



Our Ref: 0113\_07\_00007

8<sup>th</sup> August 2023

To: The Mayor and Each Member of the Metropolitan District of Limerick City & County Council

**PLANNING & DEVELOPMENT ACT 2000 (AS AMENDED)**  
**PLANNING & DEVELOPMENT REGULATIONS 2001 (AS AMENDED)**  
**PART 8 DEVELOPMENT**

**RE: N69 MUNGRET & BOLAND'S CROSS ROAD SAFETY IMPROVEMENT SCHEME**

A Chomhairleoir, a chara,

I enclose herewith a report prepared in accordance with Part XI of the Planning & Development Act 2000 (as amended) and Part 8 of the Planning & Development Regulations 2001 (as amended) in relation to the above road safety improvement scheme.

The scope of works is outlined hereunder;

The proposed improvement works comprise of 550m of revised road layout on the N69 and 90m of realigned side road L1403 and will provide for the following but not limited to;

- The installation of 3m and 4m wide raised shared use active travel facilities between Boland's Cross and Mungret Cross
- A section of 2m wide footway east of Mungret Cross
- Modification of traffic layout in the vicinity of Mungret Cross
- The installation of signal-controlled pedestrian crossings
- The installation of kerbing and hardscaping
- Surface water drainage
- Relocation of services
- Traffic signs and road markings
- Pavement resurfacing
- Accommodation works and associated site works

This proposal was advertised on Thursday 20<sup>th</sup> April 2023 and plans and particulars in relation to same were made available for inspection from Thursday 20<sup>th</sup> April 2023 to Thursday 25<sup>th</sup> May 2023. The closing date for submissions was Tuesday 13<sup>th</sup> June 2023. A total of 8 no. submissions were received and the responses and conditions are outlined in the report.

It is intended to bring the proposal to the September Meeting of the Metropolitan District for consideration and approval.

Is mise le meas,



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Deirdre Clarke  
Executive Engineer

Encl.

## Memo

**To:** Pat Daly, Chief Executive

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

**Date:** 26/07/2023

**Re:** Part 8 proposal, Reference 23/8004 - The proposed improvement works that comprise of 550m of revised road layout on the N69 and 90m of realigned side road L1403 and will provide for the following but not limited to; (a) The installation of 3m and 4m wide raised shared use active travel facilities between Boland's Cross and Mungret Cross, (b) A section of 2m wide footway east of Mungret Cross, (c) Modification of traffic layout in the vicinity of Mungret Cross, (d) The installation of signal-controlled pedestrian crossings, (e) The installation of kerbing and hardscaping, (f) Relocation of services, (g) Traffic signs and road markings, (h) Pavement resurfacing, (i) Surface water drainage, (j) Accommodation works and associated site works, Limerick City & County Council has carried out an Appropriate Assessment (AA) Screening Report and has determined that a full Appropriate Assessment is not required in respect of this proposed development. Limerick City & County Council has carried out an Environmental Impact Assessment (EIA) Screening Report in accordance with the requirements of Article 120 of the Planning and Development Regulations 2001 (as amended and has determined that there is no real likelihood of significant effects on the environment. Accordingly, it has been determined that an Environmental Impact Assessment is not required in respect of this proposed development. The development will take place at Loughanleagh Rathmale and Castlemungret Limerick.

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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 Active Travel Scheme at the N69/L1403 Junction, at Loughanleagh, Rathmale & Castlemungret, Mungret, Co. Limerick.

The proposal prepared by the Transport and 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.

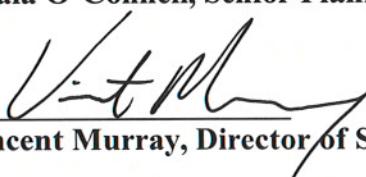
It is recommended that the proposed development be recommended to the Elected Members of Limerick City & County Council for their approval.



Signed: Jennifer Mc Nulty, Executive Planner

Signed:   
Donogh O'Donoghue, Senior Executive Planner

Signed: Nuala O'Connell  
Nuala O'Connell, Senior Planner

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

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

**Re: Proposed Development:**

The proposed improvement works that comprise of 550m of revised road layout on the N69 and 90m of realigned side road L1403 and will provide for the following but not limited to; (a) The installation of 3m and 4m wide raised shared use active travel facilities between Boland's Cross and Mungret Cross, (b) A section of 2m wide footway east of Mungret Cross, (c) Modification of traffic layout in the vicinity of Mungret Cross, (d) The installation of signal-controlled pedestrian crossings, (e) The installation of kerbing and hardscaping, (f) Relocation of services, (g) Traffic signs and road markings, (h) Pavement resurfacing, (i) Surface water drainage, (j) Accommodation works and associated site works, Limerick City & County Council has carried out an Appropriate Assessment (AA) Screening Report and has determined that a full Appropriate Assessment is not required in respect of this proposed development. Limerick City & County Council has carried out an Environmental Impact Assessment (EIA) Screening Report in accordance with the requirements of Article 120 of the Planning and Development Regulations 2001 (as amended and has determined that there is no real likelihood of significant effects on the environment. Accordingly, it has been determined that an Environmental Impact Assessment is not required in respect of this proposed development. The development will take place at Loughanleagh Rathmale and Castlemungret Limerick.

**At:** The N69/L1403 Junction, at Loughanleagh, Rathmale & Castlemungret, Munget, Co. Limerick.

**Reference Number 23/8004**

## 1.0 Introduction

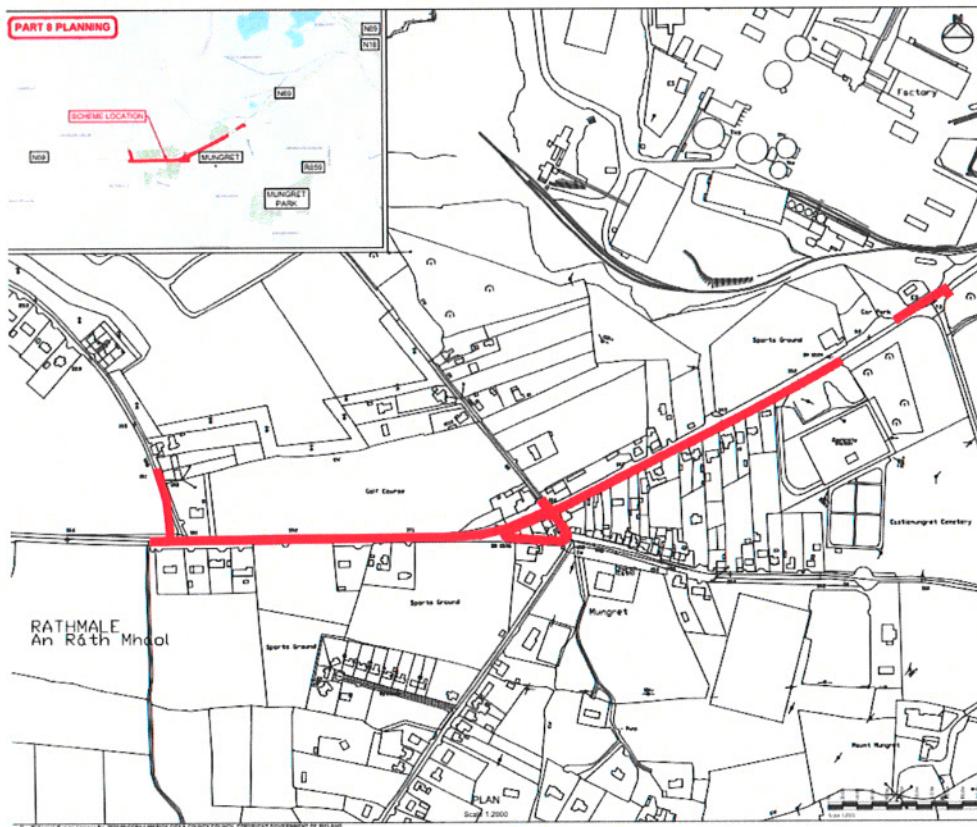
This report has been prepared pursuant to Section 179 of the Planning & Development Act 2000 (as amended), and Part 8 of the Planning & Development Regulations 2001 (as amended).

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

The proposed development is located on the N69 in Munget Village, Co. Limerick. The proposal includes for a revised road layout on the N69 and realigned side road L1403 which will include active travel measures between Bolands Cross and Munget Cross.

### 2.1 Site Location:

The proposed development is located on the N69, L1403 Junction, at Loughanleagh, Rathmale & Castlemunget, Munget, Co. Limerick, known locally as Bolands Cross to Munget Cross. This is illustrated on the map below.



## 2.2 Public Consultation:

The plans and particulars were placed on public display from the 20<sup>th</sup> of April, 2023 up to and including 25<sup>th</sup> of May, 2023. Submissions and observations were invited up to the 13<sup>th</sup> of June, 2023.

## 3.0 Submissions with respect to the proposed development

A total of 8 x No. written submissions/observations were received and are listed below:

No.	Name
1	<b>Patrick O'Connor (via My Point)</b>
2	<b>BCS Crane Hire (via My Point)</b>
3	<b>Muriel Purtill (via My Point)</b>
4	<b>Deirdre Brophy (via My Point)</b>
5	<b>Tom Dee (via Planning Department)</b>
6	<b>Geraldine Dee (via Planning Department)</b>
7	<b>Irish Water (via Planning Department)</b>
8	<b>An Garda Siochana (via Planning Department)</b>

### **SUB (1) Patrick O'Connor**

#### **Submission Summary:**

Mr O'Connor opposes the creation of a One Way flow system on R859 (Section E) portion of the proposed scheme but supports all other aspects of the scheme. His reason is that, in his view, safety for vehicles entering Munget Village will be severely compromised, the new junction will be only 93m from a blind bend on a major secondary road (N69) and the visibility of vehicles turning right into Munget village will be severely compromised. He believes that there will be a substantially enhanced risk of rear end motor collisions due to this lack of visibility for vehicles travelling Eastbound around the bend.

#### **Chief Executive's Response:**

The re-designation of the R859 as a one-way space is coupled with other road safety engineering design aspects including (1) improved junction layout to remove “run-through” hazard and multiple turning movements, (2) reduced road widths emphasising the urban and low-speed environment, (3) active travel facilities for vulnerable road users, (4) dedicated controlled crossing points and (5) upgrades to signage, lining, kerbs, lighting and the streetscape generally to remove the major safety hazard of run-through from the R859 onto the N69. The improved narrowed section, lighting and other improvements will also address the safety risks by reducing vehicle speeds and providing clear direction to motorists. Given the overall changes to layouts, it is considered that there will be a reduced risk of rear end motor collisions at this location due to decreased vehicle speeds.

## **SUB (2) BCS Crane Hire**

### **Submission Summary:**

BCS oppose the proposed lane width of 3.25m due to concerns about over-sized / out-of-gauge loads. Their contention is that the N69 is the only route serving Shannon-Foynes port and estuary industries and is subject to many out of gauge load movements daily, and that the narrow width of the proposed lane will only serve to create more of a hazard for oncoming traffic as even marginal out of gauge loads will be over the central white line.

### **Chief Executive's Response:**

The N69 Mungret to Boland's Cross scheme is a safety scheme, designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) – as such, reduced lane widths are required, and over-sized loads will have to proceed in the reduced speed environment.

## **SUB (3) Muriel Purtill**

### **Submission Summary:**

Ms Purtill query's whether the footpath and cycle lane include the first house from Boland's Cross as it seems to start after the entrance, can it be started before the entrance. She also has concerns in relation to whether drainage will be provided, what height the footpaths will be (and knock on impacts on property wall height) and whether headlights from the realigned L1403 will shine into her property.

### **Chief Executive's Response:**

- 1) The cycleway can be modified to terminate to the east of the Purtill property.
- 2) Drainage will be provided at each entrance to ensure no ponding.
- 3) The kerb will be 125mm high and the wall will effectively be reduced by approximately 250mm due to combination of the kerb and cycleway crossfall. Raising the front wall through accommodation works could be considered to compensate for the height difference, subject to agreement with the landowner and with permitted access to the property.
- 4) It is likely, given the realignment, that headlights will be more direct towards to the Purtill property.

## **SUB (4) Deirdre Brophy**

### **Submission Summary:**

Ms. Brophy has requested the addition of pedestrian crossings to prioritize safe use and crossing of the proposed footpaths and cycle lanes.

### **Chief Executive's Response:**

Controlled pedestrian crossings are provided at Ch 0+140 and Ch 0+520 as shown on drawing N69MBX-CCC-PD-ZZ-DR-C-0101. This is an improvement above the existing, which contains no crossings. In addition, a safer junction layout at the R859 / N69 junction and additional pedestrian facilities and the change to one-way on the R859 and L1437 will improve the safety of cyclists and pedestrians. This has been augmented by two new uncontrolled crossings at the R859 and L1437, improving pedestrian / cyclist connectivity to Mungret village.

**SUB (5) Tom Dee****Submission Summary:**

Mr. Dee is supportive of the road improvements but has a concern about personal privacy due to the reduced effective height of his boundary wall.

**Chief Executive's Response:**

The kerb will be 125mm high and the wall will effectively be reduced by approximately 250mm due to combination of the kerb and cycleway crossfall. Raising the front wall through accommodation works could be considered to compensate for the height difference, subject to agreement with the landowner and with permitted access to the property.

**SUB (6) Geraldine Dee****Submission Summary:**

Ms. Dee is supportive of the road improvements but has a concern about her ability to exit her property due to queueing traffic in the new reduced cross-section road as the previous ability of cars to undertake the right turners is removed in the proposed scheme.

**Chief Executive's Response:**

The proposed scheme has a number of safety engineering design aspects including (1) reduced road widths emphasising the urban and low-speed environment, (2) active travel facilities for vulnerable road users, (3) dedicated controlled crossing points and (4) upgrades to signage, lining, kerbs, lighting and the streetscape generally. These improvements will have a positive impact on overall safety of the area. In addition, they will slow vehicle speeds and generate queues which will then allow improved gaps for exiting vehicles without the potential for dangerous undertaking.

**SUB (7) Irish Water****Submission Summary:**

Irish water have requested that the applicant engages with Irish Water through the submission of a Pre-Connection Enquiry (PCE) in order to determine the feasibility of connection to the public water/waste.

**Chief Executive's Response:**

LCCC will submit a Pre-Connection Enquiry (PCE).

**SUB (8) An Garda Siochana****Submission Summary:**

An Garda Siochana have requested consideration of a weight restriction on the L1437 to prohibit heavy vehicles entering Munret at this location, diverting instead to the traffic lights at Castlemungret. They also considered that construction disruption would need to be considered at scheme implementation stage.

### **Chief Executive's Response:**

The implementation of a weight restriction is currently being considered by LCCC. Traffic associated with construction stage will be managed appropriately using a construction management plan to minimise effects on residents and the operation of the local road network

#### **4.0 Habitats Directive Project Screening Assessment**

An Appropriate Assessment Screening Report has been undertaken by Flynn Furey Environmental for the proposed development. Their report concluded 'that proposed development individually or in combination with other plans and projects, is not likely to have a significant effect on any European Site'. Overall, the executive is satisfied that having regard to the scale of the development 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**

An EIAR screening report has been undertaken by Clandillion Civil Consulting for the proposed development. The proposed development is for the improvement of active travel facilities along the N69 from Bolands Cross to Munget Cross to the north west of Munget Village. 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**

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

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

##### **Policies and Objectives**

###### **Policy CS P5                    Road Network**

It is a policy of the Council to maintain the strategic function, capacity and safety of the national roads network, including planning for future capacity enhancements and ensure that the existing extensive transport networks, which have been greatly enhanced over the last two decades, are maintained to a high level to ensure quality levels of service, safety, accessibility and connectivity to transport users.

###### **Policy TR P4                    Promotion of Sustainable Patterns of Transport Use**

It is a policy of the Council to seek to implement in a positive manner, in cooperation with other relevant authorities and agencies, the policies of the NPF, RSES and the Department of Transport's Smarter Travel, A Sustainable Transport Future 2009 – 2020 (and any subsequent updates), to encourage more sustainable patterns of travel and

greater use of sustainable forms of transport, including public transport, cycling and walking.

**Policy TR P5 Sustainable Mobility and Regional Accessibility**

It is a policy of the Council to support sustainable mobility, enhanced regional accessibility and connectivity within Limerick, in accordance with the National Strategic Outcomes of the National Planning Framework and the Regional Spatial and Economic Strategy for the Southern Region.

**Policy TR P11 Road Safety and Carrying Capacity of the Road Network**

It is a policy of the Council to seek improvements to road safety and enhance carrying capacity of the road network throughout Limerick, through minimising existing traffic hazards, including access onto roads, which are substandard in terms of width and alignment and preventing the creation of additional or new traffic hazards in the road network, maintaining the carrying capacity and securing appropriate signage.

**Objective TR O7 Behavioural Change Measures**

It is an objective of the Council to:

- a) Continue to implement behavioural change initiatives and ‘softer measures’ aimed at enabling and promoting sustainable travel across Limerick’s workplaces, campuses, schools and communities as identified in LSMATS;
- b) Facilitate and implement school streets and school zones, including slow zones around schools, park and stride facilities and promote and facilitate active travel options for school children, to reduce the health and safety risks associated with traffic congestion, pollution and inactive lifestyles.

**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.

**Objective TR O8 Walking and Cycling Infrastructure**

It is an objective of the Council to:

- a) Improve and provide clear, safe and direct pedestrian linkages, cycle networks, including the greenways and primary segregated cycle routes, between the employment zones, shopping areas and residential areas throughout Limerick;
- b) Maintain and expand the pedestrian route network, infrastructure and where possible, retrofit cycle and pedestrian routes into the existing urban road network, to provide for accessible safe pedestrian routes within Limerick.

**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.

#### **Objective TR O42 Roads and Streets**

It is an objective of the Council to secure improvements to the road network in Limerick, including improved pedestrian and cycle facilities, in conjunction and co-operation with relevant stakeholders, subject to resources becoming available.

#### **Objective TR O43 Upgrade works/New Road Schemes**

It is an objective of the Council to provide for and carry out sustainable improvements to sections of the national, regional and local road network, to address deficiencies in respect of safety, alignment, structural condition or capacity where resources permit. The following schemes shall be included: N69 Munget and Boland's Cross Road Improvements.

#### **7.0 Appraisal**

The proposed development is located along the N69 stretching from Bolands Cross and Munget Cross to the junction with a local road, L1403 for a distance of approximately 500m. Munget Village is 6km southwest of Limerick and it is a suburb of the city.

The purpose of these proposed works is to provide active travel measures and provide for traffic calming in order to improve connectivity to Munget Village and improve pedestrian and cyclist safety along the N69 in line with the active travel policies and objectives set out in the Limerick Development Plan, 2022-2028.

The work area will extend from the priority T-junction on the N69 and the L1403 (Boland's Cross) to the existing segregated cyclists and pedestrian facility at Moore's Road (L1438) junction. Within this study area, approximately 790m of road surface works are proposed together with another 960m of shared use or dedicated pedestrian surface. The location of the proposed shared use path along the southern side of the N69 from Boland's Cross to Munget Cross has been designed to minimise impact on adjacent residences. The scheme has been designed to the requirements of Design Manual for Urban Roads and Streets (DMURS), TII Publications document DN-GEO-03047, 'Rural Cycleway Design (Offline & Greenway)', August 2022 and DN-GEO-03060 'Geometric Design of Junctions', June 2017.

The proposed scheme will not impact on any protected sites or protected monuments. The proposed scheme will not impact on air quality or generate noise other than noise associated with the necessary construction works, which will be for a short period of time. A detailed Construction Environmental Management Plan (CEMP) to include a traffic management plan, which will take account of the site location, access issues, site compound, hydrocarbons, earth works, run-offs and location of services, will be prepared before any development is carried out which will include input from the design team, all specialist consultants and Limerick City & County Council.

The proposed development will have a positive effect on the Munget community. The development will provide safe pedestrian access along this section of the N69 to the R859 and will also reduce traffic speeds through this area. A number of sports grounds are located off Munget Cross and the N69 and the footpath and cycle developments

will provide safer access and connectivity for users. The proposal as set out is considered to be in compliance with Policy CS P5 Road Network, Policy TR P4 Promotion of Sustainable Patterns of Transport Use, Policy TR P5 Sustainable Mobility and Regional Accessibility and Policy TR P11 Road Safety and Carrying Capacity of the Road Network in the Limerick Development Plan, 2022-2028.

## 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: 31. 7. 23.

