

Memo

To: John Moran, Mayor

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

Date: 21/01/2025

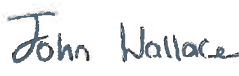
Re: Part 8 proposal, Reference PT8LL162 – The proposed development at Main Street, Moore Street and Doon Road, Cappamore, Co. Limerick, is for the reduction in carriageway width between the roundabout at the R506 and R505 junction to St Michaels Church for traffic calming, improved footpaths along the R505, sections of main Street and Doon Road, raised junctions at the Dromsally Woods and Inis Bui entrance and the Main Street and Doon Road junction, formalised on street car parking outside the former convent, along Main Street, Moore Street and Road near the fire station, new uncontrolled pedestrian crossings along Main Street, tighten junction mouths to aid pedestrian crossing and widen narrow footpaths where possible, new off street parking in the former convent grounds with a revised entry exit set-up, new bus stop and shelter near the church and landscaping at various locations along Main Street.


Dear Mayor,

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 the reduction in carriageway width between the roundabout at the R506 and R505 junction to St Michaels Church for traffic calming, improved footpaths along the R505, sections of main Street and Doon Road, raised junctions at the Dromsally Woods and Inis Bui entrance and the Main Street and Doon Road junction, formalised on street car parking outside the former convent, along Main Street, Moore Street and Road near the fire station, new uncontrolled pedestrian crossings along Main Street, tighten junction mouths to aid pedestrian crossing and widen narrow footpaths where possible, new off street parking in the former convent grounds with a revised entry exit set-up, new bus stop and shelter near the church and landscaping at various locations along Main Street at Main Street, Moore Street and Doon Road, Cappamore, Co. Limerick.

The proposal prepared by the Active Travel 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: 
John Wallace, Assistant Planner

Signed: 
Jennifer Collins, A/Senior Executive Planner

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

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

Re: Part 8 Proposal for the following:

The proposed development at Main Street, Moore Street and Doon Road, Cappamore, Co. Limerick, is for:

- the reduction in carriageway width between the roundabout at the R506 and R505 junction to St Michaels Church for traffic calming,
- improved footpaths along the R505, sections of main Street and Doon Road,
- raised junctions at the Dromsally Woods and Inis Bui entrance and the Main Street and Doon Road junction,
- formalised on street car parking outside the former convent, along Main Street, Moore Street and Road near the fire station,
- new uncontrolled pedestrian crossings along Main Street,
- tighten junction mouths to aid pedestrian crossing and widen narrow footpaths where possible,
- new off street parking in the former convent grounds with a revised entry exit set-up,
- new bus stop and shelter near the church, and,
- landscaping at various locations along Main Street.

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 works are proposed on Moore Street, Main Street and the Doon Road in Cappamore, a level 4 settlement as defined in the Limerick Development Plan 2022-2028. With improvements to footpaths, new pedestrian crossings and landscaping proposed, public realm in the village will be enhanced. As the works are primarily concentrated on the road and footpath the majority of the site is not zoned, the area to the front of the Convent where the parking is proposed is zoned Town Centre.

The R505 is a Strategic Regional Road and the works lie within the 50km urban speed limit, it is apparent that there is a small portion of the site in a flood zone. There is an Architectural Conservation Area in Cappamore and the works proposed will be within this area.

Site layout



2.1 Public Consultation:

The plans and particulars were placed on public display from the 11th of October, 2024 up to and including 11th of November, 2024. Submissions and observations were invited up to the 25th of November, 2024.

3.0 Submissions with respect to the proposed development

A total of 24 no. written submissions/observations were received and are listed below:

No.	Name
1	Shane and Frances Egan, Doon Road, Cappamore, Co. Limerick
2	Sean O Connell, Castlegarde, Cappamore, County Limerick
3	Patrick Campbell, Dromsallagh, Cappamore, Co. Limerick.
4	James Blackwell, Meadow View, Portnard, Cappamore, Co. Limerick
5	Sheila and Darragh O'Dwyer, Main St, Cappamore, Co Limerick
6	Maura and Ignatius Walsh - email
7	Mark Kennedy, Main St, Cappamore, Co. Limerick
8	Neil Butler - email
9	Mr. Tofail Syed and Pauline Patton, 120 Clonard, Westbury, Co. Clare
10	Eamonn Coffey, Turagh, Cappamore, Co. Limerick, V94X4TK
11	Uisce Eireann, PO Box 6000, Dublin 1, Ireland.
12	Annette O'Brien - email
13	Breda Aherne - email
14	Cappamore Development Association - email
15	Richard Browne, Cappamore Parish - email
16	Cappamore Tidy Towns Committee - email
17	Ciaran Keating - email
18	Ciaran Smith - email
19	Eamonn Mullane - email
20	Marie Keating - email
21	Mike Hynan, Hynan Travel, Bilboa, Cappamore, Co. Limerick
22	Padraig O'Connor – email
23	Vinmore House, Turagh Crescent, Cappamore, Co. Limerick
24	Veronica Walsh, Bilboa, Cappamore, Co. Limerick
25	Josephine Blackwell - email

SUB (1) Shane and Frances Egan, Doon Road, Cappamore, Co. Limerick

Submission Summary:

1. Project is welcomed; however request extension of footpath on Doon Road to the speed limit sign.
2. Measures needed to reduce traffic speed and facilitate road safety.
3. Traffic calming on Doon Road.

Mayor's Response:

The Cappamore Public Realm Plan extents to the R505 Doon Road and incorporates the junction of the R505, Main Street and Kyle Road. We note your observations in relation to traffic speed on the Doon Road and we will pass this information to our Roads Operations Department for further consideration.

SUB (2) Sean O Connell, Castlegarde, Cappamore, County Limerick

Submission Summary:

1. Restrict parking to one side of the street.
2. Traffic congestion at mass times, peak traffic times and funerals.
3. Fear passing traffic will divert to alternative route if congestion not addressed.

Mayor's Response:

Parking is not planned to be one side or the other, it is proposed to stagger on street parking either side of the street at various locations along Main Street. This parking arrangement will provide parking for residents on both sides of the street and this parking layout, a chicane type scenario, will also act as a traffic calming measure along the street.

Traffic congestion at mass times and large funerals is most likely unavoidable due to large attendances at the one time.

SUB (3) Patrick Campbell, Dromsallagh, Cappamore, Co. Limerick.

Submission Summary:

1. Agree with the proposals as outlined by the Planning Authority for the upgrade and improvement of Cappamore village.

Mayor's Response:

Noted and welcomed.

SUB (4) James Blackwell, Meadow View, Portnard, Cappamore, Co. Limerick

Submission Summary:

1. Speed calming measures be installed on the roads leading into the village.
2. Bus parking on the Portnard Road be taken into consideration.
3. Parking restriction on Bridge Street remain as is.
4. Disable Parking be considered for outside the Doctors.
5. Parking of vehicles in the new parking area at the Convent be perpendicular to the north and south parameters of the space.
6. Roundabout at the top of the village be realigned and constructed that vehicles can't drive over its centre.
7. Height restrictors be installed at the entrance/exit of the new parking area.

Mayor's Response:

A number of measures are included along the scheme to calm traffic, further consideration can be given to alternative or additional measures at detail design stage,

Parking of buses on the Community Centre road will be considered. A blue badge parking space will be considered in close proximity to the doctor surgery. The parking arrangement within the convent grounds will be based on lands made available for the parking area and following discussions with the relevant parties.

The roundabout junction and other measures such as height restrictors if appropriate will be reviewed at detail design stage and the scheme will be subject to further Road Safety Audits to ensure the safety of all road users.

SUB (5) Sheila and Darragh O' Dwyer, Main St, Cappamore, Co Limerick

Submission Summary:

1. Queries whether existing parking on street outside premises will be retained.
2. Customer on street parking outside premises needs to be retained.
3. Queries where deliveries parking will be provided.

Mayor's Response:

Parking is not planned to be one side or the other on the street, it is proposed to stagger the on street parking either side of the street at various locations along Main Street as outlined in the drawings. In terms of deliveries to existing businesses in the village, there is no dedicated loading bay at present and it is not anticipated that one will be provided as part of the current works. It is envisaged that deliveries will be accommodated on street as they are at present.

SUB (6) Maura and Ignatius Walsh - email

Submission Summary:

1. Requesting a controlled pedestrian crossing from Dromsally Woods and Turagh Crescent to school.

Mayor's Response:

A controlled pedestrian crossing at the above location will be considered at detail design stage.

SUB (7) Mark Kennedy, Main St, Cappamore, Co. Limerick

Submission Summary:

1. Parking should be one side of the street only.
2. Double yellow lines to one side of the street to cater for flow of traffic. Also road makings at entry gates.

Mayor's Response:

Parking is not planned to be one side or the other, it is proposed to stagger on street parking either side of the street at various locations along Main Street. This parking arrangement will provide parking for residents on both sides of the street and this parking layout, a chicane type scenario, will also act as a traffic calming measure along the street. All entrances will have road markings for no parking.

SUB (8) Neil Butler - email

Submission Summary:

1. New car park at convent
Remove roadside wall for greater visibility, car parking capacity could be increased, public lighting provision should be considered.
2. Main Street Moore Street Junction.
Measures welcomed, would like more detail on design and materials, opportunity to design and high quality space.
3. Car Park outside Fire Station.

Revised parking arrangement will result in car parking in edge of village locations, not well lit/overlooked, public light upgrades are required along this stretch of road.

4. School Streets.

Proposals do not include for school street elements, markings and bollards.

5. Cycle Infrastructure.

No provision for any cycle infrastructure, design should include cycle parking at key locations including the library, the junction of Moore Street and Main Street and the church.

Mayor's Response:

Car parking arrangement will be agreed with the relevant parties and public lighting will be provided.

Detailed design and material types will be considered during the detail design stage.

A full review of the public lighting will be undertaken at detail design stage and upgraded or supplemented where necessary.

Some school street elements will be included in the final design.

As this is a rural village no dedicated on road cycle infrastructure is been proposed, however cycle parking will be included in key areas within the village.

SUB (9) Mr. Tofail Syed and Pauline Patton, 120 Clonard, Westbury, Co. Clare

Submission Summary:

1. Concerns with proposed changes to wall and entrance at Ross House

Mayor's Response:

With the exception of the old convent site, there is currently no proposals to alter, remove or replace any further boundaries.

SUB (10) Eamonn Coffey, Turagh, Cappamore, Co. Limerick, V94X4TK

Submission Summary:

1. Welcomes the proposals
2. Suggested extending the footpath and public lighting along the Pallasgreen Road
3. Speed is a problem along this road
4. Requesting that the bottle bank be removed from its current location

Mayor's Response:

The current proposals are for improvements at the Moore Street and Main Street junction and the delineation of on street car parking on Moore Street only. Proposals or works outside of this area will have to be considered separately by our Roads Operations Department, I will pass this information to same for further consideration.

SUB (11) Uisce Eireann, PO Box 6000, Dublin 1, Ireland.

Submission Summary:

1. No objections to the proposals
2. Request liaison with UE during final design stage to ascertain any potential impacts on existing infrastructure
3. The new kerb-lines should be set out on site so that the local water curator can ensure that the new kerb-line will not be sitting on top of the existing water main

and/or sewer line as the new kerb-lines may be in close proximity to this infrastructure in the submitted drawings.

4. Uisce Éireann requests that the integrity of the infrastructure shall be protected during the works and the Council's water service's engineer consulted prior to and during construction.
5. Uisce Éireann requests conditions are attached to any grant of permission.

Mayor's Response:

Noted, the Council's Active Travel team will liaise with Uisce Eireann at detail design stage to ensure all UE infrastructure is protected and maintained as requested.

SUB (12) Annette O'Brien - email

Submission Summary:

1. Welcomes the proposals
2. Notes existing sightlines and visibility issues Inse Bui due to cars parked on the road.

Mayor's Response:

Proposed footpaths on Main Street will remove the car parking and will lead to improved sight lines and visibility at this location.

SUB (13) Breda Aherne - email

Submission Summary:

1. Support the proposals and other measures such as barriers/bollards at junctions.

Mayor's Response:

Welcomed and noted.

SUB (14) Cappamore Development Association - email

Submission Summary:

1. That speed calming measures be installed on all roads leading into the village.
2. That adequate lighting be on all roads leading into the village.
3. Please note the Doctor's office is now located close to the church. That a disabled parking spot be provided in close vicinity of the Doctors office.
4. That a pedestrian crossing be in the vicinity of school gate
5. That pedestrian crossing be placed at the new proposed new houses at the old Creamery Site
6. All pedestrian crossings have adequate overhead public lighting
7. All overhead cabling in the village be placed underground in the village from an aesthetics perspective
8. That the proposed car park has adequate overhead public lighting
9. That car spaces are maximised in the proposed car park. (The numbers currently provided will not match requirements).
10. That the Council considers acquiring land around the unused bungalow across from Inse Bui, and convert it to a car park
11. That the Council provides adequate cabling for CCTV when doing works, and thereafter additional CCTV in the village

12. That the Council provides adequate ducting/cabling when doing ground works to facilitate future requirement re broadband, cctv, lighting etc. Use the 'Dig once' principle, so as to avoid digging roads several times to facilitate future requirements.
13. That adequate marking and signs including ground signs are placed across the village
14. That where walls/fences are being replaced/upgraded in the village, they are replaced with aesthetic finishes e.g place a stone wall by the soccer field
15. Ensure the Playground facility has adequate public lighting.

Mayor's Response:

The proposals outlined are for the village and outside of the area of the current application, however these will be passed to our Roads Operations Department for further consideration.

A full review of the public lighting will be undertaken at detail design stage and upgraded or supplemented where necessary.

A blue badge parking space will be considered in close proximity to the doctor surgery. Additional ducting will be considered at detail design stage where footpaths are be replaced.

SUB (15) Richard Browne, Cappamore Parish - email

Submission Summary:

1. Supports the proposals.
2. The junction of the R505 & R506 at Mulcair Veterinary should be more robust than it is at present;
 - Protect pedestrians with bollards/railings.
 - Design a feature to eliminate the common practice of speeding East through the village on the wrong side of the Roundabout at that Junction.
 - Design a feature to alert drivers to the multiple (eight) exits and entrances to and from the Roundabout at that point.
3. The feature known locally as "O'Dwyers Cross" is a Village focal point and should be enhanced to support the efforts of local businesses in the area by:
 - Removing the Metal ESB Pole in front of O'Dwyers and rerouting the cables underground at that point
 - Developing the "mini square" area across from O'Dwyers either by agreement with the "owners" or by Council acquisition
4. Footpath on Pallasgreen Road should be extended

Mayor's Response:

The support for the current proposals is welcomed.

The roundabout junction will be reviewed at detail design stage and the scheme will be subject to further Road Safety Audits to ensure the safety of all road users.

Moore Street and Main Street junction will be enhanced within the confines of publicly available lands.

The current proposals are for improvements at the Moore Street and Main Street junction and the delineation of on street car parking on Moore Street only. Proposals or works outside of this area will be provided to our Roads Operations Department for further consideration.

SUB (16) Cappamore Tidy Towns Committee - email

Submission Summary:

1. Supports the proposals
2. junction of the R505 & R506 at Mulcair Veterinary should be more robust than it is at present;
 - Protect pedestrians
 - eliminate the common practice of speeding East through the village on the wrong side of the Roundabout at that Junction.
 - Design a feature to alert drivers to the multiple (eight) exits and entrances to and from the Roundabout at that point
3. The feature known locally as "O'Dwyers Cross" is a Village focal point and should be enhanced to support the efforts of local businesses in the area by:
 - Removing the Metal ESB Pole in front of O'Dwyers and rerouting the cables underground at that point
 - Developing the "mini square" area across from O'Dwyers either by agreement with the "owners" or by Council acquisition
4. Footpath on Pallasgreen Road should be extended

Mayor's Response:

The support for the current proposals is welcomed.

The roundabout junction will be reviewed at detail design stage and the scheme will be subject to further Road Safety Audits to ensure the safety of all road users.

Moore Street and Main Street junction will be enhanced within the confines of publicly available lands.

The current proposals are for improvements at the Moore Street and Main Street junction and the delineation of on street car parking on Moore Street only. Proposals or works outside of this area will be provided to our Roads Operations Department for further consideration.

SUB (17) Ciaran Keating - email

Submission Summary:

1. Supports the current proposals.
2. Suggested enhancement at the R506 and R506 junction as follows:
 - Provision of a pedestrian crossing on Murroe Road
 - Trim/reduce the vegetation causing sightline issues at the same location
 - Design a feature to eliminate the dangerous practice of travelling either over the raised roundabout or on the wrong side of the roundabout

Mayor's Response:

The support for the current proposals is welcomed.

The roundabout junction will be reviewed at detail design stage and the scheme will be subject to further Road Safety Audits to ensure the safety of all road users.

SUB (18) Ciaran Smith - email

Submission Summary:

1. Supports the current proposals

Mayor's Response:

The support for the current proposals is welcomed.

SUB (19) Eamonn Mullane - email

Submission Summary:

1. Supports the proposals
2. Junction of the R505 & R506 at Mulcair Veterinary should be more robust than it is at present;
 - Protect pedestrians
 - eliminate the common practice of speeding East through the village on the wrong side of the Roundabout at that Junction.
 - Design a feature to alert drivers to the multiple (eight) exits and entrances to and from the Roundabout at that point
3. The feature known locally as "O'Dwyers Cross" is a Village focal point and should be enhanced to support the efforts of local businesses in the area by:
 - Removing the Metal ESB Pole in front of O'Dwyers and rerouting the cables underground at that point
 - Developing the "mini square" area across from O'Dwyers either by agreement with the "owners" or by Council acquisition
4. Footpath on Pallasgreen Road should be extended

Mayor's Response:

The support for the current proposals is welcomed.

The roundabout junction will be reviewed at detail design stage to ensure safe use by all road users.

Moore Street and Main Street junction will be enhanced within the confines of publicly available lands.

The current proposals are for improvements at the Moore Street and Main Street junction and the delineation of on street car parking on Moore Street only. Proposals or works outside of this area will be provided to our Roads Operations Department for further consideration.

SUB (20) Marie Keating - email

Submission Summary:

1. Supports the proposals
2. Could additional safety measures be provide at junctions, such as, barriers/bollards

Mayor's Response:

The support for the current proposals is welcomed.

All junctions will be reviewed at detail design stage and the scheme will be subject to further Road Safety Audits to ensure the safety of all road users.

SUB (21) Mike Hynan, Hynan Travel, Bilboa, Cappamore, Co. Limerick

Submission Summary:

1. Highlights the location of the proposed bus stop and shelter as well as issues with passing the bus at this location and potential to impede emergency vehicles.

Mayor's Response:

While the concerns raised in this submission are acknowledged, in-line bus stops or bus stops that facilitate buses stopping on the carriageway are utilised in many locations. The area to the front of the convent wall is currently proposed for car parking and blue badge parking. A bus stop at the community centre would not service the public bus travelling through the village.

SUB (22) Pdraig O'Connor – email

Submission Summary:

1. Considers more traffic calming near the roundabout is required
2. Suggests a speed ramp at the Texaco service station

Mayor's Response:

The concerns raised in this submission are noted. The roundabout junction will be reviewed at detail design stage and the scheme will be subject to further Road Safety Audits to ensure the safety of all road users.

SUB (23) Vinmore House, Turagh Crescent, Cappamore, Co. Limerick

Submission Summary:

1. Support the current proposals.
2. Notes 5 of the 7 residents of Vinmore House have mobility issues and are wheelchair dependant, would welcome measures to ensure safe movement along footpaths.

Mayor's Response:

The support for the current proposals is welcomed.

The support for safe movement measures outlined in this submission is noted.

SUB (24) Veronica Walsh, Bilboa, Cappamore, Co. Limerick

Submission Summary:

1. Supports proposals for landscaping, queries who will maintain the works?
2. Requests bridge repairs on Bilboa River bridge Doon Road. Notes it does not come within the remit of the current proposals.
3. Further review requested on the R505 and R506 junction, notes cars driving over the roundabout on wrong side of the road.
4. Requests additional traffic calming measures on the R505 Doon Road.
5. Requests controlled pedestrian crossing to Scoil Chaitiona.
6. Requests improved street lighting in new car park and redesign and upgrade of street signage within village.
7. Requests redesign of "Welcome" signage into village.

8. Requests badly needed upgrade of existing playground, becoming fully-inclusive and accessible.

Mayor's Response:

Bridge rehabilitation and repairs is under Roads Operational, therefore I will pass this information to our Roads Operations Department for further consideration.

All junctions will be reviewed at detail design stage and the scheme will be subject to further Road Safety Audits to ensure the safety of all road users.

A controlled pedestrian crossing at the above location will be considered at detail design stage.

A full review of the public lighting will be undertaken at detail design stage and upgraded or supplemented where necessary.

The playground is not part of the current proposals; however, I will pass your concerns to our Parks Department for consideration.

SUB (25) Josephine Blackwell – email

Submission Summary:

1. Proposes a raised table on the approach roads to the village R506 and R505 and Doon road to reduce speed.
2. Relocation of mini roundabout to reduce speed from main street, allow more space for R505.
3. A controlled pedestrian crossing on Main St for Scoil Chaitriona.
4. Additional off street car parking to support park and ride in convent grounds, reduce height of convent boundary wall.
5. Material change at junction of Main St and Moore St may confuse pedestrians thinking they have right of way.
6. Parking should be at one side only along Bridge St as it currently is, considers this works well.
7. Concerns relating to crossing the junction of Main St and Doon rd, too close to the junction, no visibility.
8. Proposes a parking area for CIE buses near community centre, is needed.
9. Footpath upgrade needed at Portnard /GAA road with wall reinstated.
10. New footpath need at the Old Creamery site.
11. Upgrade of existing playground needed.
12. Maintenance of planting needed.
13. Double yellow lines are needed opposite the church and school.

Mayor's Response:

The design of approach roads including gateway features like a raised table will be reviewed at detail design stage to ensure safety off all road users.

The roundabout junction will be reviewed at detail design stage and the scheme will be subject to further Road Safety Audits to ensure the safety of all road users.

A controlled pedestrian crossing at the above location will be considered at detail design stage. The boundary wall of the convent is part of the curtilage of the Protected Structure, the design provides for a new ope only within an area of wall which is not part of the original historic wall.

The scheme will be subject to further Road Safety Audits to ensure safety for residents.

Parking is not planned to be one side or the other, it is proposed to stagger on street parking either side of the street at various locations along Main Street. This parking arrangement

will provide parking for residents on both sides of the street and this parking layout, a chicane type scenario, will also act as a traffic calming measure along the street. Parking of buses on the Community Centre road will be considered. The addition of short section of footpath can be considered outside new elderly housing (An approved Part 8) with other footpath repairs where needed. The playground was not part of the current proposals, however I will pass your concerns to our Parks Department for consideration. The Operations Section of the Cappamore /Killmallock Municipal District maintain open space/planting in the area and will do so in terms of the planting that is provided as part of the current proposals. The inclusion of double yellow lines can be considered at detailed design stage.

4.0 Habitats Directive Project Screening Assessment

An Appropriate Assessment Screening Report has been undertaken by the Active Travel Department of Limerick City and County Council for the proposed development. In terms of the Lower River Shannon SAC, which is c.250m to the nearest section of the scheme, the report concludes as follows:

“Having regard to:

- the scale and nature of the proposed development,*
- the location of the development in a serviced village environment so that any construction surface water runoff can be managed via the existing drainage system,*
- the consequent absence of a pathway to the two European sites identified ,*

Overall, having regard to the limited scale of the development and the distance of the development from any SAC and or SPA (Natura 2000 sites), the development as proposed based on the best available scientific evidence concludes beyond all reasonable doubt that the proposed works should not exercise a significant effect on the conservation status or conservation objectives of any SAC or SPA either individually or in combination with other plans or projects. A Stage 2 NIS is not necessary.”

In this regard, the Mayor 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 EIA Screening Report has been undertaken by the Active Travel Department of Limerick City and County Council for the proposed development which includes traffic calming measures, public realm enhancement and improved pedestrian permeability and considers whether an EIA is required for same.

In this regard, the proposed development is considered sub-threshold as per the Screening Report and 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 scale 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:

Chapter 7 - Sustainable Mobility and Transport

This chapter outlines the Council's strategy to provide an effective, sustainable and accessible transport system. A functional and effective transport network is fundamental to the creation of a compact and connected place. The National Planning Framework (NPF) and the Regional Spatial and Economic Strategy (RSES) seek to reduce dependency on the private car and secure a shift towards sustainable modes of transport, including walking, cycling and public transport.

The Plan notes that a key project critical to enabling growth in Limerick includes the delivery of a comprehensive cycling and walking network for the Limerick City Metropolitan Area. The following objectives are included in the plan.

Objective 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 co-operation with the 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.

Objective 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 Strategic Outcomes of the National Planning Framework and the Regional Spatial and Economic Strategy for the Southern Region.

Objective TR O2 – Design Manual for Urban Roads and Streets (Refer to Section 1.2.5 below)

It is an objective of the Council to support the appropriate road design standards of all roads and streets within the urban areas, including suburbs, towns and villages within the 60km/hr zone as per the Design Manual for Urban Roads and Streets and TII Publication Standards DNGEO-03084 The Treatment of Transition Zones to Towns and Villages on National Roads.

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 of 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 SCSI O8 Place-making for the Community

It is an objective of the Council to:

- a) Develop and protect an open space network and hierarchy of quality public and community spaces, to extend close to where people live and which can accommodate a variety of recreational amenities and facilities for the community at large.
- b) Incorporate specific facilities and amenities that would promote exercise and movement as well as rest and relaxation in a natural way and in a variety of settings.

Objective CAF O11 Nature Based Solutions

It is an objective of the Council to promote integration and delivery of nature-based solutions and infrastructure in new developments, including surface water management, public realm and community projects as a means of managing flood risk and enhancing the natural environment.

Objective CGR O2 Place-making, Universal Design and Public Realm

It is an objective of the Council to: a) Ensure that all developments are designed to the highest quality with respect to the principles of place-making, universal design and public realm including the guidance set out under the Urban Design Manual – A Best Practice Guide (2009) and the Design Manual for Urban Roads and Streets (2013) the Whole of Government National Disability Inclusion Strategy (NDIS) 2017-2022 and the 2020 DMURS Interim Advice Note – Covid 19 Pandemic Response. b) Prepare and facilitate implementation of Public Realm Plans for settlements including Limerick City, Adare and Rathkeale.

Cappamore Settlement Objectives:

Objective CA O3 Public Realm Enhancements

It is an objective of the Council to support and facilitate the delivery of projects for improvement of the public realm in the village particularly at the junction of Main Street and Moore Street, including rationalising car parking as appropriate and further developments to the Riverside Park

Smarter Travel – A Sustainable Transport Future 2009 – 2020

Smarter Travel - A Sustainable Transport Future, was published in February 2009 and represented a new transport policy for Ireland for the period 2009-2020. The policy recognised the vital importance of continued investment in transport to ensure an efficient economy and continued social development, but it also sets out the necessary steps to ensure that people choose more sustainable transport modes such as walking, cycling and public transport. The policy is a direct response to the fact that continued growth in demand for road transport is not sustainable due to the resulting adverse impacts of increasing congestion levels, local air pollution, contribution to global warming, and the additional negative impacts to health through promoting increasingly sedentary lifestyles.

1.2.5 Design Manual For Urban Roads And Streets (DMURS)

DMURS provides guidance relating to the design of urban roads and streets. It presents a series of principles, approaches and standards that are necessary to achieve balanced, best practice design outcomes with regard to street networks and individual streets. The manual places a significant emphasis on car dominance in Ireland and the implications this has had regarding the pedestrian and cycle environment. The document encourages more sustainable travel patterns and safer streets by proposing a hierarchy for user priorities. This hierarchy places pedestrians at the top, indicating that walking is the most sustainable form of transport and that by prioritising pedestrians first, the number of short car journeys can be reduced and public transport made more accessible.

Second in the hierarchy are cyclists with public transport third in the hierarchy and private motor vehicles at the bottom. By placing private vehicles at the bottom of the hierarchy, the document indicates that there should be a balance on street networks and cars should no longer take priority over the needs of other users.

The focus of the manual is to create a place – based sustainable street network that balances the pedestrian and vehicle movements. The manual references the different types of street networks, including arterial streets, link streets, local streets, and highlights the importance of movement.

1.2.6 Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors

The NTA have published the Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors and have notified Limerick City & County Council that the guidance included is to be adopted on Active Travel Schemes.

7.0 Appraisal

Principle of Development:

This Part 8 application is for public realm enhancements and traffic calming measures in Cappamore. The works proposed will facilitate pedestrian movement in the village in accordance with Objective TR O8 Walking and Cycling Infrastructure. Objective CA O3 Public Realm Enhancements has identified the junction of Main Street and Moore Street for public realm enhancements, which is provided in this scheme.

There is a car park to be provided at the Former Convent Building and this site is zoned Town Centre, having regard to the land use zoning matrix contained in the Limerick Development Plan 2022-2028, car parking is generally permitted on lands that are subject to this zoning. Therefore, the proposal is considered to be acceptable in principle.

Traffic and Pedestrian Permeability

The works comprise new pavements to improve footpaths, traffic calming measures, raised junctions, formalised street parking, a new bus shelter and landscaping. To the west of the site along Main Street there are footpath improvements with an uncontrolled crossing proposed with a mix of planting and sustainable urban drainage systems.

Parking is proposed on the street to the front of the convent and there will also be off street car parking provided here with a separated access and egress route on either side of the car park. A grass area is proposed at the rear of the car park with trees along the footpath in front of the carpark, which will soften the visual impact of the hard surfaces and is particularly important given that there are a number of Protected Structures in the vicinity not least the Convent itself. This area is also within the Cappamore Architectural Conservation Area. This is dealt with further below. Car parking spaces, a bus stop and bus shelter are proposed along Main Street and the most notable modification to the street is at its junction with Moore Street. This area will be resurfaced and a number of trees will be planted.

The bus stop and bus shelter are clearly shown on the photo montages submitted, however, details on dimensions and material finishes of the bus shelter are not provided. In addition, the bus stop and shelter are shown at an incorrect location on the site layout plan i.e. adjacent to the existing from the Convent car park, while the photo montages show same adjacent to the entrance. This appears to be an error in the drawings and from discussions with Active Travel I note that the location shown in the submitted photomontages is correct. The bus stop and shelter will be accommodated within the proposed build out area and will be similar to existing bus stops and shelters provided in other villages and towns in the County. Therefore, while specific details have not been provided as part of the submitted documentation, I consider the bus stop and shelter as proposed is generally acceptable.

The junction onto the Doon road will be subject to a surface change with four uncontrolled crossings proposed; trees and plating are also included at this location. A Stage 1 Road Safety Audit was completed and all items that are raised were reviewed with suggestions included as to how each item could be addressed.

It is unclear how it is intended to manage traffic in the village during the period of construction as the R505 is a heavily trafficked route. However, I am satisfied that this can be dealt with at detail design stage in consultation with the Council Roads Department.

The majority of the submission received on file were broadly supportive of the proposal, with additional safety measures desirable also. It is envisaged that these measures will reduce the speed of vehicles passing through the town, address the problematic issue of parking, and deliver improved crossing facilities for pedestrians and enhanced public realm.

Architectural Heritage

It is noted that the Former Convent of Mercy is a Protected Structure (RPS No 1064) and that the western extent of Main Street is within Cappamore Architectural Conservation Area (ACA). I note that a section of the wall along the roadside boundary is to be removed to facilitate the additional entrance onto Main Street. While the quantity of wall to be removed has not been shown in the submitted documentation, given that it is to facilitate a standard entrance, I consider it is a minor omission. In this regard, I note in pre-planning discussions with the Council's Conservation Officer, the location of the proposed entrance was considered appropriate as the subject wall is of concrete construction and is a later addition to the former convent and not of architectural merit. In this regard, the Part 8 was referred to conservation officer for comment and no response provided. The submitted planning report states that the final details in relation to gates and piers will be agreed with the Conservation Officer, this is generally acceptable.

As the only above ground structure proposed is a bus shelter, it is not considered the proposal would have an unwarranted impact on the architectural heritage of Cappamore.

Flooding

There is a small portion of the site, adjacent to the Doon Road Junction, that is within Flood Zone A (limited to small portion of footpath c.12m) and Flood Zone B (c.70m of public road/footpath). It is noted that there are limited works proposed at this location, mainly the introduction of pedestrian crossing and a raised junction. The Planning statement submitted notes that 'there is no increase in the extent of impermeable surfaces as a result of the proposed development rather a replacement of the existing.' A flood relief scheme was undertaken in the village and it is not considered the proposal is at risk of flooding or would have an impact on local flood risk. I note that this area of flooding is further addressed in the submitted EIA Screening Report where it is noted that the majority of the sites in the village are not located with a flood zone and the identified section of road is limited and therefore it is not considered a high flood risk. The changes at this junction consist of pedestrian crossing with a raised junction to improve the safety for pedestrians, there will be slight change in the road level, and no increase in the extent of impermeable surfaces as a result of the proposed development rather a replacement of the existing. Having regard to the above I am satisfied that the proposals in this area will not have any negative impact on local flooding and drainage.

Waste Management

An Outline Resource and Waste Management Plan Waste Management Plan is included in the documentation submitted and summarises the main best practice methods and principles that are to be followed for the management of construction waste.

Surface water Management

The existing surface water runoff is directed to road gullies and is discharged into a piped surface water network. Sustainable Urban Drainage Systems are to be utilised in the car park at the convent.

8.0 Conclusion

Based on the documentation submitted in the application, it is considered that the proposal is in accordance with the relevant policies and objectives of the Limerick Development Plan 2022-2028 as it will encourage pedestrian movement in the village whilst improving pedestrian safety and the proposed planting and landscaping measures will have a positive impact in terms of visual amenity and the enhancement of the public realm in the village. The proposed bus stop and bus shelter will facilitate members of the public using public transport and will further sustainable mobility goals for the County. Overall, I consider the proposal will have a positive benefit for the village of Cappamore, its residents, business owners and visitors alike.

Having regard to the foregoing evaluation and the reasons and considerations as set out, the proposal is considered to be 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.



Mr. John Moran

Mayor

Limerick City & County Council

Date: 21 January 2025



Limerick City & County Council

Re: Part 8 Proposal for the following:

Part 8 proposal, Reference PT8LL162 – The proposed development at Main Street, Moore Street and Doon Road, Cappamore, Co. Limerick, is for the reduction in carriageway width between the roundabout at the R506 and R505 junction to St Michaels Church for traffic calming, improved footpaths along the R505, sections of main Street and Doon Road, raised junctions at the Dromsally Woods and Inis Bui entrance and the Main Street and Doon Road junction, formalised on street car parking outside the former convent, along Main Street, Moore Street and Road near the fire station, new uncontrolled pedestrian crossings along Main Street, tighten junction mouths to aid pedestrian crossing and widen narrow footpaths where possible, new off street parking in the former convent grounds with a revised entry exit set-up, new bus stop and shelter near the church and landscaping at various locations along Main Street.

Environmental Impact Assessment (EIA) Screening Determination

Pursuant to the requirements of the above Limerick City & County Council is proposing development as described above at Main Street, Moore Street and Doon Road, Cappamore, Co. Limerick.

The plans and particulars were placed on public display from the 11th of October, 2024 up to and including 11th of November, 2024 in accordance with the requirements of the Part XI of the Planning and Development Act, 2000 (as amended) and Part 8 of the Planning and Development Regulations, 2001 (as amended).

Having regard to EIA Directive 2011/92/EU as amended by Directive 2014/52/EU (the EIA Directive), the guidance contained in the Department of Housing Planning Community and Local Government's "Impact Assessment Guidance for Consent Authorities regarding Sub-Threshold Development" (2003), Screening of the development for Environmental Impact was carried out by the Active Travel Department of Limerick City and County Council.

The Screening has been carried out in accordance with the EIA Directive and to Annex I, II and III of that Directive, which sets out requirements for mandatory and sub-threshold EIA. The proposal has been assessed in accordance with the criteria for sub-threshold development to determine the potential impact on the environment of the project.

The subsequent EIA Screening Report concludes that the development has been assessed under the environmental criteria outlined in Schedule 5 of the Planning and Development Regulations 2001, as amended, and an EIAR is not required. In conclusion, it is considered that the proposed development will not have any significant impacts on the environment given the scale of development and the size of the site. All recommended mitigation measures and standard practices will be employed throughout the construction phase of the development to ensure that

the proposed development will not create any significant impacts on the quality of the surrounding environment.

For the reasons outlined above it is considered that the proposal will not present a risk to the environment. As such this screening exercise concludes that an Environmental Impact Assessment is not required for this project.

Order: That Limerick City & County Council as the Competent Authority having considered the EIA Screening Report prepared by prepared by the Active Travel Department of Limerick City and County Council makes a determination that an Environmental Impact Assessment will not be required to inform the development consisting of the reduction in carriageway width between the roundabout at the R506 and R505 junction to St Michaels Church for traffic calming, improved footpaths along the R505, sections of main Street and Doon Road, raised junctions at the Dromsally Woods and Inis Bui entrance and the Main Street and Doon Road junction, formalised on street car parking outside the former convent, along Main Street, Moore Street and Road near the fire station, new uncontrolled pedestrian crossings along Main Street, tighten junction mouths to aid pedestrian crossing and widen narrow footpaths where possible, new off street parking in the former convent grounds with a revised entry exit set-up, new bus stop and shelter near the church and landscaping at various locations along Main Street. at Main Street, Moore Street and Doon Road, Cappamore, Co. Limerick.



Mr. John Moran

Mayor

Limerick City & County Council

Date: 21/11/25

Limerick City & County Council

Re: Part 8 Proposal for the following:

Part 8 proposal, Reference PT8LL162 – The proposed development at Main Street, Moore Street and Doon Road, Cappamore, Co. Limerick, is for the reduction in carriageway width between the roundabout at the R506 and R505 junction to St Michaels Church for traffic calming, improved footpaths along the R505, sections of main Street and Doon Road, raised junctions at the Dromsally Woods and Inis Bui entrance and the Main Street and Doon Road junction, formalised on street car parking outside the former convent, along Main Street, Moore Street and Road near the fire station, new uncontrolled pedestrian crossings along Main Street, tighten junction mouths to aid pedestrian crossing and widen narrow footpaths where possible, new off street parking in the former convent grounds with a revised entry exit set-up, new bus stop and shelter near the church and landscaping at various locations along Main Street.

Appropriate Assessment (AA) Screening Determination

Pursuant to the requirements of the above Limerick City & County Council is proposing the development as described above at Main Street, Moore Street and Doon Road, Cappamore, Co. Limerick,

The plans and particulars were placed on public display from the 11th of October, 2024 up to and including 11th of November, 2024 in accordance with the requirements of the Part XI of the Planning and Development Act, 2000 (as amended) and Part 8 of the Planning and Development Regulations, 2001 (as amended).

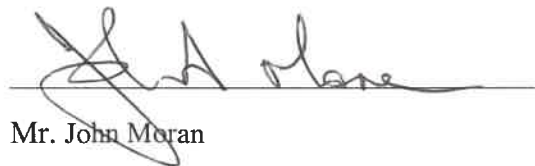
Having regard to Article 6 of the Habitats Directive 92/43/EEC and (inter alia) the Department of Housing Planning Community and Local Government's Appropriate Assessment of Plans and Projects in Ireland Guidance for Planning Authorities (2010), screening of the development for Appropriate Assessment was carried out by the Active Travel Department of Limerick City and County Council

An AA of the proposed development is not required as it can be excluded, on the basis of objective information provided in the Screening Report, the scale of the development and the distance of the development from any SAC and SPA, that the proposed development, individually or in combination with other plans or projects, will not have a significant effect on any European sites. Therefore, this proposed project does not need to proceed to Stage II of the Appropriate Assessment Process. The Screening has determined that there is no potential for likely significant effects on any European sites.

For the reasons outlined above it is considered that the application for consent for the proposed development does not require an Appropriate Assessment or the preparation of a Natura Impact Statement (NIS).

Order:

That Limerick City & County Council as the Competent Authority having considered the AA Screening Report prepared by the Active Travel Department of Limerick City and County Council makes a determination that, when considered either alone or in combination with other plans or projects, a Stage 2 Appropriate Assessment will not be required to accompany the proposal for the reduction in carriageway width between the roundabout at the R506 and R505 junction to St Michaels Church for traffic calming, improved footpaths along the R505, sections of main Street and Doon Road, raised junctions at the Dromsally Woods and Inis Bui entrance and the Main Street and Doon Road junction, formalised on street car parking outside the former convent, along Main Street, Moore Street and Road near the fire station, new uncontrolled pedestrian crossings along Main Street, tighten junction mouths to aid pedestrian crossing and widen narrow footpaths where possible, new off street parking in the former convent grounds with a revised entry exit set-up, new bus stop and shelter near the church and landscaping at various locations along Main Street at Main Street, Moore Street and Doon Road, Cappamore, Co. Limerick,



Mr. John Moran

Mayor

Limerick City & County Council

Date: 21/1/25