

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

**Re: Permission for the following:**

Construction for a new three-arm roundabout at the entrance to Ros Mor Housing Estate including a new retaining wall to maintain earthworks within available lands. An off-road shared pedestrian/cycle facility 3.0m wide along the eastern side of the R512 to connect the Ros Mor estate to the existing footway at the Willows housing estate. A new bus stop and shelter at the north side of the R512 to the west of the roundabout.

**At:** Ros Mor, Killmallock Road, Limerick

**Planning Reference No. 22/8015**

*R O' Donnell*

---

**Rosie O' Donnell  
Executive Planner**

*Donoghue O'Donoghue*

---

**Donoghue O'Donoghue  
Senior Executive Planner**

*Nuala Gallagher*

---

**Nuala Gallagher  
Director of Services**

**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 7 of this report.**

*Dr. Pat Daly*

---

**Dr. Pat Daly  
Chief Executive  
Limerick City & County Council**

**Date:** 18. October 2022

## **TABLE OF CONTENTS**

- 1. Foreword**
- 2. Description of the nature and extent of the proposed development**
- 3. Key Policy Provisions**
- 4. Submissions with respect to the proposed development**
- 5. Summary of key planning issues**
- 6. Conclusion**
- 7. Action taken by Local Authority**

## **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 development is located at Ros Mor, Killmallock Road, Limerick. The overall length of the scheme is approximately 400meters. The existing Ros Mor development is large housing development which is accessed from the Killmallock road a regional road, R512. The existing T junction is located within the 50km/h speed limit, with a right hand turning lane when travelling in a Northerly direction. The proposed development extends from Ros Mor to the Willows housing estate. The proposal will accommodate a bus shelter on the Northern side of the road, a roundabout suitable for a bus turn and a cycleway extension.

The plans and particulars were placed on public display from the Friday 17<sup>th</sup> of August 2022 up to and 14<sup>th</sup> of September 2022. Submissions and observations were invited up to the 28<sup>th</sup> of September 2022.

### **Limerick City & County Council proposes the following:**

The proposed development provides for the construction of a new three-arm roundabout at the entrance to the Ros Mor Housing Estate including a new retaining wall to maintain earthworks within available lands. An off-road shared pedestrian/cycle facility 3.0m wide along the eastern side of the R512 to connect the Ros Mor estate to the existing footway at the Willows housing estate. A new bus stop and shelter at the north side of the R512 to the west of the roundabout.

The works will include road widening, new footpath, new cycle way, new road lighting, new boundary treatments, traffic calming measures, shared surfaces, new road markings, upgraded road signage, service diversions and a new surface water drainage system.

## **3.0 Key Policy Provisions**

### **Limerick Development Plan, 2022-2028:**

The Development Plan sets out the following policies and objectives with respect to acceptable development in the location in question:

#### **Land Use Zoning Objectives**

##### **Existing Residential Objective:**

To provide for residential development, protect and improve existing residential amenity.

##### **Purpose:**

This zone is intended primarily for established housing areas. Existing residential amenity will be protected while allowing appropriate infill development. The quality of the zone will be enhanced with associated open space, community uses and where an acceptable standard of amenity can be maintained, a limited range of other uses that support the overall residential function of the area, such as schools, crèches, doctor's surgeries, playing fields etc.

## **Local/ Neighbourhood Centre**

**Purpose:** To provide a mix of community and commercial neighbourhood facilities to primarily serve the immediate needs of the local working and residential population and complement, rather than compete with the City Centre. A mix of appropriate convenience retail, commercial, community, childcare and medical facilities, residential and recreational development of a local scale will be considered. Larger scale office and residential development will be considered in new developments where public transport is available. The retail scale and type will be controlled to prevent negative impacts on the retail function of Limerick City Centre at the top of the hierarchy. A materially broader range of comparison goods than currently exists shall not be allowed in order to avoid further competition with the City Centre. Any proposal for retail development shall comply with the Retail Strategy for the Limerick Shannon Metropolitan Area and County Limerick.

## **Policy TR P7 Sustainable Travel and Transport**

It is a policy of the Council to support, facilitate and co-operate with relevant agencies to secure sustainable travel within Limerick and seek to implement the 10-minute city/town concept, promote compact growth and reduce the need for long distance travel, as a means to reduce the impact of climate change.

## **Objective TR O5 Limerick – Shannon Metropolitan Area Transport Strategy**

It is an objective of the Council to facilitate the implementation and delivery of the proposals that will be contained in the final Limerick Shannon Metropolitan Area Transport Strategy, in conjunction with the National Transport Authority, Transport Infrastructure Ireland and Clare County Council and other relevant stakeholders. This partnership will achieve successful integration between land use and transport planning, and targeted growth along high quality public transport corridors and sustainable higher densities.

## **Objective TR O6 Delivering Modal Split**

It is an objective of the Council to: a) Promote a modal shift away from the private car towards more sustainable modes of transport including walking, cycling, carpool and public transport in conjunction with the relevant transport authorities; b) Support investment in sustainable transport infrastructure that will make walking, cycling, carpool and public transport more attractive, appealing and accessible for all.

## **Habitats Directive Project Screening Assessment**

**3.1** An Appropriate Assessment Screening Report has been undertaken for the proposed development by Ecofact, Environmental Consultants. It is concluded beyond reasonable scientific doubt that there are no likely significant effects from the proposed development any of the European sites identified for consideration either alone or in combination with other plans or projects.

### **3.2 EIA Screening**

An EIAR screening report has been undertaken for the proposed development by Ecofact, Environmental Consultants. The proposed development is for a bus stop and roundabout and is not a type of development included for under Schedule 5 of the Planning and Development Regulations 2001, as amended. The size of the development is limited, located within a modified environment, the development as proposed therefore does not require the preparation of an Environmental Impact Assessment Report.

#### 4.0 Submissions with respect to the proposed development

A total of 2 No. written submissions/observations were received and are listed below:

No.	Name
1	Cllr. Catherine Slattery
2	Cyclist.ie

##### **SUB (1) Cllr. Catherine Slattery**

Submission received on the 12<sup>th</sup> of September, 2022:

##### **Submission Summary:**

I am delighted that the part 8 is progressing as this is a well needed amenity on the Old Cork Road. There is one thing that I would suggest to be added to the proposed development. Can extra lighting be added to the existing walkway from Ros Mór to The Willows? I would focus more on the walkway up to The Willows as this area is very dark at night.

##### **Active Travel Section Comments:**

The proposal to provide extra lighting for the Scheme including the walkway from Ros Mór to The Willows will be reviewed at Detailed Design Stage and will be incorporated accordingly.

##### **SUB (2) Cyclist.ie**

Submission received on the 28<sup>th</sup> of September, 2022:

##### **Submission Summary:**

The Irish Cycling Advocacy Network (ICAN), is the Federation of Cycling Advocacy Groups, Greenway Groups and Bike Festivals on the island of Ireland. We are the Irish member of the European Cyclist's Federation. Our vision is for an Ireland with a cycle friendly culture, where everyone has a real choice to cycle and is encouraged to experience the joy, convenience, health and environmental benefits of cycling.

This small proposal for improvement works to connect to the Ros Mór housing estate on the city's southern fringes and to facilitate a bus turning movement at a new terminus, while welcome, needs to be improved and extended, to ensure that the new housing estate and the increasing population is fully catered for. We make some suggestions and comments below.

##### **Scheme Extents;**

While understanding that this small scheme has been put forward to facilitate the extension and new terminus for a bus route, the proposal does not deal with the overall quality and design of the general infrastructure between this growing housing estate and the city centre.

We recommend that this proposed scheme be extended to include the redesign of the R512 between Ros Mór and the city, to accommodate pedestrians and cyclists, the consideration of the new bus terminus within the area of the actual Ros Mór housing estate, and an extension southwards along the R512 to beyond the Good Counsel nursing home and the nearby residences.

#### **Junction/Roundabout Design;**

In general roundabouts are unsafe and discommoding for both pedestrians and cyclists. The proposal to introduce this roundabout, specifically to facilitate bus turning, rather than for general and more efficient traffic movement\* needs to be reconsidered.

As suggested above, we recommend that an alternative bus terminus location and turning area be located within the Ros Mór estate, particularly as this estate is still undergoing construction in parts. The R512 junction should also be improved in line with DMURS recommendations, and straight through facilities across the junction along the R512 be provided for both pedestrians and cyclists.

#### **Shared Facilities;**

In general, as outlined in the National Cycle Manual (NCM), shared pedestrian and cycling facilities 'should be avoided' and leads to conflict - see Section 19.3 of the NOM. This proposed short 400 metre stretch of shared facility between Ros Mór and The Willows, while an improvement on the existing facility, should be reviewed, with the purpose of narrowing the main traffic lanes to the now standard 3 metres, and increasing the space available for cyclists and pedestrians.

#### **Speed Limit Extents;**

We note the present 50kph City speed limit ends just south of the Ros Mór junction on the R512. We suggest that the 50kph zone be extended to beyond the Good Counsel Nursing Home and the nearby houses along the R512 in the interests of good planning, and general road safety.

#### **Summary/Conclusion;**

Cyclist.ie understands the thinking behind this minor scheme at the southern extremities of Limerick City, but recommends:

- The overall link between Ros Mór housing estate and the City be tackled as part of the project;
- The proposed roundabout be removed, and replaced with a standard DMURS compliant T junction;
- The proposed bus turning area be facilitated within the Ros Mór housing estate. The 50kph speed limit zone be extended.

We look forward to the Council's response, and are happy to engage at any stage with the scheme designers, and/or with Council officials.

#### **Active Travel Section Comments:**

Requests and responses regarding this submission are summarised below.

Request that the overall link between Ros Mór housing estate and the City be addressed as part of the project;

- The overall link between Ros Mór housing estate and the City has been addressed as part of an overall masterplan for the area. Further elements of this masterplan will be delivered under a separate project.

Request that the proposed roundabout be removed, and replaced with a standard DMURS compliant T-junction;

- The proposal for a roundabout resulted from a consultation process with Bus Éireann as the optimal solution for a bus turning point allowing for the extension of the bus route to this area. The roundabout also has the added advantage of providing a safer access to Ros Mór housing estate.

Request that the proposed bus turning area be facilitated within the Ros Mór housing estate;

- Bus Éireann have indicated that they are not in favour of a bus turning point within Ros Mór housing estate.

Shared Facilities;

The proposed vehicular lanes are of minimum width and there are other on site constraints in terms of available space, hence a shared space is the optimum solution at this location.

Request that the 50kph speed limit zone be extended

- This is a valid request and will be recommended to our Central Services Section for review.

## **5.0 Summary of key planning issues**

The proposal is to accommodate a bus shelter with a roundabout to facilitate the extension of the City bus service to the Ros Mor estate on the R512, Killmallock Road, Limerick. An extension of the cycleway is also included as part of an off road shared pedestrian /cycle facility 3meters wide along the Northern side of the R512, which will connect up to the existing footpath at the Willows housing development.

The principle of the development is supported by the policy objectives outlined in the Limerick Development Plan 2022-2028. It delivers on objectives relating to modal split and sustainable travel and transport. The bus shelter is adjacent to a large housing development and lands zoned for a local centre. The proposed roundabout facilitates the turning of buses. The proposal will provide a public transport offering at the entrance to the Ros Mor development and promote the use of slower modes by providing enhanced infrastructure for pedestrians and cyclists within the existing road network.

The area is not at risk of flooding. The topography is generally flat.

Internal correspondence has been received from Central Services Section, Limerick City & County Council detailing specifications with respect to traffic and pedestrian layout, public lighting and surface water disposal. The applicant shall address same prior to construction. Appropriate action to apply.

Internal correspondence has been received from Environment Section, Limerick City & County relating to waste management. The applicant shall address same prior to construction. Appropriate action to apply.

## **6.0 Conclusion**

It is considered that the proposed development is in accordance with the relevant objectives and policies set out in the Limerick Development Plan 2022 - 2028 and the proper planning and sustainable development of the area. The proposed development is considered to be acceptable in principle and shall be carried out in accordance with the actions for the Local Authority hereby attached.

## **7.0 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 17<sup>th</sup> day of August 2022, 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. Prior to commencement of development the applicant shall submit final specifications with regard to traffic and pedestrian layout, public lighting and surface water disposal layout for the written agreement with the Planning Authority.

Reason: In the interest of orderly and sustainable development.

3. 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

4. The wheels and underside of all construction traffic leaving the site shall be cleaned, as required, to prevent soiling of public roads. 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

5. 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.

6. Prior to the commencement of this development the site developer or appointed contractor shall submit a site specific waste management plan for the recovery/disposal of all wastes arising from the demolition, refurbishment and/or construction related activities of this development. The waste management plan shall be prepared in line with Waste Management Act 1996 (as amended).

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

7. Any removal of trees or hedging shall take place outside of the bird nesting season (1<sup>st</sup> March – 31<sup>st</sup> August).

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