

**Planning Report**  
**Limerick City & County Council**

**File No:** PT8LL49  
**Applicant:** Part 8  
**Location:** Gaelscoil Sáirséal, Shelbourne Road, Limerick  
**Dev. Description:** Part 8 Proposal for a new shared path provision, landscaping and all ancillary works necessary for the completion of the development. Upon completion of the project there will be improved facilities for both pedestrians and cyclists for Gaelscoil Sáirséal access. The proposed development works will consist of:

- Extend width of footpath from 2m to 4m wide for shared pedestrian and cyclist use
- Setback existing Gaelscoil Sáirséal boundary wall by 2m and provide new boundary wall to the back of the extended footpath to match the existing
- Relocate existing school gate to align with the new boundary wall
- Provide hedging at back of the wall as per existing inside of Gaelscoil Sáirséal boundary
- New pedestrian school entrance
- Existing pencil bollards and planters from the 'school zone' will be retained and treatment extended to Hassett's Cross.

Limerick City and County Council in accordance with the requirements of Article 250(1) of the Planning and Development Regulations 2001, as amended has carried out an Appropriate Assessment (AA) Screening of the proposal and has concluded that a full Appropriate Assessment is not required in respect of the proposed development. In accordance with Article 120(1)(b)(i) of the Planning and Development Regulations 2001, as amended, the Local Authority has carried out a screening for environmental impact assessment of the proposal. Having regard to the information specified under Schedule 7A of the Planning and Development Regulations 2001, as amended, and based on an examination of the nature, size and location of the development, it is determined that there is no likelihood of significant effects on the environment arising from the proposed development

---


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 a proposal for a new shared path provision at Gaelscoil Sáirséal, Shelbourne Road, Limerick.

The proposal prepared by the Active Travel Section of 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:**   
**Aine Leland, Assistant Planner**

**Signed:**   
**Donogh O Donoghue, Senior Executive Planner**

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



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

**Re: Proposed Development:**

Permission for the proposed works which includes a new shared path provision, landscaping and all ancillary works necessary for the completion of the development. Upon completion of the project there will be improved facilities for both pedestrians and cyclists for Gaelscoil Sáirséal access. The proposed development works will consist of:

- Extend width of footpath from 2m to 4m wide for shared pedestrian and cyclist use
- Setback existing Gaelscoil Sáirséal boundary wall by 2m and provide new boundary wall to the back of the extended footpath to match the existing
- Relocate existing school gate to align with the new boundary wall
- Provide hedging at back of the wall as per existing inside of Gaelscoil Sáirséal boundary
- New pedestrian school entrance
- Existing pencil bollards and planters from the 'school zone' will be retained and treatment extended to Hassett's Cross.

Limerick City and County Council in accordance with the requirements of Article 250(1) of the Planning and Development Regulations 2001(as amended) has carried out an Appropriate Assessment (AA) Screening of the proposal and has concluded that a full Appropriate Assessment is not required in respect of the proposed development. In accordance with Article 120(1)(b)(i) of the Planning and Development Regulations 2001 (as amended) the Local Authority has carried out a screening for environmental impact assessment of the proposal. Having regard to the information specified under Schedule 7A of the Planning and Development Regulations 2001 (as amended) and based on an examination of the nature, size and location of the development, it is determined that there is no likelihood of significant effects on the environment arising from the proposed development

**At:** Gaelscoil Sáirséal, Shelbourne Road, Limerick

**Reference Number:** PT8LL49

## 1.0 Introduction

This Chief Executive's Report and Recommendation 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).

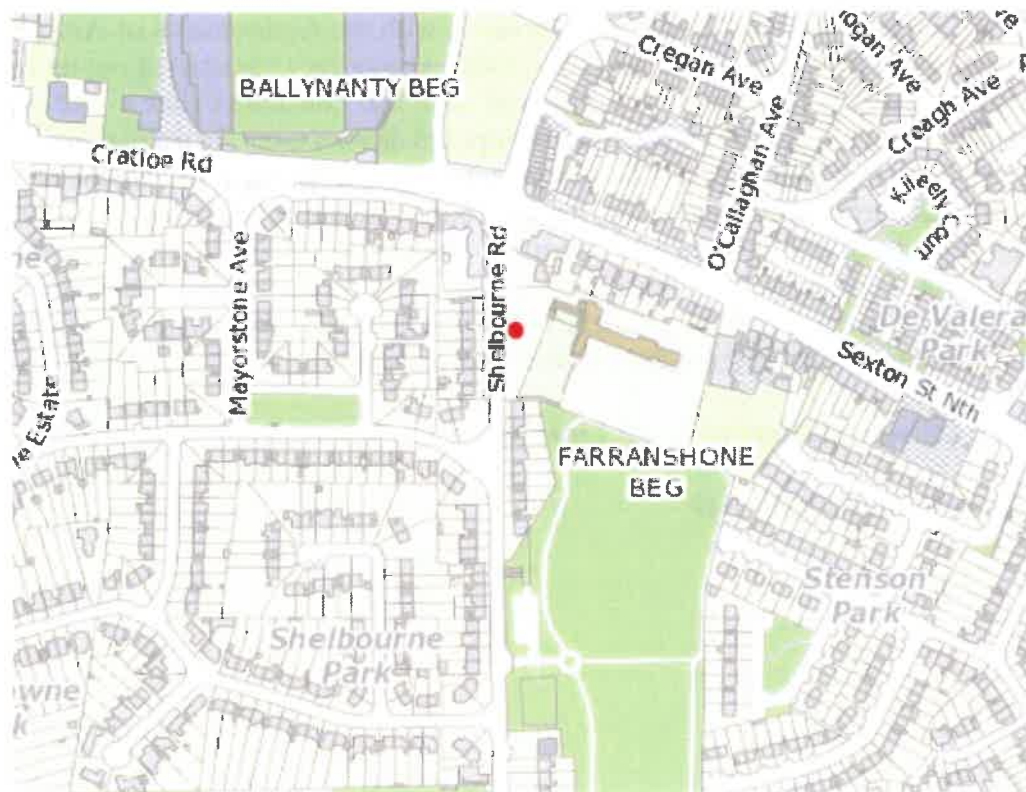
## 2.0 Description of the nature and extent of the proposed development

The proposal includes for the following works at Gaelscoil Sáirséal on the Shelbourne Road:

- Extend width of footpath from 2m to 4m wide for shared pedestrian and cyclist use
- Setback existing Gaelscoil Sáirséal boundary wall by 2m and provide new boundary wall to the back of the extended footpath to match the existing
- Relocate existing school gate to align with the new boundary wall
- Provide hedging at back of the wall as per existing inside of Gaelscoil Sáirséal boundary
- New pedestrian school entrance
- Existing pencil bollards and planters from the 'school zone' will be retained and treatment extended to Hassett's Cross.

## 2.1 Site Location:

The proposed development is located on Shelbourne Avenue, adjacent to Shelbourne Park and in close proximity to the junction of Cratloe Road, Killeely Road and Sexton Street North.



## 2.2 Public Consultation:

The plans and particulars were placed on public display from the 19<sup>th</sup> October 2023 until the 17<sup>th</sup> November 2023. Submissions and observations were invited up to the 4<sup>th</sup> December 2023.

### 3.0 Submissions with respect to the proposed development

A total of 6 No. written submissions/observations were received and are listed below:

No.	Name
1	Dr. Conor O'Dwyer
2	Darren Bane
3	Lars Hoffman
4	Limerick Pedestrian Network
5	Sandra Hoffman
6	Stephen Murray

#### **SUB (1) Dr. Conor O'Dwyer**

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

1. Objects to the proposal due to concerns raised that the proposed shared pedestrian and cycle path will pose a significant health and safety risk in the vicinity of the school to young children and suggests that pedestrian only pavement be maintained.
2. Objects to the proposed reduction of the school lands to accommodate the wall setback
3. Objects to the setback of the school gate for the reasons listed above
4. Objects to the provision of hedging for the reasons listed above
5. Objects to the addition of a new pedestrian school gate as it will create further risk of collision and injury and exacerbate congestion due to the creation of an additional drop off point
6. Concerns raised that extension of the planters and bollards and states that these measures do not appear to be efficient as a preventative measure due to the large spaces between them and suggests alternatives such as railings are considered.
7. Suggests that the scheme will introduce travel restrictions and additional burden and response time for emergency services due to the prevention of right turn movements from Shelbourne Road at Hassett's Cross.

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

1. The Safe Routes to School Outline Delivery Plan for Gaelscoil Sairséal highlights the promotion of cycling and scooting within the school. The Cycle Design Manual 2023 outlines that shared Active Travel facilities are suitable for use in areas where low speed differential exists between users in areas of high place function such as front of school zones.
2. Noted
3. Noted
4. Noted
5. The addition of a new pedestrian entrance to the school will decrease the interaction of pedestrians with vehicular traffic entering the school grounds, thus reducing the reduce risk of injury or collision. The separation of pedestrian / cyclist entrance was noted as a good opportunity in the Safe Routes to School Outline Delivery Plan and associated audit of the existing arrangements at the school.
6. Planters and bollards discourage parking and set-down in the vicinity of the school gate and offer a more attractive and sustainable solution to form segregation than traditional pedestrian barriers. Planters can be spaced apart or placed together to form continuous segregation if desired. The Safe Routes to School Audit noted that the existing long guard rails on both sides of the road outside the school make it dangerous for cyclists.
7. The proposed scheme does not impact on the main road carriageway with all proposed works being undertaken behind the existing road kerbline (within existing path and with land

take for additional widths being provided). The removal of the right turn stacking lane has already been approved under the Part 8 Planning Application for the TUS Moylish to City Active Travel Scheme (Ref 22/8014). The TUS to City Active Travel scheme retained the movement of right turners from the R464 Shelbourne Road to Sexton St North.

#### **SUB (2) Darren Bane**

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

1. Supportive of the scheme
2. Would like to see the safe school zones designated as a 30km/h speed limit and even extending the school zone traffic measures further to adjacent streets

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

1. Noted
2. There are no immediate plans for safe school zones to be designated as a 30km/h zones. A large number of residential streets across Limerick City and County have had speed limits reduced to 30km/h through the adoption of speed limit bye-laws in recent years and Council have recently approved the City Centre 30km/hr speed limit bye-laws in September 2023. Speeds on city routes are regularly surveyed with ongoing speed limit reviews being undertaken by the Roads, Traffic & Cleansing Department of Limerick City and County Council and traffic calming measures introduced where deemed necessary.

#### **SUB (3) Lars Hoffman**

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

1. Concerns raised that the shared pedestrian and cycle path would be a safety concern and without a secure separator like a barrier would be a risk to pedestrians and motorists.
2. Concerned with the proximity of the proposed pedestrian entrance to residents of Grianvar Terrace and Shelbourne Road and suggests relocating north towards Hassett's Cross.
3. Concerned that the current protective measures of planters and pencil bollards are insufficient and believes a steel railing would provide enhanced protection
4. Maintenance issues with the existing planter boxes that have been vandalised and are an area of concern for the local community if not maintained
5. Requests that the right turn filter lane from Shelbourne Road at Hassetts Cross is retained to prevent traffic congestion
6. Highlights the potential difficulties emergency services may face if the right turn lane is eliminated

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

1. The Cycle Design Manual 2023 outlines that shared Active Travel facilities are suitable for use in areas where low speed differential exists between users in areas of high place function such as front of school zones. The existing planters and pencil boards will be extended along the extent of the shared path to provide protective segregation from the carriageway.
2. The location of the proposed pedestrian entrance has been determined based on the audit report undertaken for the school which notes that there is an opportunity for a separate pedestrian / cyclist entrance to the south of the current entrance. The location proposed allows for minimal impact on the existing trees (noting that tree closest to the proposed path will be removed due to poor health and replacement trees will be planted).
3. Planters and bollards discourage parking and set-down in the vicinity of the school gate and offer a more attractive and sustainable solution to form segregation than traditional pedestrian barriers. The Safe Routes to School Audit noted that the existing long guard rails on both sides of the road outside the school make it dangerous for cyclists.

4. Limerick City and County Council will install and maintain the planting and once established will work in partnership with the school and local community regarding any ongoing maintenance.
5. The removal of the right turn stacking lane was approved under the Part 8 Planning Application for the TUS Moylish to City Active Travel Scheme (Ref 22/8014) to accommodate the introduction of cyclelanes on Shelbourne Road on the approach to Hassetts Cross Junction.
6. The existing 6.0m width of Shelbourne Road is not being modified adjacent to the school so the proposed scheme does not alter the road width available to emergency vehicles. The removal of the right turn stacking lane was approved under the Part 8 Planning Application for the TUS Moylish to City Active Travel Scheme (Ref 22/8014) to accommodate the introduction of cyclelanes on Shelbourne Road on the approach to Hassetts Cross Junction.

#### **SUB (4) Limerick Pedestrian Network**

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

1. Supports the proposal and the willingness of the school to engage with the safe routes to schools programme
2. Supports the use of shared pedestrian and cyclepath near the school where parents can walk cycle and scoot together and requests that the design considers that speed for cyclists travelling south going past the school on the shared surface is restricted.
3. Welcomes the connectivity that the scheme provides between the recently completed works at Mayorstone Avenue junction and the planned works at Hassett's Cross as part of the TUS to City scheme.
4. Welcomes the addition of the non-vehicular entrance to the school which will enhance safety and suggests that the current entrance should be addressed to narrow ingress across the footpath.

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

1. Noted
2. Noted
3. Noted
4. Noted. Drop kerb width will be limited to road edge to reduce width available for cars to cross the shared space.

#### **SUB (5) Sandra Hoffman**

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

1. Concerns raised that the shared pedestrian and cycle path would be a safety concern and without a secure separator like a barrier would be a risk to pedestrians and motorists.
2. Concerned with the proximity of the proposed pedestrian entrance to residents of Grianvar Terrace and Shelbourne Road and suggests relocating north towards Hassett's Cross.
3. Concerned that the current protective measures of planters and pencil bollards are insufficient and believes a steel railing would provide enhanced protection
4. Maintenance issues with the existing planter boxes that have been vandalised and are a concern for the local community
5. Requests that the right turn filter lane from Shelbourne Road at Hassetts Cross is retained to prevent traffic congestion
6. Highlights the potential difficulties emergency services may face if the right turn lane is eliminated

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

1. The Cycle Design Manual 2023 outlines that shared Active Travel facilities are suitable for use in areas where low speed differential exists between users in areas of high place

<p>function such as front of school zones. The existing planters and pencil boards will be extended along the extent of the shared path to provide protective segregation from the carriageway.</p> <p>2. The location of the proposed pedestrian entrance has been determined based on the audit report undertaken for the school which notes that there is an opportunity for a separate pedestrian / cyclist entrance to the south of the current entrance. The location proposed allows for minimal impact on the existing trees (noting that tree closest to the proposed path will be removed due to poor health and replacement trees will be planted).</p> <p>3. Planters and bollards discourage parking and set-down in the vicinity of the school gate and offer a more attractive and sustainable solution to form segregation than traditional pedestrian barriers. The Safe Routes to School Audit noted that the existing long guard rails on both sides of the road outside the school make it dangerous for cyclists.</p> <p>4. Limerick City and County Council will install and maintain the planting and once established will work in partnership with the school and local community regarding any ongoing maintenance.</p> <p>5. The removal of the right turn stacking lane was approved under the Part 8 Planning Application for the TUS Moylish to City Active Travel Scheme (Ref 22/8014) to accommodate the introduction of cyclelanes on Shelbourne Road on the approach to Hassetts Cross Junction.</p> <p>6. The existing 6.0m width of Shelbourne Road is not being modified adjacent to the school so the proposed scheme does not alter the road width available to emergency vehicles. The removal of the right turn stacking lane was approved under the Part 8 Planning Application for the TUS Moylish to City Active Travel Scheme (Ref 22/8014) to accommodate the introduction of cyclelanes on Shelbourne Road on the approach to Hassetts Cross Junction.</p>
<p><b>SUB (6) Stephen Murray</b></p> <p><b><u>Submission Summary:</u></b></p> <ol style="list-style-type: none"> <li>1. Supportive of the scheme and requests that the design links with other schemes such as the TUS Moylish to City Scheme and any future Active Travel Plans for Shelbourne Road or Kileely Road.</li> </ol> <p><b><u>Transportation &amp; Mobility Comments:</u></b></p> <p>Noted</p>

#### 4.0 Habitats Directive Project Screening Assessment

An Appropriate Assessment Screening Report has been undertaken by Whilehall Environmental for the proposed development and which examined the impacts the proposed development may have on any nearby European Designated Sites. Their report concluded that a Stage 2 Appropriate Assessment for the proposed development is not required as significant effects upon all designated sites identified within 15km can be ruled out. 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 urban nature of the subject site and surrounding area and the nature of the proposed works, that 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 Appropriate Assessment is not necessary.

#### 5.0 Environmental Impact Assessment Screening

An EIA Screening Report has been prepared by Minogue and Associates Environmental Consultancy and submitted with the proposal which considered whether an EIA is required for the proposed development. The Screening report concludes that given the scale and nature of



the project and taking account of all available information, the overall probability of impacts on the receiving environment arising from the proposed development is considered to be negligible with positive effects identified for a number of EIA topics primarily human beings, cultural heritage, water, landscape, material assets, air/climatic factors. The development does not fall within any of the threshold or sub-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:**

#### **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 CS P6 LSMATS**

It is a policy of the Council to ensure that the Core Strategy is in line with the objectives of the final LSMATS and the integration of land use planning and transport in reducing the need to travel and promote modal shift from the use of the private car.

#### **Policy TR P3 Integration of Land Use and Transport Policies**

It is a policy of the Council to support and facilitate the integration of land use and transportation policies ensuring the delivery of sustainable compact settlements served by sustainable modes of transport.

#### **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.

#### **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 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 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 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.

### **7.0 Appraisal**

The purpose of this proposed Part 8 is to provide active travel measures including a widened shared path on the R464 Shelbourne Road, outside the entrance to Gaelscoil Sairseal in order to improve pedestrian and cyclist safety and increase the number of children who walk or cycle to school which is aligned with the National Transport Authority’s Safe Routes to School Programme. Shelbourne Road is currently a single lane carriageway with footpaths on either side of the road with no designated cycle lanes.

The proposed works consist of alterations to the existing road network which include a new shared path and new road markings helping to reduce the reliability on private car trips to the school. The area outside of the school has been resurfaced as a ‘school zone’ and works included a new raised, controlled crossing on Shelbourne Road, junction improvements at Mayorstone Estate and planting along Shelbourne Road to create awareness for other road users of the school’s presence. It is proposed to knock the existing boundary wall of the school to extend the width of the footpath from 2m to 4m which will provide a shared surface for both pedestrians and cyclists. Sightlines from the affected junctions are provided in accordance with Design Manual for Urban Roads and Streets (DMURS) and the design has been subject to a Stage 2 Road Safety Audit.

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 and which will occur during set working times. The proposed development will have a positive effect on the surrounding community and particularly pedestrians and cyclists attending Gaelscoil Sairseal along this stretch of road. 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.

## 8.6 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) 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: 25.1.2024.

