

## Memo

**To:** Pat Daly, Chief Executive

**From:** Vincent Murray, Director of Services, Planning, Environment and Place Making

**Date:** 10/05/2023

Re: Part 8 proposal, Reference 23/8003 – the Temporary access/haul road on lands adjacent to the Coonagh to Knockalisheen Distributor Road Scheme. The proposed works include the construction of a temporary access/haul road extending from the R464 Kileely Road to the rear of the Knockalisheen Bays Estate to link with the existing Estate Roads. The location of the works is in the townlands of Ballynanty More and Monabraher adjacent to the R464 Kileely Road, Limerick. Limerick City & County Council has carried out an Environmental Impact Assessment (EIA) Screening Report in accordance with the requirements of Article 120(1B)(b)(i) and has determined that there is no real likelihood of significant effects on the environment. Accordingly, it has been determined that an EIA is not required in respect of this proposed development. Nonetheless, a person may, within 4 weeks beginning on the date of the publication of this notice apply to An Bord Pleanála for a screening determination. Such a submission should be addressed to the Secretary, An Bord Pleanála, 64, Marlborough Street, Dublin 1. Limerick City & County Council has carried out an Appropriate Assessment (A) Screening Report and has determined that a full Appropriate Assessment is not required in respect of this proposed development

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Dear Chief Executive,

Please find attached for your consideration report prepared in accordance with Section 179 of the Planning and Development Act 2000 (as amended) in respect of the proposed Part 8 Temporary access/haul road in the townlands of Ballynanty More and Monabraher.

The proposal prepared by the Transport & Mobility Directorate has been evaluated taking into consideration all submissions received. It is concluded that the proposed development is in accordance with the objectives of the Limerick Development Plan 2022 – 2028, and the proper planning and sustainable development of the area.

It is recommended that the proposed development be recommended to the Elected Members of Limerick City & County Council for their approval.

**Signed:** 

**Áine Leland, Assistant Planner**

**Signed:** 

**Nuala O'Connell, Senior Planner**

**Signed:** 

**Vincent Murray, Director of Services, Planning, Environment & Place Making**

**CHIEF EXECUTIVE'S REPORT & RECOMMENDATION IN ACCORDANCE  
WITH SECTION 179 3(a) OF THE PLANNING & DEVELOPMENT  
ACT 2000 (AS AMENDED)**

**Re:   Permission for the following:**

A Temporary access/haul road on lands adjacent to the Coonagh to Knockalisheen Distributor Road Scheme. The proposed works include the construction of a temporary access/haul road extending from the R464 Kileely Road to the rear of the Knockalisheen Bays Estate to link with the existing Estate Roads. The location of the works is in the townlands of Ballynanty More and Monabraher adjacent to the R464 Kileely Road, Limerick. Limerick City & County Council has carried out an Environmental Impact Assessment (EIA) Screening Report in accordance with the requirements of Article 120(1B)(b)(i) and has determined that there is no real likelihood of significant effects on the environment. Accordingly, it has been determined that an EIA is not required in respect of this proposed development. Nonetheless, a person may, within 4 weeks beginning on the date of the publication of this notice apply to An Bord Pleanála for a screening determination. Such a submission should be addressed to the Secretary, An Bord Pleanála, 64, Marlborough Street, Dublin 1. Limerick City & County Council has carried out an Appropriate Assessment (A) Screening Report and has determined that a full Appropriate Assessment is not required in respect of this proposed development

**At:   Ballynanty More and Monabraher**

**Reference Number 23/8003**

**1.0   Introduction**

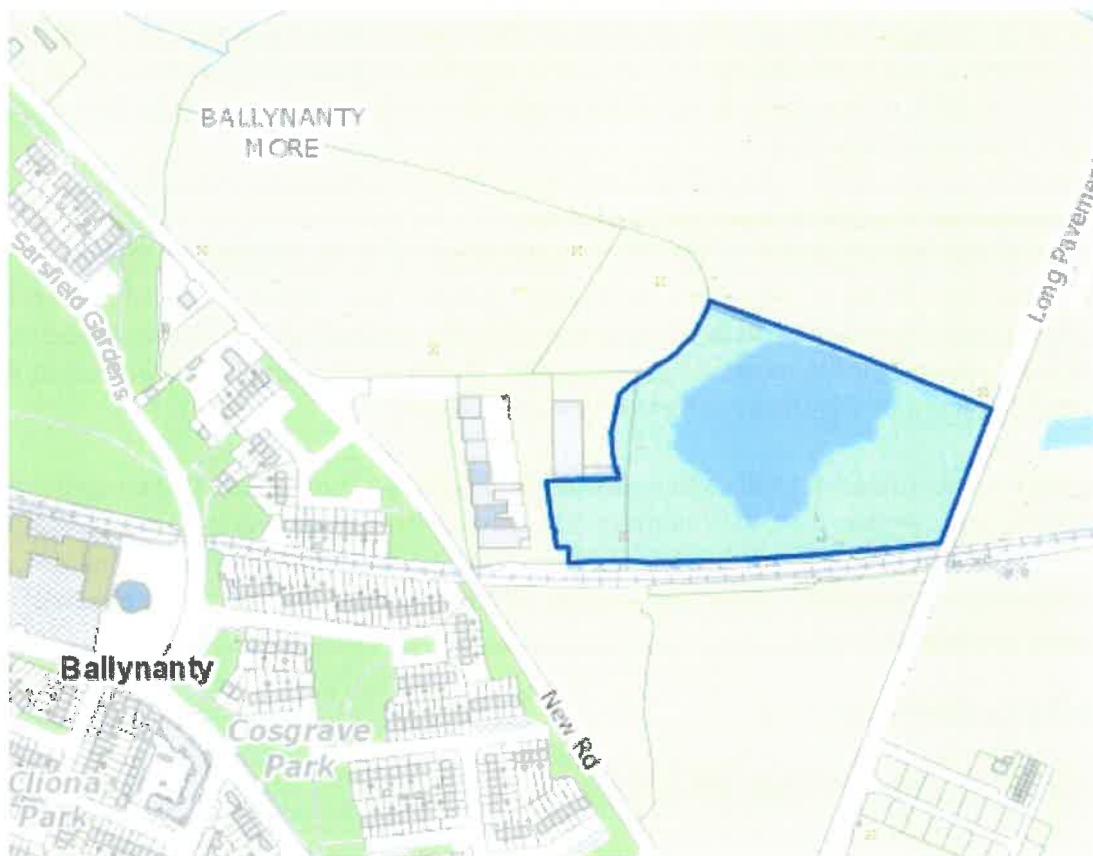
This report has been prepared pursuant to Section 179 of the Planning & Development Act 2000 (as amended), and Part 8 of the Planning & Development Regulations 2001 (as amended).

**2.0   Description of the nature and extent of the proposed development**

The proposed development is located in the townlands of Ballynanty More and Monabraher. The proposed works include the construction of a temporary access/haul road, 300m in length, extending from the R464 Kileely Road and will be in operation whilst Ballynanty Bridge, which is to the west of the site on New Road is being demolished and re-constructed. The access/haul road will allow for access from the industrial facility to the R464 Kileely Road (Long Pavement) during the period when the Knockalisheen Road will be closed. It will also facilitate the movement of construction materials to the bridge re-construction site. The Ballynanty rail bridge works are included in Phase 2 of the CKDR Scheme. It is envisaged that the temporary access/haul road will be required for a period of 18 months whereby it will be removed following the re-opening of the improved Knockalisheen Road.

**2.1   Site Location:**

The site is located to the rear of The Bays, Moyross in the townlands of Ballynanty More and Monabraher, immediately west of the R464 Kileely Road and immediately north of the existing Irish Rail railway line.



## 2.2 Public Consultation:

The plans and particulars were placed on public display from the 10<sup>th</sup> March 2023 up to and including 12<sup>th</sup> April 2023. Submissions and observations were invited up to the 26<sup>th</sup> April 2023.

## 3.0 Submissions with respect to the proposed development

No submissions/observations have been received.

## 4.0 Habitats Directive Project Screening Assessment

An Appropriate Assessment Screening Report has been undertaken by Doherty Environmental Consultants for the proposed development and which examined the impacts the proposed development may have on the River Shannon and River Fergus Estuaries SPA and the Lower River Shannon SAC which are located approximately 2km and 3m, respectively, from the subject site. Their report concluded that the proposed development is not likely to have a significant effect on any European Site. It notes that there is no hydrological pathway connecting the footprint of the haul route to the SAC. The presence of the railway to the south and the public road to the east has resulted in the containment of surface water runoff within the footprint of the site and the area to the north of the site. No land take is proposed from any European sites.

Heritage Officer has reviewed (internal report on file) and notes that the development is at a 2km distance from the SAC site and the subsoils are impermeable, which reduces the risk of contamination of ground water and hence possible contamination of the SAC site. Furthermore, given the projects scale and temporary nature, it is concluded that the project will not result in any loss of habitats, disturbance to qualifying species, reduction of qualifying habitats and involves the land take of dry neutral grassland and grassy verge. Overall, the executive is satisfied that having regard to the scale of the development on zoned

lands in the village centre and the distance of the development from any SAC and SPA, the development as proposed should not exercise a significant effect on the conservation status of any SAC or SPA either alone or in combination with other plans or projects and therefore a Stage 2 NIS is not necessary.

## **5.0 Environmental Impact Assessment Screening**

The proposed development is for the construction of a temporary access/haul road of approximately 300m. An EIA Screening Report has been prepared by Minogue Environmental Consulting Ltd and submitted with the application which considered whether an EIA is required for the proposed development. The Screening report concludes that there is no real likelihood of significant effects of the environment.

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 (as amended). Having regard to the size of the development, located within a modified environment, the development as proposed does not require the preparation of an Environmental Impact Assessment Report

## **6.0 Key Policy Provisions**

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

The site is zoned *open space and recreation* as set out in the zoning map of the Limerick Development Plan and which has the following Objective:

**Objective:** To protect, provide for and improve open space, active and passive recreational amenities.

**Purpose:** To provide for active and passive recreational resources including parks, sports and leisure facilities and amenities including greenways and blueways. The Council will not normally permit development that would result in a loss of open space.

#### **Objective TR O36 Limerick Northern Distributor Road**

It is an objective of the Council to:

- a) Support the development of the Limerick Northern Distributor Road, which will connect the Coonagh to Knockalisheen Road Scheme to the existing R445 (old N7) and adjoining road network to the east of Limerick City, which will incorporate Smarter Travel measures, in accordance with all environmental and planning assessments.
- b) Ensure the LNDR will be subject to the Spatial Planning and National Roads Guidelines and its implementation will not support any significant development along the route, subject to any strategic and/or national considerations.

#### **Policy TR P6 Delivery of Transport Infrastructure in line with National Policy**

It is a policy of the Council to support the delivery of transport infrastructure identified within the National Planning Framework, National Development Plan 2021-2030 (and any update) and the Regional Spatial and Economic Strategy for the Southern Region and to support enhanced connectivity within Limerick and inter-urban connectivity within the regions.

#### **Objective M O1 Moyross**

It is an objective of the Council to:

- a) Develop a large public park that connects the River Shannon, Moyross and Caherdavin for a range of active and passive recreational uses in an ecologically sensitive manner.

- b) Provide for active play space facilities, based on the existing and expected child population projections generated by the existing and future need.
- c) Ensure sufficient land zoning around the Coonagh/Knockalisheen Road capable of delivering a Northside Business Campus as referred to in the RSES, to attract and enhance job creation and economic investment in the area.
- d) Support the construction of the Coonagh- Knockalisheen bypass, providing a new western entrance to Moyross to eliminate existing cul-de-sac layout and extend the existing Moyross Avenue to link with the new entrance bypass.
- e) Upgrade the existing Moyross Avenue from a route that is predominantly designed for the movement of vehicles to a traffic-calmed street where the needs of pedestrians, cyclists and public transport users are prioritised. Measures to slow down traffic, for example the narrowing of carriageways and side-road entry treatments to the various residential estates, will be incorporated to improve safety for all road users.
- f) Provide new and improved connections to improve permeability throughout Moyross at the following locations:
  - i) A safe pedestrian/cycle link from Sarsfield Gardens through the existing bridge underpass to Moyross Avenue;
  - ii) Improved existing access from Moyross to Cratloe Road;
  - iii) Improved access from the Civic Heart of Moyross to Thomond Park/Cratloe Road;
  - iv) Provide a new road connection between Moyross Avenue and Cratloe Road;
  - v) Create a new road connection between TUS and the District Centre at Watch House Cross;
  - vi) Improved access to Watchhouse Cross from Ballynanty;
  - vii) Create a new street between Cosgrave Park and Maintenance Depot to eliminate the existing cul-de-sac layout.
- g) Improve local connections converging on the community hub of Moyross at the following locations:
  - i) From the Cratloe Road;
  - ii) Thomond Park;
- h) Retain the general arrangement of streets and services infrastructure as existing; Provide new and improved crossings for pedestrians and cyclists, which will provide direct and convenient access between local amenities at the following locations:
  - i) Moyross Avenue from College/ Cliona Park to the community hub;
  - ii) Moyross Avenue linking the linear park;
  - iii) Moyross Avenue linking Cosgrave Park to Watchhouse Cross;
  - iv) Cratloe Road;
  - v) Killeely Road.
- j) Protect and enhance the special landscape character and setting of Delmege Estate.
- k) Provide on street parking along existing and new streets where feasible. Lengths of on-street parking will be broken up through the inclusion of street trees or other landscape features. Parking areas will be designed so that they do not dominate the street scene. Short term on-street car parking will also be provided adjacent to the existing community hub.
- l) Protect the integrity of all Natura 2000 sites in the vicinity. In this regard, the development proposals developed shall be subject to HDAA and SEA.
- m) Protect the existing biodiversity of the area and to provide interpretation for the public.
- n) Promote the redevelopment of the 'Bays' site to add additional local capacity and contribute to the formation of a natural training cluster.
- o) Protect the existing alignment of the Limerick/Galway rail line.
- p) Protect and enhance existing desire lines within Moyross and integrate them as part of public realm improvements within the area.

- q) Promote Watchhouse Cross as the District Centre for the area of Moyross, Kileely, Ballynanty and Parteen in accordance with the Retail Strategy for the Limerick Shannon Metropolitan Area and County Limerick.
- r) Reinforce existing Employment and Enterprise uses at Moyross Enterprise Centre.
- s) Retain the existing active playing pitches associated with TUS, St. Nesses's Community College and Thomond Park RFC as sporting facilities.
- t) Provide for greater linkages and improved pedestrian and cyclists connections between Moyross and the adjacent areas, including the educational institutions.
- u) Create a civic area of suitable scale in Moyross that can act as a focal point for community, civic and educational facilities including a rail station.

## 6.2 **Limerick Shannon Metropolitan Area Strategic Plan**

A key priority of the MASP is the development of strategic residential areas and the provision of the Limerick Northern Distributor Route (LNDR). Establishment of the LNDR will open lands to the north of the city for consolidation and expansion.

In terms of strategic road infrastructure the report notes that the development of the Limerick Northern Distributor Road is a key priority. *The LNDR will improve access to the University of Limerick and the IDA National Technology Park and will reduce City Centre traffic. It will provide a direct link between Shannon International Airport, the businesses and industries in the Shannon area and the university campus. Furthermore, the delivery of the LNDR will improve transport links to the regeneration area of Moyross, across east and north County Limerick, south County Clare and onto the national road network and will open significant areas of land for potential development. Support the regeneration and continued investment into Limerick City through initiatives such as Limerick 2030 and Limerick Regeneration and to further enhance Limerick City as a primary economic driver for the Southern Region.*

### **Policy Objective 8 Strategic Road Infrastructure**

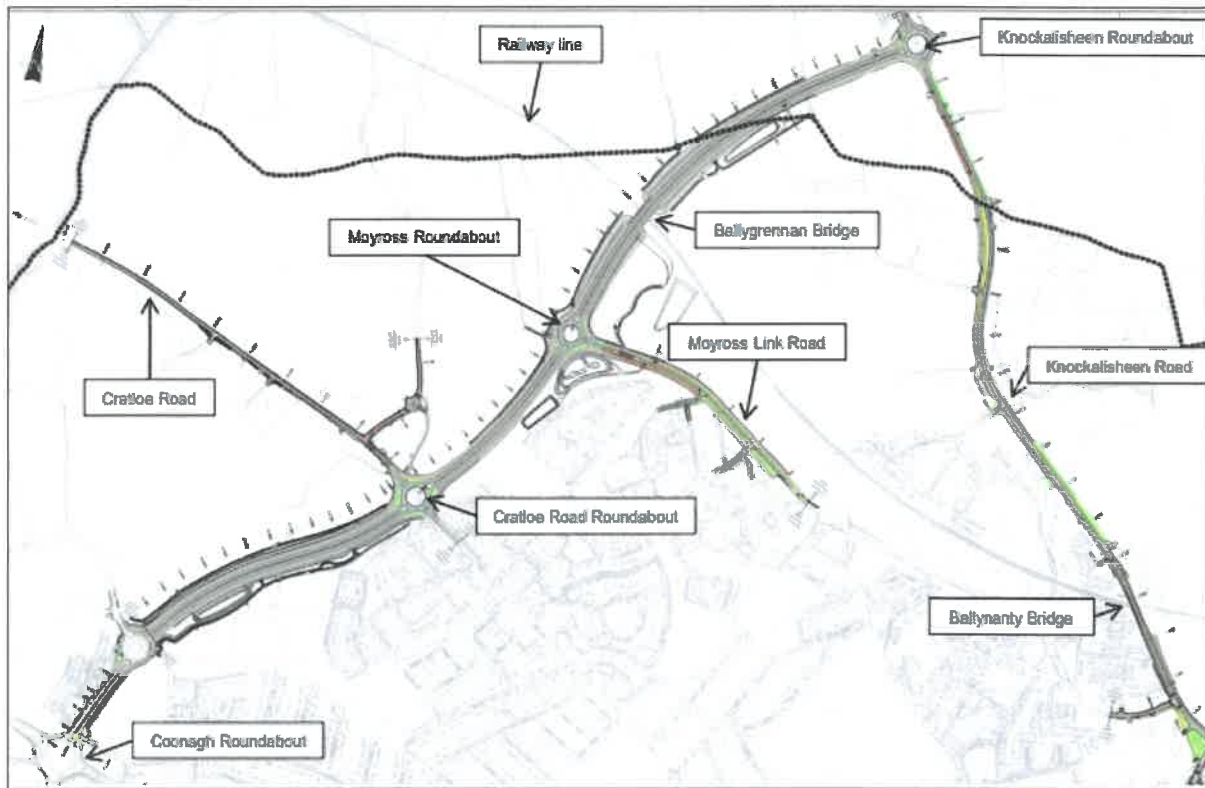
It is an objective to maintain and deliver the sustainable development of strategic road infrastructure for the Limerick-Shannon Metropolitan Area and improve transport connectivity to the wider Region. This will include the delivery of the following subject to their consistency with the recommendations of LSMATS, the outcome of appropriate appraisal, environmental assessments and the planning process:

- Improved inter regional connectivity to the Limerick-Shannon Metropolitan Area including M20 Limerick to Cork and the upgrading of the N24 to Waterford;
- Limerick Northern Distributor Route (LNDR);
- Foynes to Limerick Road Scheme (including Adare Bypass);
- Improved accessibility to Limerick Southside including the possible provision of a motorway interchange connection from the M20/M7 to Limerick Southside;
- Upgrade of the N19 road access to Shannon International Airport;
- Upgrade of arterial roads from the motorway network to increase capacity including the provision of public transport infrastructure and Park and Ride, including, for example, R527 Dock Road, R445 Dublin Road, including Junction 28 and R527 Tipperary Road;
- Upgrading of the R471;
- Works to upgrade and improve the road alignment of the L3126;
- The upgrade of the Childer's Road/ Ballysimon Road in Limerick City to accommodate bus and cycle facilities.

## 7.0 Appraisal

### 7.1 Introduction

The Coonagh to Knockalisheen Distributor Road (CKDR) forms part of the northern distributor road connecting the Coonagh Roundabout and Knockalisheen Road and the wider Limerick Northern Distributor Route (LNDNR). The first phase of the project was completed in 2018 and comprised of 300m of dual carriageway, 650m of earthwork embankments and facilities for pedestrian and cyclists, to de-risk the main works contract.



The CKDR Project includes:

- 2.2km new urban dual carriageway road with footways, cycleways, verges and embankment construction works.
- 0.6km of new urban single carriageway road with footways, cycleways and verges.
- 2.0km of major improvements to an existing urban single carriageway road with footways, cycleways and verges.
- 1.0km of minor improvements to existing rural single carriageway roads.
- 2 road over railway bridges.
- 3 new roundabouts.
- 2 Traffic Signal Controlled Junctions

The CKDR includes improvement works to the Knockalisheen Road which is to the west of the site and primarily involves widening of the existing road to accommodate cycle paths and improve pedestrian facilities. A significant element is the replacement of Ballynanty Bridge where the Knockalisheen Road crosses over the existing railway line at Ballynanty with a new bridge to facilitate road widening and improved sight lines on its approaches.

### 7.2 Principle of Development

The proposed works under this Part 8 application are the construction of a temporary access/haul road extending from the R464 (Kileely Road/Long Pavement Road) to the enterprise centre known as the Bays and which shall be in operation whilst Ballynanty Bridge is being demolished and re-constructed. The access/haul road will allow for staff vehicular access only from the Enterprise Centre which is occupied by Speedline Ltd to the Long Pavement Road for the period when works are being carried out on Knockalisheen Road. It will also be used by the CKDR contractor for access and haulage of construction materials to and from the Ballynanty Bridge construction area. Vehicular access for the private car/small vehicles and cyclists/pedestrians will be maintained off Knockalisheen Road to the Enterprise Centre/Speedline Ltd.

The road will be constructed, maintained and removed by the Contractor as part of the Coonagh to Knockaslisheen Distributor Road Main Contact and subject to a Road Safety Audit. A Construction Stage Traffic Management Plan will be required from the contractor which will include for Traffic Management Signage on the R464 and any necessary maintenance at the junction. Consideration to the available width of 6.5m will be given during the Construction Stage Traffic Management Plan. Autotrack runs have been completed and the required clear zone to the rail is being achieved. Discussions were held in relation to the above and agreed between the Roads Department of Limerick City & County Council and the Transport & Mobility Directorate and also PEPD Department and the Transport & Mobility Directorate. It is envisaged that it will be required for a period of 18 months, at which time it will be removed following the re-opening of the improved Knockalisheen Road.

Works consist of removal of filled ground and placing a geotextile on an approved road formation and a separation layer with imported material to form the road being placed on top. The imported stone material will be placed as capping to the roadway with a sub-base over comprising compartmented stone and the road to them be completed in a tar and chip temporary surface. A construction compound is to be located within the adjoining Enterprise Centre or directly adjacent to the road construction area. It will take approximately 6 weeks to construct the temporary road and 3 weeks to remove at the conclusion of the project.

### **7.3 Flood Risk**

The proposed haul road is within Flood Zone A (tidal) as per the Limerick Development Plan 2022-2028 flood extent maps. The site is indicated to be within Flood Zone C (fluvial). The current tidal 0.5%AEP and 0.1%AEP levels are conservatively noted as 4.78mOD and 5.13mOD respectively (model nodes 05LSH02164 & 05LSH01696u). Whilst the proposed development consists of a temporary haul road ranging from elevation 3.30mOD to 5.80mOD (local tie-in to existing high ground to the west), it is noted that the majority of the haul road ranges in elevation from 3.30mOD to 4.40mOD. This is largely below the 0.5%AEP level. As the proposed development (non-public road) may be considered as water-compatible development, a site specific flood risk assessment is not required. Due to the predominant tidal nature at this location, the proposed development will not impact on flood storage and is unlikely to impact on important flow paths or routes off site. As it is noted that the proposed haul road would be overtopped during a 0.5%AEP event, an emergency access and egress plan should be put in place during a flood event and which has been agreed with Transport & Mobility Directorate. As flood risk is tidal in nature, advance warning of significant tidal events will be possible.

### **7.4 Architectural Impact**

The site is not within an Architectural Conservation Area or within proximity of a recorded monument or protected structure therefore no architectural or archaeological impact is envisaged.

## 8.0 Conclusion

Having regard to the foregoing evaluation and the reason and considerations as set out, the Chief Executive is satisfied that the proposal is in accordance with the objectives of the Limerick Development Plan, 2022 – 2028 and the proper planning and sustainable development of the area. Pursuant to Section 179(3)(a) of the Planning and Development Act 2000 (as amended) the proposed development is recommended to the Elected Members of Limerick City & County Council for their approval.



Dr. Pat Daly

Chief Executive,

Limerick City & County Council

Date: 11. May. 2025

