road will cope with the extra traffic, there seems no effort being made to try and implement the original plans that I looked at some 30 years ago with the then City Engineer in the council offices, that plan was to create a roundabout between Munchin's front gates and the Corbally bridge, a road would then be built parallel to the river down to the Corbally baths and exiting out on to the end of the Mill road thus avoiding using the Mill road to gain access to the lower end of it, this would solve all the problems and compromises we now must accept.

Builders on the Mill road has made a contribution to the road infrastructure already and the selling of the park land at Spring grove has given the Council money to complete this.

This would save tearing down walls, removing trees, and trying to bury cables and all the disruption and expense that would cause. it would also open up the Corbally baths as an amenity to the people of limerick. This would remove all the issues of the Mill road hopefully help the traffic on the Corbally road and enhance the city's amenities for swimmers/Kayak Clubs etc, this option should be examined.

Active Travel Comments:

This Part 8 application relates to a current active travel Scheme for the Mill Road. References to plans and planning related issues outside of the scope of this Scheme are currently not under consideration as part of this proposal

Planning Authority Comment

Noted

Sub 6 Mary Daly & Brian McNulty, 9 Spring Grove, Mill Road, Corbally, Limerick

Submission Summary

They support the proposed development and outline the following concerns:

1. Requesting white lines to separate cyclists from pedestrians
2. Minimise or eliminate the “give way” sections.
3. Minimise tree removal and replace with a variety of tree types.
4. Care on parking for school parents – not keen on bollards being used.

Active Travel Comments:

White lines are not recommended by NTA, rather physical segregation if width available. On this scheme widths are not available.

Further land give at pinch points are being included in the scheme.

New trees will be planted.

Parking is being organised in a new design to best suit the available space. Bollards will prevent cars from mounting the shared facility/footpaths

Planning Authority Comment

Noted

Sub 7 Development Applications Unit, Government Offices

Submission Summary**Nature Conservation**

Where possible all native trees present should be retained. Where it is necessary to remove this should be done outside the bird nesting season. The bird nesting season runs from the 1st March to 31st August. You are requested to send further communications to the Development Applications Unit (DAU) at manager.dau@housing.gov.ie.

Active Travel Comments:

The requests in this submission will be adhered to at detail design stage and at construction of the Scheme

Planning Authority Comment

Noted.

Submission Summary

Impact of Development on House

- i. It is our understanding that the proposed development shall impact on our house at Fortroan, Mill Road as follows:-
- ii. The footpath fronting our house will be removed and replaced by a rubbing strip (we have been recently informed that the Council have changed its plans and that the footpath, as existing, will remain but we have only been given that information recently and we have not been provided with amended drawings)
- iii. There will be a single lane carriageway with traffic alternating in both directions, running within 500mm of our front wall.
- iv. The existing roadway at the other side of the proposed single lane carriageway shall be converted into a pedestrian way and cycle path and wheelchair carriageway.

A 'grace and favour' one-way traffic system will operate in the single lane carriageway outside our house.

We have been informed verbally that you have altered your plans as referred to in your site notice" to remove the footpath from the front of our house. If that is the case, then same constitutes a fundamental change and we do not know how such a change will impact on the rest of the plan for the roadway. Therefore, the Council are not entitled to rely on the Site Notice as published and if the Council wishes to proceed with an amended proposal then it must publish a new Site Notice.

Dangers arising from Proposed Development

In summary, we draw your attention to the very many significant dangers arising from the proposed development, which include the following;

1. A dangerous collision could easily occur if one car accidentally or deliberately breaks the 'grace and favour' traffic system. This is likely if one driver is in a rush or if there is miscommunication between both drivers, for example, both cars flash each other. In that case, where and how will the two cars pass each other to avoid a collision?
2. Also, because of this 'grace and favour' system, we will not be able to exit our house at all. If the existing traffic travelling on the road refuses or fails to stop to allow you exit. That is very likely during rush hour in the mornings and evenings.
3. Due to the reduced sight clearance from our entrance, it will be extremely dangerous for us and other road users when we exit our house by car.
4. To minimise risk, we will need assistance exiting our house by car - by having one person stand outside on the road to check and stop traffic. That is clearly not safe for that person who will have to stand on the road and potentially stop traffic, particularly at night time or rush hour. Also, it is very likely that we will not have any such assistance available to us at all times.
5. Also, due to the reduced sight line from our entrance, it is possible that we could exit our house to travel in one direction at the same time as the oncoming traffic is travelling in the opposite direction. That could easily cause a dangerous collision.
6. In addition, we will not be able to see other cars exiting from other houses at the same time (especially if we do not have assistance). For example, we will be unable to see a car exiting our neighbours house 'Roseneath'. That could cause a collision if both cars exit onto the road at the same time but travel in the opposite direction.

7. We will not be able at all to exit left (or north - towards Corbally Nursing Home) from our house in view of the reduced width of the carriageway.
8. If we drive into our recessed vehicular entrance, for example, to get out of our car to open the gates, other cars will not be able to pass as our car abuts from the entranceway. That would cause significant delays which would worsen if we are unable to open the gate or indeed access our house.
9. As large lorries (for example, regular rubbish collection vehicles) cannot access our house, they are required to stop and park outside our house. As there will be no space for the traffic pass in the single-lane carriageway, significant delays could arise again.
10. Any traffic delays outside our house, for example, caused by vehicles entering/exiting or parking outside our house, could have a serious impact on emergency services, including ambulance services travelling to/from Corbally Nursing Home or Garda patrols.
11. Cyclists travelling in one particular direction will have to use the vehicular carriageway. It is not clear what will happen if there's a car/lorry travelling in the same direction (which is very likely). That car/lorry could be forced to encroach on the cycle/pedestrian lane way to avoid the cyclist. That could cause a collision with pedestrians/ cyclists.
12. Pedestrians will be forced to share the cycle-way with cyclists, many of which could be travelling at speed. That could presumably include electric bikes and e-scooters. The risk of a dangerous collision with pedestrians is significant, particularly for vulnerable pedestrians or those using wheelchairs (which is a regular feature in the area).
13. The proposed new arrangement is very dangerous for children or vulnerable pedestrians exiting or entering our house and the adjoining houses. This is of considerable concern to us as we have ten young grandchildren who regularly stay with us and use the existing arrangement.

It has been necessary for us to engage an engineer. We attach our report by Mr John T. Garrett. We have incurred a lot of expenses in getting this submission together and we consider that the Council should refund us expenses.

We reserve the right to publish this notice if we consider same necessary.

It is clear that the existing sight lines are extremely short and caution needs to be exercised when exiting the site. These will be reduced further by the project as proposed. The Local Authority's proposal to eliminate the footpath, with an average width of 950mm across the entrance and replace this with a rubbing strip 500mm wide will result in traffic being drawn towards and travelling closer to your entrance thereby increasing the risk of collisions.

The width of the proposed carriageway at 2.5m is in my opinion extremely narrow and not wide enough to accommodate larger Heavy Commercial Vehicles (HCVs). I note your instructions that large vehicles occasionally need to park in front of your entrance to service the dwelling. This includes emptying of refuse bins and the emptying of your septic tank which would take a considerable length of time. This raises concerns relating to blocking of all cars and emergency vehicles including fire brigade vehicles and ambulances and it is noted that there is a nursing home at the end of the Mill Road. Dangers associated with encouraging vehicular traffic onto the shared surface for pedestrians, cyclists and wheelchair users at these times cannot be underestimated.

The reduction in sight line will also add to increased safety risks.

In my opinion, for the reasons outlined above and having regard to the above referenced standards, it is my firm belief that the Local Authority's proposal is ill conceived and

dangerous at your entrance. It is not in line with proper planning or sustainable development.”

Active Travel Comments

The footpath fronting this house will not be removed and will not be replaced by a rubbing strip. This will be reflected in revised drawings.

Plans and particulars may be amended during the Part 8 process.

All stages of this Scheme’s development are subject to a Road Safety Audit as per TII Publications. The Road Safety Audit assesses the road safety of the Scheme at Preliminary, Planning, Detailed Design, Post Construction and Operational stages of the Scheme.

Regarding the Engineers Report referred to in this submission;

- The footpath fronting this house will not be removed.
- Limerick City and County Council did not commission this report.
- The Road Safety Audit will evaluate road safety for this Scheme.

Planning Authority Comment

Noted

Sub 9 Brian O’Dwyer, Mill Road, Corbally

Submission Summary

Not in favour of the proposal as there is no need to change the “character and pleasing nature of the area to accommodate a shared path”. He suggests a drop-off area in the field to alleviate traffic congestion at the school. He does not see the proposed facility as bringing an overall benefit to the area because of the loss of “historic walls, irreplaceable trees and wooded habitat.”

Active Travel Comments

Existing walls will be set back in a few areas, they will be reconstructed using the original demolished walls and incorporating stone masonry conservation techniques. New mature and semi-mature trees will be planted behind the set back walls, transplanting will be carried out when feasible. An Environmental Assessment Screening Report has been prepared and the impact to the environments and habitats is deemed low. This scheme is about providing safe alternative travel modes to car use, not encouraging car use by providing further school set down areas. A third of the school population comes from Mill Road itself with parents driving their children because it is unsafe to walk or cycle.

Planning Authority Comment

Noted

Sub 10 Pamela Furlong, Silverbrook, Mill Road, Corbally

Submission Summary

Supportive of the scheme but queries why the cycle facility only runs for part of the scheme and not cover the northern portion where there is more housing and wider roads as shown in earlier proposals. Requests that the facility be extended to run the entire length of the scheme.

Active Travel Comments

Noted

Planning Authority Comment

Noted.

Sub 11 James Humphreys, 27 The Hermitage, Mill Road, Corbally

Submission Summary

Objection on grounds of Traffic Congestion and Environmental Damage;

1. Objects to the destruction of 69 mature trees and convinced stone wall construction will be inferior to the old stone wall.
2. Proposed pinch points will add to existing traffic congestion. Also speculates that emergency services will not be able to advance past the back gate to St. Munchin's. A traffic accident on one of the pinch points would block the Mill Road for a considerable time and people would be trapped in their homes.
3. Suggests there is need for a comprehensive traffic study with surveys carried out in Spring 2022 when should have returned to normal following the Covid 19 pandemic.
4. Suggests the Covid 19 pandemic has hampered the public consultation process and further consultation with the public is required once Covid restrictions are no more.
5. The proposal only investigated one option and didn't explore alternatives. He suggests 5 options, all alternatives involve routes through St. Munchin's, and through other undeveloped third party lands from St. Munchin's to Laurel Cottage, loops around parallel to the Shannon via Corbally Baths creating a new park, routes to the west behind Brookhaven, Meadowbrook and Siúl Na hAbhann and upgrade works to the Red Path.

Active Travel Comments:

All trees to be cleared will be replaced in equal or larger numbers with mature and semi-mature native species selected by LCCC Parks Department. Set back stone walls will be built from recycled existing stone using conservation stone masonry methods.

2. At the pinch points the shared surface will be just 40mm over the carriageway edge allowing 2 vehicles to pass by using the shared surface if necessary. The low kerb is exactly for the scenario of a broken down vehicle at this location – all traffic would use the shared space facility to get by.
3. Traffic studies have been carried out under Limerick Shannon Midwest Area Transport Strategy and Limerick Cycle Network Study
4. Limerick City & County Council proposes to carry out this development in accordance with Part XI of the Planning & Development Acts 2000 (as amended) and Part 8, Article 81 of the Planning and Development Regulations 2001 (as amended).
5. This scheme has been going through planning and design since summer 2018. Various alternatives were looked at over the years and were optioned out due to physical, design

and economic constraints. This proposal was the preferred option selected by LCCC to be advanced.

Planning Authority Comment

Noted

Sub 12 Niall O'Shea 1 Spring Grove, Mill Road, Corbally

Submission Summary

This is the second submission from Niall O'Shea, 1 month after his first submission. He states that after spending some time reviewing the plans he is reasonably happy with the proposals. He has requested that a Yellow Box be considered to be placed outside his driveway. He lives immediately north of the second give way section.

Active Travel Comments

Given that a south bound yield for the shuttle system will be outside his driveway it is highly likely that queuing will be a regular occurrence here. A yellow box will be provided at this location.

Planning Authority Comment

Noted

Sub 13 Gerard Slattery, 3 Brookhaven Walk, Mill Road.

Submission Summary

1. Planning Matters:

In my opinion the Part 8 Planning Project Description document accompanying the application is incomplete in that it makes no reference to the planning history of the area and hence the proposed development is not framed in a proper planning context, the following matters need to be addressed in my view:

1.1 Previous Planning History:

The Mill Road cul de sac has been the subject of extensive residential development over the past 40+ years with several hundred housing units having been built towards the Northern end of the road in addition to the pre-existing housing along the Southern end of the road. Such development has placed undue stress on infrastructure such as drainage, sewerage and water supply. It can be argued that, in permitting this extensive development at the end of a narrow cul de sac without concurrent road improvements, the Local Authority has, in fact, caused the current traffic congestion problems i.e. poor planning practice in the past has resulted in the need to remedy the current traffic congestion issues.

1.2 Planning Implications of the Development:

The current Limerick City Development Plan is under review, and it is not clear whether the proposed scheme will result in future land re-zoning and the permitting of additional new residential developments in the locale. Hence it is unclear whether there is any "joined up" thinking on the development freeing up future lands for re-zoning and development.

In particular, I note that the proposed refused “Woodlands” development for 16 houses pointed to the proposed development as a reason why additional housing should be permitted. If the proposed development does proceed it should not be construed that the traffic problems have been resolved thus permitting more development.

1.3 Sustainable Transport Connectivity:

There appears to be no meshing of the proposed development with similar wider developments with which it will interact e.g. how might it interact if there were to be a dedicated bus lane provided on the main Corbally Road artery? Will cyclists have to re-join this busy road and share the same carriageway when travelling to/from Limerick City?

2. Traffic Considerations:

2.1 Traffic Audits:

No quantitative Traffic Audit has been submitted with the application; hence a baseline survey of both pedestrian and vehicular Traffic is not provided. Furthermore, as the local primary school on the road, Scoil Ide, does not provide bicycle parking facilities, the evidence for a demand for such a comprehensive cycle scheme has not been established.

In addition, no Safety Audit of the proposed development has been carried out, the safety implications of the proposed shared pedestrian/vehicular areas have not been assessed. I suggest that the provision of both a Traffic

Audit & Safety Audit should be a prerequisite to a planning application in this case.

2.2 Pinch Points:

The proposed development provides for one-way traffic at three locations along the Mill Road. It is my view that this will exacerbate rather than relieve the existing congestion. Furthermore, these pinch points are uncontrolled and will rely on the courtesy of existing drivers to give way. At busy times traffic back-up will effectively trap vehicles at these pinch points resulting in further delays and frustration.

Whilst I understand the purpose of these one-way points, I do not feel they are a viable traffic management solution.

2.3 Safety Issues:

The following safety issues will arise from the proposed development.

- Traffic emerging from house driveways will have to traverse the shared surface areas thus increasing the likelihood of a pedestrian/vehicle accident.
- Some emerging driveways (particularly at the Southern end of the road) have limited splays which limit the visibility of emerging traffic and could endanger pedestrians.

2.4 Enforcement Issues:

Enforcement of the following traffic-related issues will arise as an on-going problem.

- Pupils emerging from Scoil Ide will have to cross the shared area to access cars, this is not good practice. Will cars illegally impinge on the shared surface when parking parallel to Scoil Ide?
- How will un-impeded access for emergency vehicles be guaranteed e.g. ambulances, fire engines, Garda cars etc.
- Will one large vehicle (e.g. a refuse truck), which has many stops, have the ability to stop all traffic at the pinch points?

- Who will deal with residents who may park outside their driveways on the shared surfaces?
- There is no verge provision for the interaction of an opening car door and a cyclist.
- Who will enforce the prohibition of motorised scooters on the shared surfaces?
- There is now an opportunity to correct the situation outside the Mill Road entrance to Scoil Ide whereby some people abandon cars on double yellow lines and park outside existing parked cars thus effectively reducing the available carriageway width, the proposed development will further exacerbate this problem by introducing a contraflow shared surface.

3. Infrastructure:

No details are provided on the proposed new surface drainage and public lighting works.

4 Heritage Issues:

The following issues require to be addressed.

- The application contains a Tree Survey which is essentially an audit and inventory of trees to be affected by the proposed development which number 64 in total. However it is not an Arboricultural Impact Assessment and it does not assess the impact of the proposed development on the trees surveyed. Many of these trees give the Mill Road its current character and some of these mature trees are more than 150 years old. A full assessment of the likely impact of their removal on the visual amenity of the area should be carried out.
- It is also suggested that the removal of these trees and adjacent hedgerows will cause habitat loss in many cases and there is no assessment of such loss.
- No details are provided on the treatment of the old limestone walls which adjoin the Bishop's Field on the eastern aspect of the Mill Road. Will the existing stone be re-used when constructing replacement boundary walls?
- There is now an opportunity to conserve the old entrance to the Bishops Palace gateway and this should be considered as part of the proposed development.

Finally, the traffic congestion problems on the Mill Road are not sustainable into the future and the desire of the Local Authority to remedy the problems is to be generally welcomed. However, in my view, the proposed development will cause more traffic problems than it will remedy and is a short-term solution with several defects. Other long-term solutions such as an additional exit road connecting the Mill Road with the Corbally Road, should be considered.

Active Travel Comments

Limerick City & County Council proposes to carry out this development in accordance with Part XI of the Planning & Development Acts 2000 (as amended) and Part 8, Article 81 of the Planning and Development Regulations 2001 (as amended).

This Part 8 application relates to a current active travel Scheme for the Mill Road. References to plans and planning related issues outside of the scope of this Scheme are currently not under consideration as part of this proposal.

Traffic studies have been carried out under Limerick Shannon Midwest Area Transport Strategy and Limerick Cycle Network Study.

All stages of this Scheme's development are subject to a Road Safety Audit as per TII Publications. The Road Safety Audit assesses the road safety of the Scheme at Preliminary, Planning, Detailed Design, Post Construction and Operational stages of the Scheme.

In terms of "Sustainable Transport Connectivity", this Scheme will be connected to any future active travel Scheme on the Corbally Road.

Details regarding proposed surface water drainage and public lighting will be accounted for at detailed design stage of the Scheme.

The Development Applications Unit of Government Offices have made a submission regarding nature conservation as follows; "Where possible all native trees present should be retained. Where it is necessary to remove this should be done outside the bird nesting season. The bird nesting season runs from the 1st March to 31st August. You are requested to send further communications to the Development Applications Unit" The requests in this submission will be adhered to at detail design stage and at construction of the Scheme.

Existing walls will be set back in a few areas and they will be reconstructed using the original demolished walls and incorporating stone masonry conservation techniques. New mature and semi-mature trees will be planted behind the set back walls and transplanting will be carried out when feasible. An Environmental Assessment Screening Report has been prepared and the impact to the environments and habitats is deemed low.

Planning Authority Comment

Noted

Sub 14 Deirdre Russell 56 Suil na hAbhann, Mill Road, Corbally

Submission Summary:

This Submission supports the scheme but has the following Observations to enhance the scheme:

1. Extend the shared surface for the full length of Mill Road.
2. Provide bollards at Scoil Íde on the footpath opposite the school to discourage parking on footpaths.
3. Encourage secure cycle parking at Scoil Íde and St. Munchin's as part of the scheme.
4. The northern most pinch point could be eliminated as there is a planning application to build 4 apartments on the site of Hillside cottage. She suggests that the Local Authority should engage with the developers.

Active Travel Comments:

1. The extension of the shared facility will be considered, with a review to reducing on street parking.
2. This will be considered.
3. Schools will be liaised with at detail design stage.
4. The developer will be liaised with at detail design stage.

Planning Authority Comment

Noted

Sub 15 Fiona & Leonard Manley, 41 Spring Grove, Mill Road, Corbally

Submission Summary:

This submission compliments the Council on the proposals to make the Mill Road a safer environment for all but would like to highlight the following concerns;

1. Removal of footpath at southern end of Mill Road, city end, will mean more pedestrians will need to cross the Mill Road at the junction and hence cause delays to motorists commuting to and from work.
2. Request for additional parking on Mill Road for the school drop off/pick up.
3. Give Way sections will not work in their opinion as the sections are too long and drivers will not obey and this will lead to accidents.
4. Was a traffic survey carried out pre Covid and was the spike in traffic during school drop-off & pick-up times and adverse weather conditions taken into the account.
5. Character of the Mill Road – request that widening be sympathetic, replacing walls like with like, replanting mature trees not saplings and that Council should insist that foliage at St. Munchin's side of the road be pruned regularly to prevent encroaching onto the road.
6. First section of one-way should remain 2-way and remove utility poles on existing footpath.
7. Concerned that the road improvements will allow further development of the land banks on the western side of Mill Road. They are of the opinion that residents will not use the facility as there are no cycle facilities on Corbally Road or Athlunkard Street. Also point out that traffic has increased on Corbally Road in recent years because traffic calming speed bumps were installed on all the alternative routes.

Active Travel Comments:

1. The footpath will remain on the west side of the Scheme at this location.
2. Additional parking would encourage additional traffic. The current practice in sustainable travel is to reduce parking and provide safe cycle, pedestrian and public transport facilities to promote modal shift.
3. Give way sections are governed under the rules of the road.
4. The peak hour traffic conditions around the school is one of the main reasons this scheme is being advanced.
5. The proposed works will be designed sensitively observing the local architectural character and sympathetic towards the local environmental factors.
6. This give way section has been significantly reduced.
7. This Part 8 application relates to a current active travel Scheme for the Mill Road. References to plans and planning related issues outside of the scope of this Scheme are currently not under consideration as part of this proposal.

Planning Authority Comment

Noted

Sub 16 Audrey Mulcahy, 54 Siul na hAbhann, Mill Road, Corbally

Submission Summary:

1. Overall happy with the general ambition of the scheme.
2. Would prefer to see shared surface extended the full length of the scheme.

3. Requests if the on-street parking at Spring Grove/Brookhaven be on one side of the road.
4. Requests if the “give way” sections could be reduced by exploring with the relevant landowners.
5. Retain as much woodland as possible.

Active Travel Comments:

1. Noted.
2. Being investigated further.
3. Being investigated further.
4. Being investigated further.
5. This is the intention. Lost trees will be replaced with semi-mature native species.

Planning Authority Comment

Noted

Sub 17 MJ Stockil, 21 Hermitage, Mill Road, Corbally

Submission Summary:

1. The traffic lights at the Corbally Road junction should have filter arrows for right turners.
2. The wall at Indiaville should be pushed back to keep the footpath there.
3. The recess of wall at Roseneath will be very beneficial.
4. The cycle lane on Mill Road is irresponsible. Sees very few cyclists using this road.
5. Feels that the walls should be recessed where required, all the footpaths should be repaired and lower the speed limit to 30kph.

Active Travel Comments:

1. Noted.
2. This has now been included in a revised design.
3. Noted.
4. Noted.
5. Road is to be widened where necessary as far as is reasonably practicable. The Speed limit is to be reduced to 30km/hr as outlined in the drawings and particulars.

Planning Authority Comment

Noted

Sub 18 Maria C Ryan 'Calatrava", Mill Road, Corbally.

Submission Summary:

1. The Mill Road/Corbally Road junction is poor and contrary to TII’s guidelines. The wall on the left of the junction, on exiting should be set back by 7 feet for visibility purposes and the Part 8 proposal has failed in not addressing this. The rubbing strip at should be omitted.
2. A shared footpath & cycle path is not suitable, similar to Shannon Fields. Pedestrians will be driven off the footpath by escooters, motorbikes, quad bikes etc.
3. Provide the facility behind the stone wall in Munchins’ ground hence maintaining the trees and stone walls as they are.

4. States that the setting back of the wall at Roseneath will be of great benefit, but is should be continued to Spring Grove, thereby eliminating a pinch point.
5. The raised crossing at 23 The Hermitage should be relocated to between The Hermitage and Brookhaven Walk.
6. The one-way system at Hillside Cottage should be paused until the position of Hillside Cottage has been resolved.

Active Travel Comments:

1. The footpath will remain on the west side of the Scheme at this location. The rubbing strip has been removed in the latest design.
2. Noted.
3. The option of a facility behind the wall has previously been ruled out due to public liability issues.
4. This give way section has been significantly reduced in the latest design.
5. The location of the raised crossing will be reconsidered at detail design stage.
6. This will be reviewed at detail design stage.

Planning Authority Comment

Noted

Sub 19 Patrick J Hinchev

Submission Summary:

1. I have concerns about the number of trees which will have to be knocked. I believe it is about 60.
2. Will the stone wall which goes along the back of the Bishops field be moved in further? This should not be replaced by a block wall.
3. There are a number of graveyards in the field. A Cillin which is shown on the ordinance survey map. A fever grave from approx. 1837.
4. Bones were discovered a number of years ago are listed in the National Museum Dublin 2005:7.
5. There is a strong possibility of a graveyard at the back gate of Munchins, which was the entrance to the Bishops Palace. Will this be investigated before any work begins?
6. Why is an environmental impact survey not necessary?

Active Travel Comments:

The Development Applications Unit of Government Offices have made a submission regarding nature conservation as follows;

“Where possible all native trees present should be retained. Where it is necessary to remove this should be done outside the bird nesting season. The bird nesting season runs from the 1st March to 31st August. You are requested to send further communications to the Development Applications Unit”

The requests in this submission will be adhered to at detail design stage and at construction of the Scheme.

Existing walls will be set back in a few areas and they will be reconstructed using the original demolished walls and incorporating stone masonry conservation techniques. New

mature and semi-mature trees will be planted behind the set back walls and transplanting will be carried out when feasible.

The Scheme will be progressed with regard to the Recorded Monument, Killeen Grave Yard, LI005-022, which is indicated as being North-West of the Scoil Ide's basketball court.

An Environmental Impact Assessment Screening Report was undertaken and provided with the Part 8 documentation for public consultation. This Screening Report determined that a full Environmental Impact Assessment Report is not required for this Scheme.

Planning Authority Comment

Noted

Sub 20 Tara Hill

Submission Summary:

This submission outlines a concern that the proposals will result in a loss of character and charm of old world country feel due to loss of trees and narrow road and that there is not enough cycle use to substantiate the need for a cycle facility. This submission does state that the footpaths need upgrading and that the proposed pinch points will result in frustration for road users.

Active Travel Comments:

Every attempt will be made to keep as many stone masonry walls and trees as possible. The set back stone walls will be constructed from stone recycled from the existing walls. Any new materials will be from suitable locally sourced stone to match the existing. Trees will be retained where possible. All existing removed trees will be replaced with semi-mature native species.

Planning Authority Comment

Noted

Sub 21 Elaine McCarthy & Des Farrell, Norwood, Mill Road, Corbally

Submission Summary:

They appreciate and would like to acknowledge that changes have been made to original plans taking on board some of the residents' concerns but would like to make the following observations:

1. The traffic bottleneck caused by inadequate parking at school - Request for more parking to be provided.
2. In their opinion the 3 one-way areas proposed will be 3 more "bottlenecks", drivers will not yield and residents of Spring Grove/Brookhaven Walk will not be able to enter or leave their properties safely.
3. They live on Section H-H, one of the "pinch points". They feel they will have difficulty entering and exiting their property across the proposed shared facility. They are concerned for users of the shared facility.
4. They voice concern over refuse and fuel trucks blocking the road at the pinch points, emergency services being prevented from passing etc.

5. They suggest that the narrow 1-way shuttle systems could be reduced if the other landowners are approached to negotiate land transfer to Council, in their opinion the landowners would be open to this.
6. They request that the heritage and aesthetic of the road be preserved and that existing flora and fauna be protected.

Active Travel Comments:

1. This scheme is being provided in order to promote sustainable transport. It is intended that the provision of the walking/cycling facility will encourage more commuters to use the facility and leave the car at home.
2. At the proposed one way shuttle areas a give way priority will be indicated, however should two vehicles happen to advance and meet on the narrow section it will be possible for vehicles to get by via mounting the cycle facility low level kerb. The kerb is 40mm high for this reason. It is to allow emergency services pass if required also.
There will be bollards in place to prevent vehicles using the facility to mount vehicles on a regular basis.
3. Drivers entering and exiting their premises across the facility will need to do so with reasonable care.
4. Cyclists and facility users will need to observe the rules of the road. It will be less dangerous than the current situation with vehicles passing close to the residents' boundaries and pillars.
5. The latest design has reduced the Southern most give way section.
6. The scheme will be designed to preserve the character and biodiversity of Mill Road as much as possible at detail design stage.

Planning Authority Comment

Noted

Sub 22 Saša Novak, Councillor for Limerick City North

Submission Summary:

For all sections:

1. That footpath and shared space width be maximised and the road width minimised, for the purpose of reduced speed and increased safety for all, and that single or rare events are not oversupplied for, e.g. Large vehicles at the expense of pedestrian safety.
2. That the full extent of the shared space and footpaths are a continuous surface in line with the principles of universal design, and not dipped for driveway access, and that instead ramped kerbs are used to allow car access onto and across the shared space/footpath (DMURS, 2019, p87).
3. That some level of separation or signalling is marked on the shared space to make positioning intuitive – (bike and pedestrian stencils, surface colour/buff).
4. That the road surface has a buff finish/anti-skid surface with stencilled speed limits and bikes to indicate that it is a 30kph zone, that it is shared by commuter cyclists and that a school is nearby.

5. That as many as possible mature trees be kept and soft landscaping be used as much as possible
6. Sections F, G and H: That further and ongoing consultation be done with landowners on these sections in order to ensure the success of the scheme and address all the challenges that the owners may face with the new layout.

SECTION A: Hierarchy of road users.

The safety of this section should be improved, the current plan is creating a danger bottleneck that will not enable the modal shift. The shared space should be extended to a more acceptable and appropriate width at a busy junction such as this, and the footpath to remain at the opposite end – continuing a relatively safe, if narrow, route from Hook and Ladder into the Mill Road.

A bottleneck at a busy junction like this should be considered from safety improvements for the most vulnerable users first, as only when the safety is achieved for those can we expect people to start switching from cars to sustainable modes of transport.

SECTION B:

To prioritise safety of the pedestrians and vulnerable users, we should remove the private parallel parking in this section. There is a 1m footpath on one side and a 2.9 metre shared space proposed in this section which is right in front of a primary school. Drivers already impede those by driving and parking on the footpaths currently. There should be no stopping or parking in this section to allow for the highest level of safety for pedestrians and other shared space users.

SECTION C: Securing pedestrian space from vehicle obstruction

As some parking facilities are required it is imperative that the measures are put in place that do not allow drivers to obstruct the shared space by parking too close to the kerb, and also measures that prevent parking on the footpath on the opposite side. See example of obstruction: CLICK: an example of footpath obstruction by parked cars.

SECTIONS D-F: Continuous footpath/shared space with ramped kerbs

SECTION G: no comments other than the footpath be a continuous one.

SECTION H: no comments other than the footpath be a continuous one.

SECTIONS I-J:

This is the widest section of the existing infrastructure. It makes no sense to not continue with the segregated shared space/footpaths here. The vast majority of the people living in the Mill Road live and travel beyond the point where section I starts and the safe sustainable travel infrastructure stops.

While the raised junctions are very welcome the safe segregated shared space should continue to the narrowing in
Section K.

Speaking as a parent, if the first 100 metres of my kids' way to school is unsafe for them to cycle, I will not let them cycle. If I do not let them cycle, we will not switch away from the car and from driving them to school.

SECTION J: Needs redesign

Instead of wide footpaths, shared segregated space should continue from section I as imagined in the paragraph above.

SECTION L: Needs redesign

“To encourage more sustainable travel patterns and safer streets, designers must place pedestrians at the top of the user hierarchy (see Figure 2.21). Walking is the most sustainable form of transport. Furthermore, all journeys begin and end on foot. By prioritising design for pedestrians first, the number of short journeys taken by car can be reduced and public transport made more accessible. The need for more walkable communities is also an issue of social equity as it is the poorest and most vulnerable in society, including children, the elderly and the disabled for whom car travel is less of an option. Research from the UK has shown that it is these groups who are disproportionately affected by the threat of accident, community severance and the loss of social cohesion. 14 Designing for cyclists must also be given a high priority.

Trips by bicycle have the potential to replace motor vehicles as an alternative means of transport for short to medium range trips (and in some cases longer range trips). Cycling also promotes a healthy lifestyle.

Advances have been made in this regard with the publication of the National Cycle Manual (2011).” (DMURS, p28)

There should be no creation of free private parking on a public road in a sustainable travel upgrade proposal. The properties in Section L have vast front gardens with ample parking space. Following the hierarchy of road users, the space should be given to the more vulnerable road users over the convenience above and beyond for private owners. This is in complete opposition to avoid-shift-improve strategy that is guiding the changes needed in our transport sector to enable the modal shift and address the climate change issues.

Instead of the private parking on public road there should be a continuation of the shared space to the junction with Siúl na hAbhann.

SECTION M: Needs redesign

There should be no creation of free private parking on a public road in a sustainable travel upgrade proposal. The properties in Section M have vast front gardens with ample parking space. Following the hierarchy of road users, the space should be given to the more vulnerable road users over the convenience above and beyond for private owners. This is in complete opposition to avoid-shift-improve strategy that is guiding the changes needed in our transport sector to enable the modal shift and address the climate change issues

Instead of the private parking on public road there should be a continuation of the shared space to the junction with Siúl na hAbhann.

SECTION N: no comments other than the footpath be a continuous one.

Active Travel Section Comments:

All stages of this Scheme’s development are subject to a Road Safety Audit as per TII Publications. The Road Safety Audit assesses the road safety of the Scheme at Preliminary, Planning, Detailed Design, Post Construction and Operational stages of the Scheme.

The Scheme is being developed in accordance with the principles of DMURS. There are a number of constraints on site which locally restrain carriageway widths, footpath widths and shared surface widths. However, for the most part, the needs of Pedestrians, Cyclists and Mobility Impaired are prioritised as far as is reasonably practicable.

Line marking and signage will be defined at detailed design stage.

Consultation is underway with landowners in an effort to potentially acquire land by agreement to reduce the give way sections and pinch points.

The design is being amended to provide the proposed shared surface along the full length of the Mill Road from the junction at the Corbally Road to the parking area at the River Shannon so that the Scheme may service all of the Mill Road Residents including the residents of Brookhaven, Spring Grove, The Hermitage, Meadowbrook, Silverbrook, Siúl Ná hAbhann, and Corbally Nursing Home.

Planning Authority Comment

Noted

Sub 23 Sarah Gilleece

Submission Summary:

Title: Insufficient preliminary analysis complete

Observations:

I wish to submit the following observations regarding the current proposal plan (Part VIII Development: Mill Road, Corbally – Sustainable Transport Improvement Scheme) and the information, research and documentation available to the residents prior/ in the related files.

1. Insufficient preliminary analysis complete

The preliminary data, research and reports available in relation to Part VIII are missing from the proposal plan files: there is not sufficient data available to assure of the benefits, improvements and safety of this proposal plan.

The following reports are unavailable in the Part VIII public files:

i) Landscape Plan: no long-term landscape plan available regarding the replacement of the trees to be removed. No information regarding the removal of the century-old wall or Corbally Palace gateway. No field studies completed regarding the diocesan land intended for removal made available to the residents. This information is required to assure the residents of the long-term environmental sustainability, historical preservation and the unique character of the area. (see: <http://www.limerickcity.ie/media/Media,4042,en.pdf>)

ii) Traffic & Transport Studies: no audits, analysis or data is available regarding the scheme proposed for the area and any positive or negative impacts the proposal will have on the flow of traffic/pedestrians/cyclists and the safety of the residents commuting on the Mill Road, most importantly, at peak times at the proposed pinch-points. The following reports/audits are unavailable for this current proposal:

a) Transport Audit

- b) Safety Audit
- c) Pedestrian/Footfall Analysis
- d) Cycle Network Case-Study*

*An in-depth analysis and expansion of the previous Limerick Metropolitan Cycle Network Study (2019) for the proposed area to empirically assess the requirements of the local residents of the Mill Road:

(<https://www.limerick.ie/sites/default/files/media/documents/2019-04/Limerick-Metropolitan-Cycle-Network-Study.pdf>)

(Note: MHL Consultant Engineers representing the Limerick City and County Council (LCCC) in this scheme for the

Mill Road have previously carried out traffic and transport studies in the Mungret area for their client and are capable of carrying out traffic and safety audits – if these audits were previously completed for this plan, this information should be made available for the residents to examine.)

Other (optional) relevant data:

e) Reports for Woodlands, Mill Road, Corbally development: as the proposal plans for Part VIII intersect with the Woodlands development Inspector's Reports, these reports should be included in the files to ensure all residents are fully-informed regarding the future developments of the Mill Road:

<https://www.leanala.ie/en-ie/case/307632>

<https://www.leanala.ie/anbordleanala/media/abp/cases/reports/307/r307632.pdf>

) School survey/footfall/potential-user analysis

iii) Land Acquisition: it is unclear whether all the residents along the main road have been approached regarding the acquisition of the possible land available to facilitate this construction, thus the opportunity to explore further options of widening and improving the consistency and continuous structure of the road have not been publicly confirmed as fully-investigated in this regard. (Note: disclosure of financial cost and personal identifiers are not required as in accordance with GDPR).

2. Community-lead construction: further public consultation required

While it is appreciated that previous concerns regarding initial plans have been noted by the LCCC, engagement with the local community in accordance with the recommendations with Smarter Travel Guidelines (2009) is not present currently in the files for this proposal (Part VIII of the Sustainable Transport Improvement Scheme) for the local area:

http://www.rmo.ie/uploads/8/2/1/0/821068/design_manual_for_urban_roads_and_streets_2013.pdf

. There are no reports or documentation (e.g. feedback, previous consultations, meeting minutes etc.) regarding the collaborative working and co-ordinated decision-making involving the residents of the Mill Road to examine the changes made throughout the process and deductions to finalise the present proposal plans. No quantitative or qualitative/content analysis has been completed, or if so, made available to the residents living in the Mill Road to assess the requirements of the community the plan intends to serve. As there is no statistical or content analysis completed, or available in the files regarding pedestrian/cycle flow, consequently, we are unable to ascertain the needs and requirement for the residents of the Mill Road in the Part VIII proposal plan.

Understandably, the current Covid-19 measures have impacted the ability to meet in large groups to discuss the plans proposed. All possible efforts should be explored to consult with the local residents prior to any commencement of the scheme with the relevant data

and research that can be analysed and are available to the residents to view to ensure that the community's needs are met.

I wish to acknowledge the Mill Road Resident's Group's enormous efforts in representing, informing, conducting walking-tours and outdoor one-to-one meetings (abiding by Covid-19 guidelines), communicating with the local residents and providing feedback for the LCCC in relation to this plan. All efforts should be made by local authorities involved to liaison and to continue to establish the most effective communication channels for residents with these representative bodies in the local communities.

No involvement or data of the potential users

i) Primary, Secondary and Montessori school initiatives

There has been no inclusion of Scoil Íde National School, St. Munchin's College or Sunnyside Montessori Preschool regarding the proposals; potential benefits in collaboration with the local community have not been identified as a result.

As mentioned above, School survey/footfall/potential-user analysis would assess the true scale and impact of the proposal and the community, ensuring synthesis could occur regarding cycling facilities available to the pupils and identifying potential users of the carriageway as a result of this preliminary analysis and the impacts they will have on the local residents.

ii) Nursing Home and additional needs initiatives

We are aware that the Mill Road is not safe currently for all residents to access, most notably, the elderly, wheelchair users, people with additional physical needs and parents using prams/buggies are prevented from being kept safe due to the narrowing of the pathways. We are unaware of the possible impacts of the road alterations on the local nursing home, as currently shuttle and emergency services are impacted due to the width of the road. As the road is unable to accommodate for a regional bus/shuttle service, this denies the inclusion of the elderly and residents with additional needs from equal access to the road and services. Without any data available, we are unable to conclude the percentage of the population which can only rely on one mode of transport (i.e. private car, public bus etc.). and address the needs of all the residents who share the Mill Road.

Visual Communications:

Many residents relayed in discussion that the plans and materials available to them were difficult to visualise, thus impeding their ability to assess the proposal. A model-version of the plans would be beneficial in assisting the residents to evaluate the proposal as clear and comprehensive as possible, which could be viewed in controlled environments (such as Scoil Íde hall or City Hall) to ensure Covid-19 guidelines are adhered to.

3. Transport-mode viability for the community – no data present

In accordance with Smarter Travel Guidelines (2009, p.4) the guidelines:

“recognises the importance of assigning higher priority to pedestrians and cyclists, without unduly compromising vehicle movement, in order to create secure, connected places that work for all members of the community”.

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There has been no inclusion of Scoil Ide National School, St. Munchin's College or Sunnyside Montessori Preschool regarding the proposals; potential benefits in collaboration with the local community have not been identified as a result.

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3. Transport-mode viability for the community – no data present

In accordance with Smarter Travel Guidelines (2009, p.4) the guidelines:

“recognises the importance of assigning higher priority to pedestrians and cyclists, without unduly compromising vehicle movement, in order to create secure, connected places that work for all members of the community”.

No research or statistical data has been acquired regarding the specific residential demographic of the Mill road and the mode of transports used or would potentially use as a result of the proposed infrastructure. As no traffic or safety audits have been conducted, or that have been made available in the files, we are unaware of the percentages/ potential percentages of each mode of transport and the impact the plan will have of the commuters living in the Mill Road.

While the guidelines available to prioritise pedestrians and cyclists where possible, the access and flow of vehicles (according to the Smarter Travel Guidelines), the option of a bus or shuttle service has been denied to the Mill Road as a result of no investment in an upgrade of the road prior to the significant dwelling-increase and developments since the late 1980's.

Pinch Points and flow- impact

The pinch-points in the proposal plans downgrades and decreases the flow of the road: these are not welcomed features and all options should be explored fully before

compromising for such options which resort to their inclusion (see part 1.iii Land Acquisition).

It is paramount that any upgrades need to serve the people living here and the consequences of any changes. Currently as we are aware, the road is dangerously narrow as it stands to accommodate any large and/or emergency vehicles in contraflow, the footpath is not safe for the disabled, elderly, or parents with babies and infants in prams, the top of the Mill Road has a dangerous blind-bend and there is no alternative route out/emergency exit if the road gets blocked. This has denied the residents safe and equal access travelling on the Mill Road, with the long-term effects of this oversight of the upgrading of the Mill Road has denied the residents services such as a bus route like the surrounding areas (e.g., Westbury and Shannon Banks) as a result. While is truly appreciated that the LCCC are investing in the Mill Road and upgrading the facilities, we need to ensure that all possible options have been explored with residential consultations as so all are informed and understand the drawings and plans and all relevant information comprehensively.

If the flow of traffic, access and safety can be improved by helping to equally serve all residents, this is the plan which should be approved of. Does this plan reflect and enhance the community it intends to serve? If we had the necessary data available, we might have a clearer picture of the benefits or impediments which this current plan will have, such as peak-traffic times at these points of concern, again significant information which is missing to make a fully- informed decision.

In summary, more information is required in order to properly assess the positive or negative impacts this particular proposal (Part VIII) will have on all the residents of the Mill Road, as currently there is not sufficient information or preliminary data available in the files to assure and evaluate potential impacts accurately on the residents. Qualitative and quantitative content analysis is required for the traffic, safety, heritage, the demographic needs of the residents and their means and modes of transport in the area. A landscape plan, transport audit and safety audit have not been conducted/ made available for this proposal and the impact it will have on the residents of the Mill Road - this information is necessary for such major works and the long term impacts they may have. The plan as it currently stands is not quite at a fully investigated stage as a result.

Any research, surveys and data in relation to the Mill Road, the possible future development plans and the population demographic should be made publicly available in in the proposal plan files on the LCCC website/portal (if they were previously completed). The Mill Road is in dire need of upgrading for many years. Now that this transport development scheme has been put forward by the Limerick City and County Council, I am very grateful that there is focus for a much-needed upgrade: however, the LCCC have to ensure that it is functional for the residents it intends to serve and again, include them in each step of the proposed upgrade. Further residential/community consultations would be most beneficial going forward to ensure this is the most comprehensive and workable proposal plan after ruling out all possible alternatives available to the residents in upgrading the road. Unfortunately, without the adequate research and data available, the residents are unable to make comprehensive observations and evaluations at this stage with the materials available.

Active Travel Comments

Limerick City & County Council proposes to carry out this development in accordance with Part XI of the Planning & Development Acts 2000 (as amended) and Part 8, Article 81 of the Planning and Development Regulations 2001 (as amended).

Traffic studies have been carried out under Limerick Shannon Midwest Area Transport Strategy and Limerick Cycle Network Study.

The Scheme is being developed in accordance with the principles of DMURS. There are a number of constraints on site which locally restrain carriageway widths, footpath widths and shared surface widths. However, for the most part, the needs of Pedestrians, Cyclists and Mobility Impaired are prioritised as far as is reasonably practicable.

All stages of this Scheme's development are subject to a Road Safety Audit as per TII Publications. The Road Safety Audit assesses the road safety of the Scheme at Preliminary, Planning, Detailed Design, Post Construction and Operational stages of the Scheme.

The Development Applications Unit of Government Offices have made a submission regarding nature conservation as follows;

"Where possible all native trees present should be retained. Where it is necessary to remove this should be done outside the bird nesting season. The bird nesting season runs from the 1st March to 31st August. You are requested to send further communications to the Development Applications Unit"

The requests in this submission will be adhered to at detail design stage and at construction of the Scheme.

Proposed landscaping will be included at detailed design stage.

Existing walls will be set back in a few areas and they will be reconstructed using the original demolished walls and incorporating stone masonry conservation techniques. New mature and semi-mature trees will be planted behind the set back walls and transplanting will be carried out when feasible.

Consultation is underway with landowners in an effort to potentially acquire land by agreement to reduce the give way sections and pinch points.

Planning Authority Comment

Noted

Sub 24 Anne Cronin (on Behalf of The Limerick School Cycle Bus)

Submission Summary:

Title: Inadequate safe cycle infrastructure

Whilst it is welcome that active travel measures have been considered in addressing the traffic congestion and traffic flow on the Mill Road - it is by no means adequate or indeed safe.

The Cycle Bus strongly recommends that the Council conduct a traffic (vehicles / bicycles / scooters / pedestrians) survey and as part of this process, surveying families that live on the Mill Road around their current and ideal travel patterns and whether they would consider cycling their children to school / cycling to work / college, etc if safe segregated cycling infrastructure existed on the road. The current design has many pinch points and shared spaces that simply are not safe or covered by best practice in road safety standards for cyclists.

As we commit as a country and as a city to cutting our carbon emissions, we can be in no doubt that the numbers of people driving for small trips (the majority of us) has to decrease substantially. As a result, public health improves as does the quality of our air. Limerick is currently a blackspot in terms of air pollution and has been recognised as such in a recent HIQA report (HIQA 2020). Limerick also has the unenviable title of highest prevalence of childhood asthma - something that is greatly affected by vehicle emissions.

Therefore, we need to ensure that any infrastructure that is installed with the ambition of increasing cycling – is done in a meaningful way that ensures increased modal share. What would be hugely damaging is if this design goes ahead and traffic remains congested and people aren't using the cycle infrastructure that has been installed. We need this public funding to be used in a manner that ensures maximum value for money. Has a cost-benefit analysis been conducted looking at this investment and the return on public health, environment, etc?

The Cycle Bus urges the Council to conduct a traffic survey as suggested above as well as a Health Impact Assessment of the proposed design, which should demonstrate how the measures proposed or improvements on this design (taking on board active travel guidance in DMURS) will impact on the health of the communities that live on the Mill Road. What would really assist in the design process of cycling infrastructure is the Cycle Route Assessment Checklist – put together by Cyclist.ie to support local authorities in the design and planning stages of new infrastructure.

<https://docs.google.com/forms/d/e/1FAIpQLSeFf8nLS2aWDgyH2HT6q2dNR1DJS09UNnnQOXZ8s4kGGskdQ/viewform>

Local concerns around the loss of mature trees that provide coverage and better-quality air should be taken on board and all efforts taken not to destroy any trees as a result of this scheme. Limerick suffers from a tree deficit and therefore any new scheme should endeavour to ensure as little tree loss as possible, only in extreme circumstances and where replacement tree planting programmes are guaranteed.

The design as it currently stands is not prioritising vulnerable road users; pedestrians and cyclists. In any new road layout – those road users must be considered and how their safe passage from their home to school / work / the shops can be insured. Shared spaces between pedestrians and cyclists or cyclists and cars without speed calming measures – does not work. We must have universal designs that support 8–80-year-olds to walk and cycle safely.

A large swath of the population of the Mill Road are under 18 and therefore for many, are very capable and desirous of utility cycling or walking. For this group, driving to a shop 1 km away or school at the top of the road is not optimal use of their time or what's best for

the environment or the planet. This group want better and therefore new designs should ensure their views are taken on board. This design as it currently stands, does not do that.

A couple of years ago, a class from Scoil Ide contacted the Cycle Bus and advised of the children's hesitancy walking to school due to safety concerns. Children that lived within a 2-3 km distance from the school felt it was too dangerous to walk. Children currently in Scoil Ide are driven to school, with their bikes in the boot and using their bikes at school to do some cycle training before putting those bikes back in the boot of their car, to be driven home again. That is a sad indictment of how poor our responses are to children's desire and need to be active. 1 in every 4 children in this country is at risk of obesity and poor health – we must ensure that exercise is built into their everyday life as it has been for generations before us.

Cycling to school has been proven to ensure better mental health, better well-being and better concentration span for children that cycle to school. Recent research carried out in Galway found that the happiest children (and those with 'excellent health') were those that cycled to school (Költö *et al.* 2021). Therefore, we urge that this current design is paused and further consultation and engagement conducted with the community, including the children and advocacy groups that support better cycle routes to school – as per current government commitments.

Active Travel Comments:

This Scheme is being provided for the safety of cyclists and pedestrians in order to enable a modal shift to more sustainable travel modes.

The Scheme is being developed in accordance with the principles of DMURS. There a number of constraints on site which locally restrain carriageway widths, footpath widths and shared surface widths. However, for the most part, the needs of Pedestrians, Cyclists and Mobility Impaired are prioritised as far as is reasonably practicable.

All stages of this Scheme's development are subject to a Road Safety Audit as per TII Publications. The Road Safety Audit asses the road safety of the Scheme at Preliminary, Planning, Detailed Design, Post Construction and Operational stages of the Scheme.

The design is being amended to provide the proposed shared surface along the full length of the Mill Road from the junction at the Corbally Road to the parking area at the River Shannon so that the Scheme may service all of the Mill Road Residents including the residents of Brookhaven, Spring Grove, The Hermitage, Meadowbrook, Silverbrook, Siúl Ná hAbhann, and Corbally Nursing Home.

The Development Applications Unit of Government Offices have made a submission regarding nature conservation as follows;

"Where possible all native trees present should be retained. Where it is necessary to remove this should be done outside the bird nesting season. The bird nesting season runs from the 1st March to 31st August. You are requested to send further communications to the Development Applications Unit"

The requests in this submission will be adhered to at detail design stage and at construction of the Scheme.

Proposed landscaping will be included at detailed design stage.

Existing walls will be set back in a few areas and they will be reconstructed using the original demolished walls and incorporating stone masonry conservation techniques. New mature and semi-mature trees will be planted behind the set back walls and transplanting will be carried out when feasible.

Planning Authority Comment

Noted

Sub 25 Ray D'Arcy, Principal of Scoil Íde

Submission Summary:

The Principal of Scoil Íde says that of 750 children attending the school the majority live within a 5km radius and approximately one third live along Mill Road. He states that it is currently not safe for children to walk or cycle to school. He welcomes the commitment by LCCC to delivering cycling and walking infrastructure.

In relation to the Part 8 proposals he would like to make the following observations:

1. Inconsistent cycle route design – 14 different road layouts - the fact that the cyclist sometimes must share with traffic, other times with pedestrians, sometimes parallel parking and sometimes end on parking.
2. Doesn't agree with provision of new on street parking, with doors opening onto cycle paths etc.
3. Removal of wall and trees along the Bishop's Field for a shared facility. He believes this is wrong, that the wall should be lowered and provide the facilities on the inside and also to segregate the cycle and footpath facilities.
4. Requests a complete redesign of the drop off and parking zone to prioritise children walking and cycling to school over parking. He feels the design prioritises parking here and the footpath area is very congested at pick-up/drop-off times.
5. Requests for meaningful consultation with the school community. States safe segregated cycle infrastructure is needed to reassure parents that it is safe for their children. He wants to see “provision of high quality facilities for pedestrians, cyclists and the mobility impaired with a view to encouraging modal shift from private car use to more sustainable active travel options such as walking and cycling.”

Active Travel Comments:

1. The different layouts reflect the different road corridor widths. This is a retrofit scheme and therefore it is not feasible to provide consistent facilities within the available boundaries. A modest amount of land is being negotiated for transfer to improve the consistency of the proposals.
2. Parking is being proposed following previous consultations.
3. There was an earlier design option that proposed this but was dropped due to public liability issues.
4. The design was carried out to optimise the provision of parking. If there is a will to remove parking at the school in order to improve cycle facilities then this could be investigated further.
5. A meeting will be arranged to discuss arrangements at the school at detail design stage.

Planning Authority Comment

Noted

Sub 26 Sean Ryan 40 Spring Grove, Mill Road, Corbally.

Submission Summary:

This submission welcomes the plan to improve Mill Road and suggests choke points be looked at again to shorten the lengths with further widening.

The submission states that the bicycle/scooter lane should be separated from road traffic as far as end of the Mill Road by the river.

LCCC Active Travel Comments:

The latest design has reduced the Southern most way section. The shared surface will extend to the River Shannon.

Planning Authority Comment

Noted

Sub 27 Limerick Cycling Campaign, c/o Conor Buckley, Chair, Clancy Strand.

Submission Summary:

The Limerick Cycling Campaign recognise how constrained the site is and that best practice is not feasible. However they suggest that the design be revised to have continuous provision of walking and cycling segregated from cars such that children can use the facility for the full length of Mill Road.

They continue to make the following observations:

- Disappointed that parking is prioritised over safe segregated cycling infrastructure. This goes against DMURS.
- Requests the Council's carbon proofing process that was followed to meet the LCCC Corporate Plan 2019-2024 "Goal 4 Transition to an environmentally sustainable carbon neutral economy".
- The proposal fails to meet the needs of cyclists because sharing narrow lanes cars is unsafe and unpleasant.
- Request for walking and cycling audit in line with DMURS.
- National Cycle Manual (NCM) - Substandard Widths – 3.15m widths are required for 2-way cycling. This scheme proposes 3.5m with 2.2m at one location and this includes for pedestrian provision. This width is very substandard.
- Poor quality of cycle facility will not encourage modal shift. They suggest "prioritise investment in a higher standard of segregating cycling infrastructure, where possible"
- Inconsistent approach to road allocation – unclear why on road facility is considered acceptable in areas.
- Continuous off road provision is required for bicycles.
- Inconsistent side of road. The facility moves from one side to another with users having to cross via courtesy crossings. Continuous facilities on the east side of the scheme should be provided.

- Remove transitions between on road and off road facilities and replace with continuous off road facility.
- The 40mm kerb upstand is not enough protection for the facility, use 125mm kerb.

Active Travel Comments:

Noted that the site is constrained and it is impossible to achieve best practice, including the guidance advised in the NCM.

The shared surface will extend to the River Shannon.

Parking provision will be reviewed at detail design stage.

An independent Road Safety Audit was carried out during the scheme design and consequent amendments were made prior to Part 8 publication of drawings.

It will not be possible to achieve standards on the scheme except where widening.

The needs of pedestrians must also be catered for, even higher priority than cyclists (ref. DMURS).

Continuous facilities on the east side of the scheme should be provided.

The 40mm kerb is to allow emergency vehicles pass and avoid traffic delays due to uncourteous drivers. There will be bollards to protect the facility along the 40mm kerbed area.

Planning Authority Comment

Noted

Sub 28 Mary Gilleece

Submission Summary:

Concerns over the proposed Shared cycle/footpath facility as follows:

1. The needs of the minority (cyclists) are being addressed over the needs of the majority of Mill Road Residents.
2. Issues regarding removing the footpath on the city end near Corbally Road to provide a wider, shared facility on the other side of the road, which is blind from Corbally Road north, due to the boundary wall.
3. There is a Montessori Playschool (Sunnyside) at the southern end of Mill Road. The cycle facility will be dangerous for small children here as the cycle facility means the cyclists have the right of way where parents queue with young children.
4. Facilities for wheelchair access to both the preschool and the national school should be addressed ahead of the needs of cyclists.
5. The numbers of children mixing with cyclists outside the school at drop-off and pick-up times. Raises the question of will people on bicycles will be allowed pass as the children and parents spill onto the road and footpaths twice per day.
6. Questions the one way system for access to emergency services etc.

Active Travel Comments:

1. Noted.
2. Changes to the design have been made so that the footpath will remain on the west side of the Scheme at this location and the shared surface will be widened. The rubbing strip has been removed in the latest design.
3. Noted. The widened shared surface, outlined above, will be safer than the original proposal.
4. The Scheme is being designed to incorporate all users including the mobility impaired.

5. It is envisaged that the numbers of parents parking shall be reduced as the new facility will encourage a modal shift so that pupils will cycle to school and hence, reduce the demand for parking and crowds at collection times.
6. Emergency vehicles will be able to pass using the low level kerbs.

Planning Authority Comment

Noted

Sub 29 Molly Lonergan

Submission Summary:

Requests if the new path/cycle facility can be extended to the river.

Active Travel Comments:

The shared surface will extend to the River Shannon as per the latest design.

Planning Authority Comment

Noted

Sub 30 Noel Mulcahy, 54 Siul Na hAbhann, Mill Road, Corbally, Limerick. Chair of Siúl na hAbhann RA.

Submission Summary:

Noel Mulcahy is Chair of Siúl na hAbhann Residents Association and wants his views noted as follows:

1. Overall happy with scheme.
2. Would prefer that the shared surface scheme be extended the full length of Mill Road.
3. Requests that the on street parking at Spring Grove/Brookhaven be on one side of the road only.
4. Requests if the “give way” sections could be reduced by exploring with landowners?
5. Retain as much woodland as possible.

Active Travel Comments:

1. Noted
2. The shared surface will extend to the River Shannon as per the latest design.
3. Also being investigated. On street parking at Spring Grove/Brookhaven is on the west side of the road only as per the latest design.
4. Dialogue has taken place with land owners which has resulted in the first (southernmost) giveaway section being significantly reduced. Dialogue with landowners has also brought about a widening of the southern portion of the Mill Road so that the previously proposed rubbing strip at this location has now been replaced by a 1.8m wide footpath and the proposed 2.2m Shared Surface outside Sunnyside Crèche has been increased to 3.5m wide.
5. The Development Applications Unit of Government Offices have made a submission regarding nature conservation as follows;

“Where possible all native trees present should be retained. Where it is necessary to remove this should be done outside the bird nesting season. The bird nesting season runs from the 1st March to 31st August. You are requested to send further communications to the Development Applications Unit”

The requests in this submission will be adhered to at detail design stage and at construction of the Scheme.

Planning Authority Comment

Noted

Sub 31 Adam Kearney, AK Planning & Development, Mill Road, Corbally

Submission Summary:

This submission welcomes the scheme but would like some amendments to enhance the scheme as follows:

1. Extend the shared surface the full length of the scheme.
2. Suggests that the Mill Road/Corbally Road junction be raised as at present on a green light motorists enter the junction and Mill Road at speed.
3. The footpath outside Scoil Íde will need to be policed as people park on the footpaths there.
4. Consider shortening the “give way” sections by negotiating with landowners.
5. Hillside Cottage has planning for 4 apartments and there could be scope to remove this give way section.
6. The walls being demolished should be recycled/rebuilt in limestone.
7. Replace removed trees with relocated or new semi-mature trees.
8. Include a raised junction at Laurelville.

Active Travel Comments:

1. The shared surface will extend to the River Shannon as per the latest design.
2. Noted, will be reviewed at detail design stage.
3. This will be monitored at Stage 4 of the Road Safety Audit during the initial operational phase of the scheme. If it is found that inappropriate parking is taking place, measures will be taken to prevent this, including, but not limited to introducing bollards.
4. Dialogue has taken place with land owners which has resulted in the first (southernmost) give-way section being significantly reduced. Dialogue with landowners has also brought about a widening of the southern portion of the Mill Road so that the previously proposed rubbing strip at this location has now been replaced by a 1.8m wide footpath and the proposed 2.2m Shared Surface outside Sunnyside Crèche has been increased to 3.5m wide.
5. To be continuously reviewed at detail design, tender and construction stages.
6. The recycling of existing stone is intended.
7. It is intended to transplant trees or replace with semi-mature trees.
8. A raised junction at Laurelville has been included in the latest design.

Planning Authority Comment

Noted

Sub 32 Jackie & Cecily Kelly

Submission Summary:

1. This submission outlines that there is no justification for a dedicated cycle path as there is a perfect alternative along the Red Path. The authors have never found the road to be unsafe, except for speeding. A reduction of the speed limit to 30kph and removal of the ESB poles along the footpaths would suffice for road safety improvements, in their opinion.
2. The authors dispute the findings of the Appropriate Assessment Screening Report as they believe that there will be impact to fauna in the area due to presence of badgers, foxes and Herons.
3. The authors also dispute the Tree Survey Reporter's statement that as 64 trees are to be removed that semi-mature trees and hedging will be replanted. They believe this cannot be trusted as development of the housing estates over the years were conditioned to do the same and that this condition has never been adhered to.
4. The authors want the setting back of the stone wall at St. Munchin's grounds to be reconsidered as it is of historical significance and the rebuilt wall will never look the same and trees have to be sacrificed.
5. The authors are concerned that the works would open the floodgate for further development on Mill Road which can't be supported by the area.
6. This submission also raises concerns regarding pinch points that will cause delays and anger amongst motorists.

Active Travel Comments

1. A reduction of the speed limit to 30kph and removal of the ESB poles from the footpaths is included in the scheme proposals.
2. Environmental Screening, Appropriate Assessment Screening and Tree Surveys have been carried by independent professionally qualified Scientists to safeguard the interests of flora and fauna and prevent any significant adverse impact to the environment. Badgers, foxes and herons are protected under the Wildlife Act 1976, AA screening considers Natura 2000 sites.
3. It is intended to replant native semi-mature trees and hedging. Furthermore, the Development Applications Unit of Government Offices have made a submission regarding nature conservation as follows;
"Where possible all native trees present should be retained. Where it is necessary to remove this should be done outside the bird nesting season. The bird nesting season runs from the 1st March to 31st August. You are requested to send further communications to the Development Applications Unit"
The requests in this submission will be adhered to at detail design stage and at construction of the Scheme.

4. Specialist conservation stone masonry techniques will be used to reconstruct the set back walls using recycled stone from the existing walls supplemented by locally sourced cut limestone if required.
5. This Part 8 application relates to a current active travel Scheme for the Mill Road. References to plans and planning related issues outside of the scope of this Scheme are currently not under consideration as part of this proposal.
6. Dialogue has taken place with land owners which has resulted in the first (southernmost) give-way section being significantly reduced. This measure is intended to ease concerns regarding potential delays. Dialogue with landowners has also brought about a widening of the southern portion of the Mill Road so that the previously proposed rubbing strip at this location has now been replaced by a 1.8m wide footpath and the proposed 2.2m Shared Surface outside Sunnyside Crèche has been increased to 3.5m wide.

Planning Authority Comment

Noted

Sub 33 Ger Ryan 48 Brookhaven Walk, Mill Road, Corbally

Submission Summary:

The author supports the proposed Scheme but proposes that the shared surface be provided for the full length of the Scheme.

Active Travel Comments:

The shared surface will extend to the River Shannon, i.e. the full length of the Scheme, as per the latest design.

Planning Authority Comment

Noted

Sub 34 Roads, Traffic and Cleaning, Central Services, Limerick City and County Council

Submission Summary

Footpaths/ Layout

1. Proposed Section C-C indicates perpendicular parking, this will allow for reversing off and on to the public road, which should be re-examined.
2. The proposed width of the footpath on the west side of the road has varying of 1.0m, 1.13m 1.2m, 1.8m, 1.9m & 2.0m. It is difficult to see how these actual widths will be available to pedestrians with the existing ESB network poles. Some of these poles are 300mm in diameter and would have an effect on lower width footpath sections. While the existing footpath is equally narrow, this is an opportunity to underground the ESB network, maximising the width of the footpath for pedestrians.
3. It is not clear that sections such as I-I, J-J & L-L are two way for cars.

4. It is not clear from the layouts submitted if the existing speed cushions are being retained, they are not indicated on the layouts. The drawings should state if the existing speed cushions are to be retained or not.
5. The design of the raised crossing shown between cross section BB & CC in the set down area needs to be reviewed as it does not have the correct markings or tactile pavings, considering vehicles will have to travel over it, which will present safety issues for users.
6. The design of the raised crossing shown between cross section CC & DD, EE & FF does not have tactile pavings shown.
7. Cross section of the raised pedestrian crossings are required for approval. The type of traffic calming indicated for the development consists of internal ramps, which are flat top ramps (raised platforms); these should be designed in line with diagram 6.34 of the "Traffic Management Guidelines" from the Department of Transport.
8. The T-Junction ramps should be extended back into the junctions to allow a vehicle to take off at the junction while fully on the ramp (6.0m minimum required) in line with "DMURS".
9. Tactile paving is not shown on the layout at the raised crossings. The tactile paving layouts should be designed in line with "Guidance on the use of Tactile Paving Surfaces Document".
10. It is also not clear if the ramps at the junctions will be at the same level as the top of the footpath, if this is the case specific tactile paving at the edges are required in line with this standard.
11. Advanced signage has not been indicated in all of the required locations, in particular there should be advance signs for road users when approaching the table top ramps when exiting the housing estates. Ramps ahead (Sign No. W 130) shall be used, these must be pole mounted and the sign size and mount height of the sign should comply with the "Traffic Signs Manual". "STOP" text is missing from the road markings on the tabletop ramps, which shall be revised. A full signage review should be undertaken to ensure that the road does not become overly cluttered with signs and proposals can be discussed with the roads department.
12. Sightlines from a number of the junctions may be impeded by the proposal/existing on street car parking. A revised Site Layout Plan should be developed to address this issue and show sightlines of 24m in both directions in line with "DMURS".
13. The widths of the junctions with the inclusion of build outs are resulting in the junctions being out of line with "DMURS", which should be re-examined. Junction radii should be in line with "DMURS".
14. The layout of the existing signage/poles and ESB network poles are currently erected some against the property boundary line and some out near the footpath edge. This type of setup can cause difficulty in particular to the vulnerable user. This should not occur as part of upgrade works, particularly for the vulnerable user.
15. Footpaths for the proposed development shall be in line with "TII Specification for Road Works Series 1100 – Kerbs, Footways and Paved Areas. The footpaths shall have a minimum width of 2.0m, shall be continuous, suitably dished at all junctions, crossing points and include for appropriate tactile paving. The dishing of footpaths shall be constructed in accordance with the "Guidance on the use of Tactile Paving Surfaces Document". Footpath depth at vehicular access shall be increased to a minimum of 150mm.

16. The road construction should be in accordance with the "Recommendations for Site Development Works for Housing Areas" and the bituminous layers should be in accordance "TII Publications NRA Specification for Road Works Series 900 Road Pavement-Bituminous Materials". The binder and surface course shall be machine laid.
17. Tack coat shall be included for between the road surface course & the binder course to form adhesion between the two layers. Photographic evidence & copies of dockets (which shall have the date time/location) must be submitted to the Planning Authority upon completion of any phase of the development.
18. The Applicant shall ensure that the road surface for the proposed development is tied in suitably to the existing road and any damage to the existing road shall be appropriately repaired in agreement with Limerick City and County Council. – CONDITION
19. Prior to any blacktop materials being laid the Applicant must make contact with Limerick City and County Council's Road Section to give **two weeks** prior notice so that we can supervise these works on-site. Failure to do so will result in road cores being requested at the Applicants costs.
20. Road Markings are to be in accordance with "IS EN 1436 European Standard for Road Markings" & in accordance with the "Traffic Signs Manual". Road Signs are to be in accordance with "IS EN 1436 European Standard for Road Markings" & in accordance with the "Traffic Signs Manual".
21. A Road Opening Licence will be required for these works.

Public Lighting

- The Applicant shall submit a revised detailed lighting design to the planning authority within one month of the grant of the Part 8 for approval, with sufficient survey detail / background detail to clearly show the lux/contour levels generated by the proposed lighting installation. It shall include all the junctions off the Mill Road and go back as far as the nearest existing light internally.
- 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) ensuring maintained minimum point illuminance as outlined below is achieved for Limerick City & County Council's approval.
- The Public Lighting Layout shall indicate the location of **all** lighting columns, ducting, micro and shall include 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.
- All lighting infrastructure shall be located in the public realm, with lighting columns typically shown to the rear of footpaths.
- All lighting columns shall be hexagonal galvanised steel to BS EN40 as outlined below.
- The Recommended Minimum Specification for Public Lighting shall be as follows:
- The specification for the LED Lanterns ($Ra > 60$) is lighting Class S3/P3;
- The LED's have a required maintained minimum point illuminance of **1.1 lux** for proposed and existing footways & average illuminance of **5.5 lux** for roadways and car parking areas;

- Details of all lighting column types proposed shall be submitted as part of FI Response;
- The Public Lighting Layout shall indicate the location of **all** lighting columns, ducting, micro pillars and shall include 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. This information shall be submitted to the Planning Authority within one month of the grant of planning permission.
- All lighting points shall be accessible by means of a hydraulic hoist, for maintenance purposes. Such a hoist requires a minimum paved vehicular access of 3.5 metres. In exceptional circumstances, if such access is not available special arrangements shall be made such as the use of **hinged columns**.
- All public lighting columns, electric cable circuits and the associated feeder pillars serving the public lights shall be installed in public areas, at the locations as per an approved Lighting Engineers Public Lighting Layout, with columns generally at the back of footpaths, on boundary lines and not in private property.
- All lighting columns shall be octagonal galvanised steel to BS EN40 as outlined below.
- Failure of any lighting components with the warranty period shall be immediately rectified by the applicants supplier by either replacing the luminaire / photocell or by installing a temporary replacement luminaire / photocell until the defective luminaire / photocell has been repaired or replaced.
- Any proposed **hedging or shrubs** within a 10-metre radius of any proposed public lighting has to be kept to a **maximum height of 1.2m** above ground level. Under no circumstances is any light to be erected under or close to any existing trees. Under no circumstances is any **tree/trees** to be planted within a 10m radius of any lighting column/columns.
- The Applicant shall submit written confirmation to the Planning Authority from Limerick City and County Council's Public Lighting Contractor that public lighting is fully operational and that all connections, cabling, micro pillars and all associated items are in order prior to the occupation of any units within any phase of the development.
- Lighting Design Engineer shall submit certification to the Planning Authority to confirm that the lighting has been erected as per the approved design upon completion of any phase of the development and prior to the occupation of any units within any phase of the development.

Surface Water Disposal

1. It is not clear if how surface water will be addressed. We assume the Applicant is proposing to use the existing system. A CCTV of the existing surface water system shall be carried out to the establish its condition and to see if any sections require repair or replacement. A Surface Water Disposal Layout Plan shall be submitted showing the existing and proposed pipelines, manholes clearly numbered, invert/cover levels, road gullies, direction of pipe flow, discharge location, SuDs measures with overflow system and clear legend.
2. All surface water sewers and manholes shall be constructed in accordance with the IW Code of Practise and CCTV and testing records for both shall be submitted to the Planning Authority prior to the making final connection to the existing 750mm diameter surface water system for any phase of the development. – CONDITION

3. Supporting calculations if required should be submitted by way of simulation modelling, such as Micro Drainage or Causeway. The following should be included:
 - Hydraulic modelling shall be submitted for the design of the pipes at a 1/5 year return period;
 - Hydraulic modelling shall be submitted for the design of the network at a 1/30 year return period to include all pipelines, that requires that no flooding occurs; Hydraulic modelling shall be submitted for the design of the network at a 1/100 year return period to include all pipelines to show that properties are protected against flooding.
 - The modelling shall confirm discharge rates shall be restricted to 2 l/s/ha or the calculations Qbar, whichever is greater. Qbar must be calculated using the Net area drained and not the gross area of the site (i.e. red line boundary). This discharge rate shall be marked on the manhole in which the flow restricting device is located. The modelling shall demonstrate the pipe velocities & climate change;
 - Online controls & storage systems;
 - Minimum pipe velocities 1.0m/s maximum 3.0m/s;
4. Prior to the commencement of construction of the Works, the Developer's Construction Engineer shall arrange and attend a 'Start-Up Meeting' with Limerick City and County Council's Roads Area Engineer. The Developer is required to submit a Commencement Notice for the Surface Water Disposal System for any phase of the development. The Developer's Construction Engineer shall ensure that a record of the meeting is made. No works in relation to the Surface Water Disposal System shall take place prior to this meeting.
5. The Developer's Construction Engineer shall make provision for access by Limerick City and County Council's engineering staff.
6. The Developer's Construction Engineer and bonded Charted Engineer shall arrange and undertake inspection and testing of the Works to ensure that the requirements of the Codes of Practice and the Standard Details are satisfied.
7. A bonded Charted Engineer shall be responsible for certifying that all works in relation to the Surface Water Disposal System.

As-constructed information of the Works must be accurately recorded during the construction phase and must be submitted to the Planning Authority upon completion of any phase of the development.

General

1. As constructed drawings for the development must be submitted upon completion. This must be in hardcopy and digitally, the format must be compatible with Limerick City and County Council's GIS system.
2. Upon completion of any phase of the development, the Applicant shall submit certification from all the service providers to the Planning Authority to confirm that all is in order such as:
 - ESB, Eir, GNI, Virgin, Irish Water etc.
3. Construction Management and Delivery Plan for the construction of the development should be submitted and agreed with Planning Authority prior to construction, which must include site specific traffic management plans.

Active Travel Comments:

All items raised in this submission will be addressed at detail design stage.

Planning Authority Comment

Noted and appropriate actions to apply

Sub 35 Lavinia Duggan/Residents Group

Submission Summary:

A 29 page report was submitted by Lavinia Duggan representing a group of residents.

Extract from report:

The residents' representatives across the Mill Road worked on a coordinated approach to ensure that we could take a collaborative view to understand the proposed Part VIII plans. The residents' representatives groups role in the process was as follows:

- To read the drawings and identify pros and cons throughout the plan along the length of the Mill Road.
- To send a communication out to the residents in their area inviting them to send back any points of observation they wish to make.
- The residents' representative group then arranged to make an appointment with LCCC offices to view the wider plans to ensure they are being read and understood correctly and to fully understand the Part VIII process.
- The Residents representative group would make an overall submission of observation from the submissions received before the deadline date.
- We are keen to ensure the natural Mill Road heritage and beauty is retained throughout this process.

The report deals with a number of concerns and summarises these as follows;

- Giveaways ...57% of the 21 emails referenced views
- Character and Heritage of the Mill Road--52%of the 21 emails referenced views
- Parking--43% of the 21 emails referenced views
- Mill Road Entrance --29% of the 21 emails referenced views
- Safety--29% of the 21 emails referenced views
- Shared surface lane to run full length of Mill Road --Request to explore this--28%of the 21 emails referenced views
- Creation of shared surface opposed--19%of the 21 emails referenced views
- Traffic survey --14% of the 21 emails referenced views
- Lighting or Drainage--10% of the 21 emails referenced views
- Future Development--10% of the 21 emails referenced views.
- Lack of public transport on Mill Road--10% of the 21 emails referenced views.
- Landowners--10% of the 21 emails referenced views.
- Reference of overall Corbally community structure--5%of the 21 emails referenced views.
- Yellow box Junction--5%of the 21 emails referenced views.

Active Travel Section Comments:

Consultation is underway with landowners in an effort to potentially acquire land by agreement to reduce the give way sections and pinch points.

Existing walls will be set back in a few areas and they will be reconstructed using the original demolished walls and incorporating stone masonry conservation techniques. New mature and semi-mature trees will be planted behind the set back walls and transplanting will be carried out when feasible.

The Development Applications Unit of Government Offices have made a submission regarding nature conservation as follows;

“Where possible all native trees present should be retained. Where it is necessary to remove this should be done outside the bird nesting season. The bird nesting season runs from the 1st March to 31st August. You are requested to send further communications to the Development Applications Unit”

The requests in this submission will be adhered to at detail design stage and at construction of the Scheme.

All stages of this Scheme’s development are subject to a Road Safety Audit as per TII Publications. The Road Safety Audit asses the road safety of the Scheme at Preliminary, Planning, Detailed Design, Post Construction and Operational stages of the Scheme.

Details of proposed landscaping, drainage, and public lighting will be developed at detailed design stage. Line marking and signage will be defined at detailed design stage.

The design is being amended to provide the proposed shared surface along the full length of the Mill Road from the junction at the Corbally Road to the parking area at the River Shannon so that the Scheme may service all of the Mill Road Residents including the residents of Brookhaven, Spring Grove, The Hermitage, Meadowbrook, Silverbrook, Siúl NA hAbhann, and Corbally Nursing Home.

Traffic studies have been carried out under Limerick Shannon Midwest Area Transport Strategy and Limerick Cycle Network Study.

The Scheme is being developed in accordance with the principles of DMURS. There a number of constraints on site which locally restrain carriageway widths, footpath widths and shared surface widths. However, for the most part, the needs of Pedestrians, Cyclists and Mobility Impaired are prioritised as far as is reasonably practicable.

Planning Authority Comment

Noted

Sub 36 Irish Water, PO Box 6000, Dublin 1

Submission Summary:**Irish Water’s Observations on the Part 8 Proposals:**

There are records of Irish Water (IW) assets located in proximity to the scheme, namely a 200mm uPVC main and a very significant 700mm AC water main at the Mill Road/Corbally Road junction.

IW have no objection to the proposed development and list 5 conditions to be attached to a grant of planning permission of the development. These 5 conditions are standard IW conditions associated with the construction of road works in the vicinity of IW assets and comment on engagement with IW during Detailed Design and construction stages of the scheme to agree protection of services, diversions of services, separation distances from other assets, services, trees, structures, connection applications and compliance with IW Design Codes and Practices.

Active Travel Comments:

All conditions will be agreed and complied with at detail design and construction stages of the proposed development project should planning be approved by Limerick City & County Council.

Planning Authority Comment

Noted and appropriate action to apply

Sub 37 Clodagh Brennan, Environmental Technician, Environmental Services, Limerick City & County Council.

Submission Summary:

The Environmental Services Department of Limerick City & County Council state that prior to the commencement of any on-site works, “the appointed contractor shall submit to Planning and Environmental Services for agreement in writing a site-specific waste management plan for the recovery/disposal of all waste that will arise from the site clearance, demolition, refurbishment and/or construction related activities of this development”.

“*The waste management plan is to include:*

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

It also states that “Provision must be made for appropriate storage and segregation of domestic/commercial/industrial waste” and “Proposals to be submitted to Planning and Environmental Services”.

Active Travel Comments:

Prior to commencement of on-site works, approval of the appointed contractors proposed site specific waste management plan will be sought from the Planning and Environmental Services Department of Limerick City & County Council. This will all be compiled and included in the Contract Documents for the Works Requirements for the scheme.

Planning Authority Comment

Noted and appropriate action to apply

Sub 38 , Tom Cassidy, Architectural Conservation Officer, Limerick City and County Council.

Submission Summary:

I have visited the site in company with the project promoter and examined the documentation submitted in support of the application. I have also discussed the elements of the project that impact upon the lands associated with Roseneath Cottage with an assigned officer of the Department of Heritage, and had a subsequent conversation with the Executive Planner for the Area.

I am satisfied that the proposed development will not have a detrimental impact upon the protected structure, though there will be some impact upon its curtilage and one of the structures in the grounds, a masonry shed. However, having due regards to the common good, these are acceptable.

There is also an issue in respect of the former gateway into the grounds of the long-demolished Corbally Palace.

In coming to conclusions in relation to the boundary of Roseneath Cottage, I have been guided by the fact that this element of the site has been modified in the past- a substantial portion of the structure's upper reaches are of concrete block.

The following conditions should be included in the report to be placed before the Elected Members:

A/. Prior to works commencing, the wall, gateways, outbuilding, and associated elements within the grounds of Roseneath Cottage are to be subject to 'Preservation by Record' levels of documentation;

B/. Prior to works commencing, the methodology for the dismantlement of the monumental gateway into the grounds of Roseneath Cottage shall be agreed with the architectural conservation officer.

C/. Prior to works commencing, the specification for the reconstruction of the monumental gateway, and all associated modifications within the grounds to accommodate the rerouted access avenue to Roseneath Cottage, shall be agreed with the architectural conservation officer.

D/. The works permitted shall be limited to ensuring current levels of vehicular and pedestrian access to the curtilage of Roseneath Cottage and shall not provide for potential future developments within the attendant grounds.

E/. Prior to works commencing, the monumental 19th century gateway to the grounds of the former Corbally Palace, and associated elements, are to be subject to 'Preservation by Record' levels of documentation

F/. Prior to works commencing, the methodology for the dismantlement of the monumental gateway into the grounds of the former Corbally Palace shall be agreed with the architectural conservation officer.

Active Travel Comments:

All conditions will be agreed and complied with at detail design and prior to the construction stages of the proposed development project should planning be approved by Limerick City & County Council. The conditions will be included in the Contract Documents for the Works Requirements for the scheme.

Planning Authority Comment

Noted and appropriate action to apply

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 City Development Plan 2010-2016, as extended, 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 07/05/2021 and the report received by the Planning Authority on 08/09/2021, 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. 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.

3. 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

4. A 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

5. Prior to the commencement of development revised details and drawings addressing the issues set out in report received from Roads, Traffic and Cleaning, Central Services Section of Limerick City and County Council in relation to layout, traffic and pedestrian considerations shall be submitted for written agreement of the Planning Authority. An updated road safety audit where appropriate shall be submitted as per TII Publications.

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

6. Prior to the commencement of development a revised public lighting scheme in accordance with Limerick City and County Council specifications shall be submitted for the written agreement of the Planning Authority. The revised details and drawing shall address the issues set out in report received from Roads, Traffic and Cleaning, Central Services Section of Limerick City and County Council. The public lighting shall be erected and operational prior to the completion of the scheme.

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

7. Prior to the commencement of development a revised Surface Water Drainage Disposal Plan shall be submitted for the written agreement of the Planning Authority. The revised details and drawing shall address the issues set out in report received from Roads, Traffic and Cleaning, Central Services Section of Limerick City and County Council. It shall be accordance with Limerick City and County Council specifications and shall be submitted for written agreement of the Planning Authority.

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

8. The following Irish Water requirements shall be complied with:

- a. Prior to the commencement of any construction works the applicant shall engage with Irish Water Diversion Team to agree measures to ensure adequate protection and access for future maintenance of existing assets is maintained throughout construction and operational phases of the development. services and connections to same within the red-line site boundary. There shall be no

building over water mains, common pipes, or sewers, and if found the applicant must contact Irish Water with a proposal for altering at the cost of the applicant.

- b. Irish Water does not permit any build over of its assets and separation distances as per Irish Waters Standards Codes and Practices must be achieved.
- c. Where any proposals by the applicant to build over or divert existing water or wastewater services subsequently occurs the applicant submit details to Irish Water for assessment of feasibility and have written confirmation of feasibility of diversion(s) from Irish Water prior to commencement of works.
- d. Separation distances between the existing Irish Water assets and proposed structures, other services, trees, etc. have to be in accordance with the Irish Water Codes of Practice and Standard Details.
- e. Where the applicant proposes to connect to public water/wastewater mains operated by Irish Water, the applicant shall 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.
- f. All development shall be carried out in compliance with Irish Water Standards codes and practices.

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

9. Prior to initiating any works at this development, the site developer or appointed contractor shall submit to Planning and Environmental Services for agreement in writing a site specific waste management plan for the recovery/disposal of all wastes that will arise from the site clearance, demolition, refurbishment and/or construction related activities of this development. The waste management plan shall include:
 - (a).A list of proposed authorised waste collection permit holders to be employed.
 - (b). A list of the proposed waste facility permitted sites at which the wastes may be recovered or disposed of.
 - (c). Estimates of the proposed tonnages of construction and demolition (C&D) wastes by type e.g. soil and stone, rubble, wood, metal and plastic.

Reason: In the interest of public health.

10. All service cables associated with the proposed development including electrical and street lighting cables shall be laid underground within the site.
- Reason: In the interest of orderly development and the visual amenities of the area.
11. Prior to the commencement of any development works a revised bat survey shall be carried out by a suitably qualified bat expert/ecologist of any buildings or trees affected by the proposed development and submitted for the written agreement of the Planning Authority, 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.

12. 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 shall be removed without discussion with the Planning Authority prior to the commencement of any works on site. A landscaping plan including a tree replacement programme shall be submitted and agreed, including a schedule for delivery. Any agreed removal of trees or hedging shall take place outside of the bird nesting season (1st March – 31st August).

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

13. Prior to the commencement of development the following shall be carried out and agreed in writing with the Planning Authority;

- a) The wall, gateways, outbuilding, and associated elements within the grounds of Roseneath Cottage are to be subject to 'Preservation by Record' levels of documentation.
- b) The methodology for the dismantlement of the monumental gateway into the grounds of Roseneath Cottage shall be agreed with the architectural conservation officer.
- c) The specification for the reconstruction of the monumental gateway, and all associated modifications within the grounds to accommodate the rerouted access avenue to Roseneath Cottage, shall be agreed with the architectural conservation officer.
- d) The works permitted shall be limited to ensuring current levels of vehicular and pedestrian access to the curtilage of Roseneath Cottage only.
- e) The monumental 19th century gateway to the grounds of the former Corbally Palace, and associated elements, are to be subject to 'Preservation by Record' levels of documentation.
- f) The methodology for the dismantlement of the monumental gateway into the grounds of the former Corbally Palace shall be agreed with the architectural conservation officer.

Reason: In order to provide a record of the architectural heritage of the site and in the interests of proper planning and orderly development of the area.

14. All surface water run-off within the site shall be collected and disposed of within the site to surface water drainage system and shall be discharged to the public surface water sewer. No such surface waters shall discharge onto adjoining properties or the public road.

Reason : In the interest of public health and to prevent flooding in the interest of traffic safety and amenity.

15. As constructed drawings for the development must be submitted upon completion. This must be in hardcopy and digitally, the format must be compatible with Limerick City and County Council's GIS system.

Reason: In the interests of orderly development