

## 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 PT8LL163 – The proposed development at Main Street, Church Street, Bank Place, Monastery Road, and Toher Road, Doon, Co. Limerick, is for the reduction in carriageway width and footpath improvements at The Fort, rationalised parking, traffic calming and footpath improvements along Bank Place from St Fintan's Terrace to Church Street junction, new footpaths on Church Street from its junction Main Street to the church, rationalised parking along Main Street, junction and pedestrian improvements on the Main Street and Monastery Road junction, footpath improvements and reduction to carriageway on Monastery Road and junction tightening on the Coonagh Court junction, new uncontrolled pedestrian crossings on Bank Place, Main Street, Toher Road and Monastery Road and a new bus stop and bus shelter on Bank Place.

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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 and footpath improvements at The Fort, rationalised parking, traffic calming and footpath improvements along Bank Place from St Fintan's Terrace to Church Street junction, new footpaths on Church Street from its junction Main Street to the church, rationalised parking along Main Street, junction and pedestrian improvements on the Main Street and Monastery Road junction, footpath improvements and reduction to carriageway on Monastery Road and junction tightening on the Coonagh Court junction, new uncontrolled pedestrian crossings on Bank Place, Main Street, Toher Road and Monastery Road and a new bus stop and bus shelter on Bank Place at Main Street, Church Street, Bank Place, Monastery Road, and Toher Road, Doon, Co. Limerick.

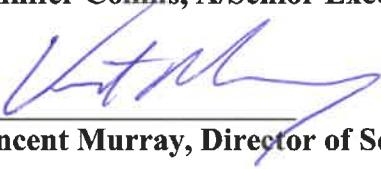
The proposal prepared by the Active Travel has been evaluated taking into consideration all submissions received. It is concluded that the proposed development is in accordance with the objectives of the Limerick Development Plan, 2022 – 2028, and the proper planning and sustainable development of the 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*  
**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 The proposed development at Main Street, Church Street, Bank Place, Monastery Road, and Toher Road, Doon, Co. Limerick, is for:

- the reduction in carriageway width and footpath improvements at The Fort,
- rationalised parking, traffic calming and footpath improvements along Bank Place from St Fintan's Terrace to Church Street junction,
- new footpaths on Church Street from its junction Main Street to the church,
- rationalised parking along Main Street,
- junction and pedestrian improvements on the Main Street and Monastery Road junction,
- footpath improvements and reduction to carriageway on Monastery Road and junction tightening on the Coonagh Court junction,
- new uncontrolled pedestrian crossings on Bank Place, Main Street, Toher Road and Monastery Road, and,
- a new bus stop and bus shelter on Bank Place.

## 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 Main Street, Church Street, Bank Place, Monastery Road, and Toher Road in Doon, 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.

The R505 is a strategic regional road and the works lies within the 50km speed limit, it is apparent that there is a small portion of the site in a flood zone. This proposal will deliver improved pedestrian connectivity to important sites in Doon such as the Church and the schools.

### Site layout



## 2.1 Public Consultation:

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

## 3.0 Submissions with respect to the proposed development

A total of 37 No. written submissions/observations were received and are listed below:

| No. | Name   |
|-----|--|
| 1   | Dan Fitzgearld, Lisgaugh Doon, Co Limerick                   |
| 2   | Pat and Donna Whelan, Bank Place Toher Rd, Doon, Co Limerick |
| 3   | Shelia Ryan, Doon Post Office, Main St Doon, Co Limerick     |
| 4   | Gerry Carew  |
| 5   | JJ Hayes Bank Place, Doon, Co Limerick                       |
| 6   | Theresa Carew Ballon   |
| 7   | Rowan Treacy   |
| 8   | Michelle Heenan, Bank Place, Doon, Co Limerick               |
| 9   | Luke Treacy,   |
| 10  | Joan Barry, Toher Rd, Doon, Co Limerick                      |
| 11  | Jessica Carew  |
| 12  | Fionn Carew and Sinead Holmes                                |
| 13  | Clare Casey and Seamus Carew                                 |
| 14  | Tommy Carew, 10 Lower Newcastle, Galway                      |
| 15  | Michael O'Brien, Bank Place Doon, Co Limerick                |
| 16  | Michael Barry, Toher Rd, Doon, Co Limerick                   |
| 17  | Seamus Carew, Tullow, Newport, Co Tipperary                  |
| 18  | Michael Carew, Glengar, Doon, Co Limerick                    |
| 19  | Betty Carew, Main St, Doon, Co Limerick                      |
| 20  | Doon Community Centre, Kilmoylan, Doon, Co Limerick          |
| 21  | Anna Moore, Main St, Doon, Co Limerick                       |
| 22  | Gerard Doyle, Tineteriffe, Cappamore, Co Limerick            |
| 23  | John O'Brien, Cooga Doon, Co Limerick                        |
| 24  | Whites Funeral Directors, Church St, Doon, Co Limerick       |
| 25  | Martin Carew   |
| 26  | Paul O' Donovan, Main St, Doon Co Limerick                   |
| 27  | Damien and Ann Maree Richardson, Main St Doon, Co Limerick   |
| 28  | Noelle Fitzgearld, Kilmoylan, Doon, Co Limerick              |
| 29  | Lisa Shanahan,   |
| 30  | Uisce Eireann, PO Box 6000, Dublin 1                         |
| 31  | Brian Berkery, Main St, Doon, Co Limerick                    |
| 32  | Michael and Una Mc Namara, Lacka, Doon, Co Limerick          |
| 33  | Nicholas Carew, Main St, Doon, Co Limerick                   |
| 34  | John O' Brien,   |
| 35  | Shelia Ryan, Old Medical Hall, Doon Co Limerick              |

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|----|--|
| 36 | Tommy Ryan, Main St, Doon, Co Limerick |
| 37 | Rita Carew                             |

**SUB (1) Dan Fitzgerald, Lisgaugh Doon, Co Limerick**

**Submission Summary:**

1. The main street is used by farming vehicles and buses regularly and needs to be left as wide as possible. The streets should not be narrowed by widening the footpaths.
2. Provision of a footpath at junction of Monastery road and Main Street would increase turning difficulty, particularly larger vehicles.
3. Parking spaces should be provided in front of dwellings, especially parking for elderly residents and accessible spaces.
4. A loading bay on Main St would affect traffic flow.
5. Free parking outside both funeral parlour should be maintained as should the parking space at church gate.

**Mayor's Response:**

1. The scheme has been subject to a road safety audit, the carriage way is of sufficient width to accommodate vehicles of all sizes.
2. The design of the junction at Monastery road and Main Street will be considered further at detailed design stage.
3. Parking for elderly residents and accessible parking will be facilitated.
4. The loading bay will be limited in terms of its use to reduce the impact of noise. There will be no adverse impact on the property itself, the loading bay is within the confines of the public road.
5. Parking will still be available at the church and in the general vicinity of the funeral home. A footpath is required at Church street is required to facilitate pedestrians and all vulnerable road users.

**SUB (2) Pat and Donna Whelan, Bank Place Togher Rd, Doon Rd**

**Submission Summary:**

1. Objects to proposed parking restrictions as the removal of parking will affect customers of the public house.
2. The Church car park is out of view, risk of vandalism to cars. Residents need parking.
3. Speed ramps would slow down traffic.

**Mayor's Response:**

1. The overall reduction in car parking is minimal within the context of the village, however this will be examined further at detailed design stage.
2. Residents will have parking nearby, the church car park is existing, modifications to this area will include enhancement of the public realm.
3. A reduction in the width of the street will reduce vehicular speeds, additional ramps will be considered at detailed design stage.

**SUB (3) Shelia Ryan, Doon Post Office, Main St Doon, Co Limerick**

**Submission Summary:**

1. Parking required for elderly customers of Post Office and those with mobility issues and should be provided outside their front door.
2. In favour of traffic calming and speed reduction however increased footpath width will decrease road width.
3. Existing bottleneck is between the butchers and garage only.
4. Not certain about proposals for Church Road.

**Mayor's Response:**

1. Parking for elderly residents and customers with mobility needs will be facilitated.
2. A reduction in the width of the street will reduce speed, ramps can be considered at detailed design stage in the context of further stages of the road safety audit.
3. The provision of wider footpaths will ensure all users are facilitated in the village.
4. Proposals at Church Street are shown on published drawings and include new pavement, an uncontrolled crossing and raised pavement, and provision of new trees.

**SUB (4) Gerry Carew – email**

**Submission Summary:**

1. The loading bay proposed outside the former shop “Rainsford’s Grocery” may negatively impact on the property. The shop is now used as a residence, noise and vehicles would detract from the property, which is part of the built heritage of the Doon streetscape.

**Mayor's Response:**

1. The loading bay will be limited in terms of its use to reduce the impact of noise. There will be no adverse impact on the property itself, the loading bay is within the confines of the public road.

**SUB (5) JJ Hayes Bank Place, Doon**

**Submission Summary:**

1. Objects to the traffic management plan as a homeowner in Bank Place.

**Mayor's Response:**

1. Noted.

**SUB (6) Theresa Carew Ballon**

**Submission Summary:**

1. The loading bay proposed outside the former shop “Rainsford’s Grocery” may negatively impact on property. The shop is now used as a residence, noise from trucks would create disturbance and detract from the property that is a Protected Structure and part of the built heritage of the Doon. Alternative locations on Monastery Road for loading dock which would minimize disruption and also support local businesses.
2. Limiting parking to one side of the street does not address speed or assist residents / businesses, it reduces accessibility and creates traffic congestion by impacting traffic flow.

3. Traffic lights, speed bump and raised crossings would be effective form of traffic calming.
4. Fixing the footpaths is badly needed for local community.

**Mayor's Response:**

1. The loading bay will be limited in terms of its use to reduce the impact of noise. There will be no adverse impact on the property itself, the loading bay is within the confines of the public road.
2. Parking will be provided on both sides of the street in certain sections, a chicane type scenario will also act as a traffic calming measure along the street. This provide for parking by residents/customers on both sides of the road.
3. Traffic calming measures form part of the scheme, ramps can be considered at detailed design stage.
4. The provision of well-designed footpaths free of obstacles for all users in the village is a priority of the scheme.

**SUB (7) Rowan Treacy – email**

**Submission Summary:**

1. The loading bay proposed outside the former shop “Rainsford’s Grocery” would detract from the property in terms of noise and light pollution. The loss of the parking space in favour of a loading bay would negatively impact on resident living there due to their mobility issues.

**Mayor's Response:**

1. A Road Safety Audit has been prepared which evaluated any hazards in relation to the scheme and public safety. The use of the loading bay would be limited. Parking spaces will be facilitated for the elderly and mobility impaired residents.

**SUB (8) Michelle Henan, Bank Place, Doon, Co Limerick**

**Submission Summary:**

1. Objects to the traffic management plan as a homeowner in Bank Place.

**Mayor's Response:**

1. Noted

**SUB (9) Luke Treacy – email**

**Submission Summary:**

1. The loading bay proposed outside the former shop “Rainsford’s Grocery” would detract from the property in terms of noise and light pollution. The loss of the parking space in favour of loading bay would negatively impact on resident living there due to their mobility issues.

**Mayor's Response:**

2. A Road Safety Audit has been prepared which evaluated any hazards in relation to the scheme and public safety. The use of the loading bay would be limited. Parking spaces will be facilitated for the elderly and mobility impaired residents.

**SUB (10) Joan Barry, Toher Road, Doon Co. Limerick**

**Submission Summary:**

1. Doon village has an aging population with struggling businesses. The loss of the parking spaces close to PO, pharmacy, butcher, barber hairdresser and public house would be too far away from businesses.
2. The road is used by large agricultural and forestry vehicles and finding a way around the village on smaller roads would be difficult.
3. The road is used by buses, if narrowed how will they navigate their way to and from the school.
4. Proposed crossing on the Toher Rd is not a suitable location as it at the new farm entrance, safer further up the road.
5. Concerns due to the large numbers attend at funerals and GAA matches.
6. Safety ramps would address speed.
7. Safety of existing footpaths need to be checked for vulnerable road users.

**Mayor's Response:**

1. The overall reduction in parking is minimal within the context of the village, however, this will be examined further at detailed design stage.
2. The scheme has been subject to a Road Safety Audit Stage 1, the carriage way is of sufficient width to accommodate vehicles of all sizes.
3. As above, the scheme has been subject to a Road Safety Audit Stage 1, the carriage way is of sufficient width to accommodate vehicles of all sizes including buses.
4. The proposed pedestrian crossing on the Toher road is not adjacent to any existing entrance.
5. As above, the overall reduction in parking is minimal within the context of the village, this will be examined further at detailed design stage.
6. Ramps can be considered at detailed design stage.
7. The provision of well designed footpaths, free of obstacles suitable of all users in the village is a priority of the scheme. The footpaths will comply with DMURS.

**SUB (11) Jessica Carew – email**

**Submission Summary:**

1. The loading bay proposed outside the former shop “Rainsford’s Grocery” would detract from the property in terms of noise and light pollution and would be inconvenient and a nuisance to the adjacent resident. The loss of the parking space in favour of loading bay would negatively impact on resident living there due to their mobility issues. Concerns that potential to block natural light, noise and vibrations and damage to dwelling which is on the NIAH due to heavy vehicles pulling up outside the dwelling.

**Mayor's Response:**

1. A Road Safety Audit has been prepared which evaluated any hazards in relation to the scheme and public safety. The use of the loading bay would be limited. Parking spaces will be facilitated for the elderly and mobility impaired residents.

**SUB (12) Fionn Carew and Sinead Holmes – email**

**Submission Summary:**

2. The loading bay proposed outside the former shop “Rainsford’s Grocery” would detract from the property in terms of noise and light pollution. The loss of the parking space in favour of loading bay would negatively impact on resident living there due to their mobility issues would obstruct access parking and safety of anyone visiting the resident. Could impact on the safety of school students in the area. Concerns that potential to block natural light, noise and vibrations due to large vehicles pulling up outside the dwelling.

**Mayor’s Response:**

1. A Road Safety Audit has been prepared which evaluated any hazards in relation to the scheme and public safety. The use of the loading bay would be limited. Parking spaces will be facilitated for the elderly and mobility impaired residents.

**SUB (13) Claire Casey Seamus Carew – email**

**Submission Summary:**

1. The parking space outside the former shop “Rainsford’s Grocery” is used by carers, family members and extended family on a regular basis.

**Mayor’s Response:**

1. A Road Safety Audit has been prepared which evaluated any hazards in relation to the scheme and public safety. The use of the loading bay would be limited. Parking spaces will be facilitated for the elderly and mobility impaired residents.

**SUB (14) Tommy Carew, 10 Lower Newcastle, Galway**

**Submission Summary:**

1. The loading bay proposed outside the former shop “Rainsford’s Grocery” would detract from the property’s historical value contrary to its preservation. It will also obstruct access to offstreet parking. Also safety risk for primary school students needs to be considered with large vehicles parking there.
2. The new parking layout will have negative effect on business and residents who require parking close to their homes. Security in car parks is concern.
3. Bus shelter is too small.

**Mayor’s Response:**

1. A Road Safety Audit has been prepared which evaluates any hazards in relation to the scheme and public safety. The loading bay is located within the confines of the public road and its use will be periodic. Parking spaces will be facilitated for the elderly and mobility impaired residents.
2. The overall reduction in parking is minimal within the context of the village, this will be examined further at detailed design stage.
3. The pre-assembled bus shelter in Doon is part of a national roll-out by the NTA, specifically designed for rural areas and for villages with a population less than 1500.

**SUB (15) Michael O'Brien, Bank Place, Doon, Co Limerick**

**Submission Summary:**

1. The reduction in parking will have a negative effect on established business and limit future potential for business.
2. The plan to narrow the road and widen footpaths will impact larger agricultural vehicles and result in congestion and blockages.
3. Bollards at regular intervals would slow speeds.

**Mayor's Response:**

1. The overall reduction in parking is minimal within the context of the village, however this will be examined further at detailed design stage.
2. The scheme has been subject to a Road Safety Audit stage 1, the carriage way is of sufficient width to accommodate vehicles of all sizes including agricultural vehicles.
3. Further traffic calming measures will be considered at detailed design stage.

**SUB (16) Michael Barry, Toher Rd, Doon, Co Limerick**

**Submission Summary:**

1. The Road safety audit is welcomed, however the reduction in width of Toher Road is concerning given the large volume of school pupils and potential for two buses to struggle when passing each other.
2. Adequate consultation is required to ensure proper engagement, further consultation is recommended.
3. Requests audit methodology and details of the timing of survey and traffic counts for transparency and in order for stakeholders to evaluate proposals.
4. Notes challenge in reducing car parking and need to balance traffic calming measures with needs of residents, businesses and emergency vehicles.
5. Location of uncontrolled crossing on Toher road is at a farm entrance, relocation further up the road.
6. Concerns in terms of reducing road widths and parking spaces which should be balanced with maintaining accessibility for residents, school traffic, and emergency vehicles. Considers plan does not account for future growth.

**Mayor's Response:**

1. The scheme has been subject to a road safety audit, the carriage way is of sufficient width to accommodate vehicles of all sizes.
2. In addition to the statutory public consultation period providing for receipt of submissions, a non statutory public meeting was held in the village.
3. The Road Safety Audit was carried out in accordance with TII standard GE -STY-01024.
4. The overall aim of the public realm and movement plan is to provide a safe and environment for all road and footpath users.
5. The proposed pedestrian crossing on the Toher road is not adjacent to any existing entrance.
6. As above, the overall aim of the public realm and movement plan is to provide a safe and environment for all road and footpath users.

**SUB (17) Seamus Carew, Tullow, Newport, Co Tipperary**

**Submission Summary:**

1. The loading bay proposed outside the former shop “Rainsford’s Grocery” would detract from the property’s historical value, which is now used as a residence. Large trucks directly outside would detract from quality life, effect natural light and view.
2. An alternative approach to stagger parking on either side of street as parking on either side could encourage speed through village.

**Mayor’s Response:**

1. The loading bay is located within the confines of the public road and its use will be periodic, it will not adversely affect natural light.
2. The parking will be staggered on either side of the main street.

**SUB (18) Micheal Carew, Glengar, Doon, Co Limerick**

**Submission Summary:**

1. The loading bay proposed outside the former shop “Rainsford’s Grocery” is a safety concern which currently used by trucks and blocks footpath. It restricts access for emergency services, negatively impacting on natural daylight, results in noise and air pollution. Detracts from the property’s historical value contrary to its preservation. The loading bay should be outside business and property its intended to serve.
2. The parking on one side of the street only will have negative effect on elderly residents and those with disabilities who require parking close to their homes and close to services.

**Mayor’s Response:**

1. The loading bay is located within the confines of the public road and its use will be periodic. The bay will not adversely affect the natural light to the property. The alignment of the road is also a consideration.
2. The parking will be staggered on either side of the main street.

**SUB (19) Betty Carew, Main St, Doon, Co Limerick**

**Submission Summary:**

1. The loading bay proposed outside the former shop “Rainsford’s Grocery” would detract from the property’s historical value and contrary to its preservation due to increased vibrations from trucks and pollution. Loss of natural light, impede accessibility, parking space required for mobility and increased exhaust fumes and noise pollution impacting health and quality of life.
2. Reduction in speed along the improvements to footpaths are the main issues for Doon village, not a relocation of car parking.

**Mayor’s Response:**

1. The loading bay is located within the confines of the public road and its use will be periodic. The bay will not adversely affect the natural light or the property itself.

2. Improvements in footpaths together with a reduction in speed is a priority of the scheme.

**SUB (20) Doon Community Centre, Kilmoylan, Doon, Co Limerick**

**Submission Summary:**

1. The significant reduction in car parking spaces would be inconvenient for businesses and residents, some properties have no off street spaces available.
2. The reduction in width to 5.5m in certain sections will cause difficulties for large vehicles, HGV's. The left turn at Monastery road is difficult, has there been consideration given to reducing the height of the graveyard wall to improve visibility and junction safety.
3. Concerns in relation to potential flooding of properties as a result of raised crossings.
4. Improving access and safety for pedestrians, traffic flow and parking for Doon are required.

**Mayor's Response:**

1. The overall reduction in parking is minimal within the context of the village, this will be examined further at detailed design stage.
2. The scheme has been subject to a road safety audit, junction detail will be subject to further assessment at detailed design stage. The proximity the graves to the boundary wall, the location and height of headstones together with the level difference between the graveyard and public would preclude works to the graveyard (both a protected structure and recorded monument).
3. There is capacity within the existing surface water infrastructure to accommodate alterations to the road level, there is only a very small section of the village adjacent to the former Garda station which is located within a flood zone.
4. The aim of the scheme is ensure accessibility for all within the village, which is located between two junctions along a busy regional road. Improvements to the public realm along with management of parking will promote the use of active travel modes to access local amenities.

**SUB (21) Anna Moore, Main St, Doon, Co Limerick**

**Submission Summary:**

1. Any reduction in car parking spaces would negatively impact trade (Public house)
2. Tree planting along Chapel Rd would adversely affect farm entrance and rear access to public house particularly during funerals.
3. Narrowing of road and widening of footpaths would increase traffic congestion particularly in relation large vehicles and agricultural machinery.
4. Installation of bollards at appropriate intervals along Main St would reduce speed.

**Mayor's Response:**

1. The overall reduction in parking is minimal within the context of the village, this will be examined further at detailed design stage.
2. The landscaping works in front of the church /grotto will consist of planter boxes to enhance the public realm.

3. The scheme has been subject to a Road Safety Audit stage 1, the carriage way is of sufficient width to accommodate vehicles of all sizes including agricultural vehicles. The reduction in the carriageway is balanced by the rationalizing of some parking spaces to improve the traffic flow while reducing vehicle speeds to create a safer environment for cyclists and pedestrians.
4. Additional traffic calming measures will be considered at detailed design stage.

**SUB (22) Gerard Doyle, Tineteriffe, Cappamore, Co Limerick**

**Submission Summary:**

1. Existing footpaths are of sufficient width, agrees with one-side footpath on Church road.
2. The narrowing of road and widening of footpaths on Main St, Toher Rd, Church Rd and Monastery Rd would cause obstruction and congestion by buses serving school and HGV's serving businesses.
3. Speed ramps on approach roads would be welcomed to calm traffic.
4. Pedestrian crossings are welcomed where needed.
5. Customer and homeowner parking near premises is needed to keep trading, ease of access and safety.

**Mayor's Response:**

1. Existing footpaths in the village are narrow, uneven and poorly surfaced in parts with parking on pavements and limited crossing facilities for pedestrians. Therefore, footpath improvements along with a footpath on one side along the road to the Church is proposed.
2. The scheme has been subject to a Road Safety Audit stage 1, the carriage way is of sufficient width to accommodate vehicles of all sizes including agricultural vehicles. The reduction in the carriageway is balanced by the rationalizing of some parking spaces to improve the traffic flow while reducing vehicle speeds to create a safer environment for cyclists and pedestrians.
3. The use of gateway features such as ramps to slow incoming traffic will be considered at detailed design stage.
4. Noted and welcomed.
5. The overall reduction in parking is minimal within the context of the village, however this will be examined further at detailed design stage.

**SUB (23) John O'Brien, Cooga Doon, Co Limerick**

**Submission Summary:**

1. The planting of trees in front of grotto and church would not be appropriate and would detract from the view of grotto and church located on a hill.
2. Additional parking to facilitate church and funeral home are required.

**Mayor's Response:**

1. The landscaping works in front of the church /grotto will consist of planter boxes to enhance the public realm.
2. The use of the church and funeral home are periodic, parking will be available in the vicinity of the church, car parking at the community centre and GAA grounds are available as overflow during removals.

**SUB (24) Whites Funeral Directors, Church St, Doon, Co Limerick**

**Submission Summary:**

1. In relation to the funeral home on Church St the plans do not provide access to the yard serving the funeral home, access is required at all times.
2. Parking for hearse and mourning car are required outside funeral home.

**Mayor's Response:**

1. Access to the funeral yard remains unchanged, a dropped kerb will be provided at detailed design stage for all entrances along Church road.
2. Parking for mourning car and hearse will be facilitated.

**SUB (25) Martin Carew – email**

**Submission Summary:**

1. The loading bay proposed outside the former shop “Rainsford’s Grocery” is unacceptable, blocks entrance to the property and is a safety concern. Lorries have parked on footpaths blocking same and leaving no space for pedestrians, emergency vehicles etc.
2. Loading bay detracts from the property’s historical value contrary to its preservation.
3. An alternative location for unloading of goods should be considered e.g. Monastery Rd.

**Mayor's Response:**

A Road Safety Audit has been prepared which evaluates any hazards in relation to the scheme and public safety. The loading bay is located within the confines of the public road and its use will be periodic. The provision of a loading bay will negate the need for lorries to park on the footpath at this location.

**SUB (26) Paul O’ Donovan, Main St, Doon Co Limerick**

**Submission Summary:**

1. The removal of parking may negatively effect elderly residents.
2. The changes will negatively impact the viability of businesses.

**Mayor's Response:**

1. Parking for elderly residents will be facilitated.
2. The overall reduction in parking is minimal within the context of the village, however this will be examined further at detailed design stage.

**SUB (27) Damien and Annmarie Richardson, Main St Doon, Co Limerick**

**Submission Summary:**

1. A loading bay is needed for delivery of meat and supplies to butchers.
2. Parking along the front of the shop is needed to serve customers, particularly elderly customers.
3. While car parking may need to be limited, not at the expense of residents, 1 space per household is required.
4. Yellow boxes, clearly marked, are required to encourage people to use back yards.

5. Narrowing of the street outside the Crystal bar would be dangerous as trucks would have insufficient visibility.
6. A footpath on one side of Church road with parking at the grotto is welcomed.
7. A designated drop off and collection point across from the Convent National school with lolly pop person required in the interests of road safety. The GP surgery shares the same access as school, serious safety concerns at school drop off and pick up time.
8. Traffic calming measures required at end of village to slow speeds and for people using Kilmoylan wood as a local amenity area.

**Mayor's Response:**

1. A car parking space will be retained on the public road outside the premises.
2. The overall reduction in parking is minimal within the context of the village, however this will be examined further at detailed design stage.
3. Parking for elderly residents will be facilitated.
4. Noted.
5. The scheme has been subject to a Road Safety Audit stage 1, the carriage way is of sufficient width to accommodate vehicles of all sizes. The reduction in the carriageway is balanced by the rationalizing of some parking spaces to improve the traffic flow while reducing vehicle speeds to create a safer environment for cyclists and pedestrians.
6. The support noted is welcomed.
7. Safety features including "front of school treatments" which form part of the safe routes to school programme (STRS) will be included at detailed design stage, park and stride is also an option for parents to promote walking and cycling to school in the village. Improvements to footpaths, additional crossings with a reduction in speed will create a safer environment for school children. The "front of school safety" features will benefit the current access into the GP surgery. The provision of a lollipop person is beyond the scope of this Part 8.
8. The use of gateway features such as ramps to slow incoming traffic will be considered at detailed design stage.

**SUB (28) Noelle Fitzgearld, Kilmoylan, Doon, Co Limerick**

**Submission Summary:**

1. The Toher Rd is very busy road ( secondary school and GAA) with motorists travelling at high speeds, concerns for safety on this road.
2. Speed ramps are necessary from pedestrian crossing up to village.
3. A lolly pop person would be of benefit in addition to pedestrian crossing for school drop off and collection times.

**Mayor's Response:**

1. The reduction of vehicle speeds is a key priority of the scheme.
2. The use of gateway features such as ramps to slow incoming traffic will be considered at detailed design stage.
3. Noted, however the provision of a lollipop person is beyond the scope of this Part 8.

**SUB (29) Lisa Shanahan – email**

**Submission Summary:**

1. As a homeowner and business owner changes are required, concerns that the proposals will negatively impact on residents and commercial properties. Agrees that traffic calming is essential.
2. Serious safety concerns at school due to traffic speed particularly from Cappawhite, changing the priority at the junction (stopping Cappawhite traffic) may reduce speed. Alternatively a speed ramp at the Cappawhite side.
3. Additional pedestrian crossing is welcomed for elderly and people with disabilities although a location between hair salon and butchers may provide greater visibility.
4. Rationalising the parking is needed however considers insufficient parking is proposed for customers, deliveries and residents.

**Mayor's Response:**

1. Noted.
2. Safety features including “front of school treatments” which form part of the safe routes to school programme (STRS) will be included at detailed design stage, ark and stride is also an option for parents to promote walking and cycling to school within the village. Improvements to footpaths, along with additional crossings and a reduction in speed will create a safer environment for school children. The use of gateway features such as ramps to slow incoming traffic will be considered at detailed design stage.
3. Noted, the exact locations of pedestrian crossings which will be finalised at detailed design stage.
4. Noted.

**SUB (30) Uisce Eireann, PO Box 6000, Dublin 1**

**Submission Summary:**

1. No objection in principle, records indicate the presence of water services infrastructure which may impact development. During final detailed design the location of any /all water mains and sewers and associated fittings shall be confirmed on the ground with local water curator. A number of conditions are recommended.

**Mayor's Response:**

1. 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 (31) Brian Berkery, Main St, Doon, Co Limerick**

**Submission Summary:**

1. Footpaths are in need of repair also speed ramps as a form of traffic calming.
2. The widening of footpaths and drastic reduction in car parking in the village would negatively effect businesses, ease of access is required.

**Mayor's Response:**

1. Footpath improvements are one of the mains aims of the public realm and movement plan, gateway features such as ramps to slow incoming traffic will be considered at detailed design stage.
2. The overall reduction in parking is minimal within the context of the village, however this will be examined further at detailed design stage.

**SUB (32) Michael and Una McNamara, Lacka Doon, Co Limerick**

**Submission Summary:**

1. Decreasing the width of the street will not be helpful, proposes a stop-go system with traffic lights at both ends of the street.
2. The footpath at the graveyard is not necessary and with the increase in the width of the footpath at the shop side, it will decrease width of road, which is used by lorries serving the shop daily and will create havoc.
3. Car parking on Church Rd for mass /funerals, this is convenient for elderly people particularly.
4. On a positive note the plan will reduce speed through the village.

**Mayor's Response:**

1. The reduction in the carriageway is balanced by the rationalizing of some parking spaces to improve the traffic flow while reducing vehicle speeds to create a safer environment for cyclists and pedestrians.
2. The design of the junction at Monastery road and Main Street will be considered further at detailed design stage.
3. Car parking will remain in the vicinity of the church, the inclusion of planters will complement the setting of the church.
4. Noted

**SUB (33) Nicholas Carew, Main St, Doon, Co Limerick**

**Submission Summary:**

1. The proposed loading bay outside former "Rainsford" shop and the adjacent property would adversely affect quality of life for the resident at present and into the future and devalue the property.
2. The bay would result in noise, air pollution, loss of light, obstruction to gateway, blockage of footpath, danger to school children and pedestrians.

**Mayor's Response:**

1. The loading bay is located within the confines of the public road and its use will be periodic. The bay will not adversely affect the property.
2. A Road Safety Audit has been prepared which evaluates any hazards in relation to the scheme and public safety. The periodic use of the bay will limit any noise, loss of light, access will be maintained.

**SUB (34) John O' Brien – email**

**Submission Summary:**

1. A footpath with circles on it would be useful outside the front door to benefit the visually impaired on Main St and Toher Road.

**Mayor's Response:**

1. Any additional measures which would be beneficial for vulnerable road users will be considered at detailed design stage.

**SUB (35) Shelia Ryan, Old Medical Hall, Doon Co Limerick**

**Submission Summary:**

1. The removal of car parking in the village would negatively effect elderly residents with mobility issues in particular.
2. The loss of parking would also affect businesses.

**Mayor's Response:**

1. Parking for elderly residents will be facilitated.
2. The overall reduction in parking is minimal within the context of the village, this will be examined further at detailed design stage.

**SUB (36) Tommy Ryan Main St, Doon, Co Limerick**

**Submission Summary:**

1. The removal of car parking in the village would negatively effect elderly residents and result in unsafe movements across a busy road.
2. Restrictions are needed to reduce speed of large trucks and agricultural machinery.
3. Limerick Council should consider restricting the size of vehicles entering the village by narrowing the road at either end of the street.
4. Viability of businesses will be affected by loss of parking and may lead to a decline in the village.

**Mayor's Response:**

1. Parking for elderly residents will be facilitated, additional pedestrian crossings are included in the scheme.
2. The reduction in the carriage width will slow speeds of all vehicle types.
3. The use of gateway features such as ramps to slow incoming traffic will be considered at detailed design stage.
4. The overall reduction in parking is minimal within the context of the village, however this will be examined further at detailed design stage.

**SUB (37) Rita Carew, – email**

**Submission Summary:**

1. The loading bay proposed outside the former shop “Rainsford’s Grocery” would block access to the parking space required for daily home help service.
2. It would also negatively impacting on the quality of life of the resident, natural daylight to the property and would detract from the property which is a listed building.

3. Confirmation that existing wheelchair parking space near the primary school will remain is requested.

**Mayor's Response:**

1. Parking for elderly residents will be facilitated.
2. The loading bay is located within the confines of the public road and its use will be periodic. The periodic use of the bay will limit any noise, loss of light.
3. A wheelchair space will be provided within the new scheme however the location of same will 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.1.7km 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 would 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 should not exercise a significant effect on the conservation status of any SAC or SPA either individually or in combination with other plans or projects, a Stage 2 NIS is not necessary.”*

Overall, 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 for public realm enhancement, traffic calming and improved pedestrian permeability and considers whether an EIA is required for same.

The proposed development is considered sub-threshold as per the Screening Report and does not fall within the mandatory requirements for an EIA as specified in Section 5 of the Planning and Development Regulations 2001 (as amended). Taking into account the size of the development and its location within a modified environment, it has been determined that the preparation of an Environmental Impact Assessment Report is not required.

## 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**

##### **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. walkways.

### **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.

## **Doon Settlement Objectives:**

### **Objective DN O2 Walkway Development**

It is an objective of the Council to encourage and support the Kilmoylan looped walking route and enhance linkages, wayfinding, signage and access points within the village.

### **Objective DN O3 Public Realm Upgrades**

It is an objective of the Council to support the rationalisation of car parking spaces on Main Street and seek opportunities to enhance the public realm, as resources permit.

### **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, landscaping and traffic calming measures in Doon. The works proposed will facilitate pedestrian movement in the village in accordance with Objective TR O8 Walking and Cycling Infrastructure. Objective DN O3 Public Realm Enhancements supports the rationalisation of parking on Main Street and seeks opportunities to enhance public realm, both of which are provided in this scheme.

The site includes the car park for the graveyard and these lands are zoned Education and Community Facilities, works are proposed adjacent to this car park but not within. Having regard to the above including the objectives contained in the Doon Settlement Plan, the proposal is considered 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 at the junction between the R505 and The Forts carriage width is to be reduced and the footpath will be upgraded. Parking is to be staggered throughout and the reduction in parking was raised in the submission received.

Parking is proposed along Main Street with demarcated spaces, there is a large area of works proposed along Church Street where the surface will be changed, a number of trees are to be planted adjacent to the church car park. A Stage 1 Road Safety Audit was completed and all items raised were reviewed with suggestions included as to how each item could be addressed. A bus stop and bus shelter are proposed on Bank Place and this is a welcome intervention to encourage the further use of public transport. The location of the bus stop and bus shelter is not clearly shown on the submitted site layout plan. However, I note that the footpath build out for Doon bus shelter is identified on submitted drawings, however the symbol for same isn't included on the map. Details of the shelter have not been included in the submission however, discussions with Active Travel confirm that the bus shelter will be a pre-assembled bus shelter to be provided as part of a national roll-out by the National Transport Authority and is specifically designed for rural areas and for villages with a population less than 1500. The provision of same is generally acceptable.

Several uncontrolled crossings are proposed throughout the scheme and this will facilitate connectivity around junctions in particular. School Street measures are proposed along Main Street, which will provide segregation between vehicles and pedestrians. There is currently no crossing facility on Monastery Road from the car park to the school and a crossing is proposed to facilitate safe movements of pedestrians.

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.

I note the proposed location of the loading bay has been raised as a concern in many of the submissions. In this regard, a Road Safety Audit Stage 1 has been prepared which evaluated any hazards in relation to the scheme and public safety. In addition, the use of the loading bay would be limited.

I also note that the reduction in car parking in the village, the proposed location of same and the potential impact of reduced carriageways on larger vehicles moving through the village are a concern for many submitters. In this regard, the scheme has been subject to a Road Safety Audit Stage 1 and the carriage way is of sufficient width to accommodate vehicles of all sizes. The reduction in the carriageway is balanced by the rationalizing of some parking spaces to improve the traffic flow while reducing vehicle speeds to create a safer environment for cyclists and pedestrians. The overall reduction in car parking is minimal within the context of the village. However, this will be examined further at detailed design stage.

The majority of the submission received on file were broadly supportive of the provision of traffic calming, public realm and other measures to reduce the speed of vehicles passing through the village, to address the problematic issue of parking, to deliver improved crossing facilities for pedestrians and to provide an enhanced public realm. It is envisaged that these measures will reduce the speed of vehicles passing through the town, address the problematic issue of parking, improved crossing facilities for pedestrians and enhanced public realm.

### **Flooding**

There is a small portion of the site at Bank Place, that is within Flood Zone A (c.42m of public road/footpath) and Flood Zone B (c.13m limited to footpath/small portion of road). It is noted that there are minimal works proposed at this location mainly a footpath within the portion identified as being within Flood Zone A. I note that this area of flooding is addressed in the submitted EIA Screening Report where it is noted *“that the majority of the sites are not located with a flood zone. There is a very small section of the public road close to the former Garda Station, which is located within flood zone A. The changes at this section of the public road are minimal with a small section of junction tightening. There will be an imperceptible change in the road level, with no additional flood risk created.”* 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 & Waste Management Plan Waste Management Plan is included in the submission and this details 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 collected by road gullies and discharges to a separate piped surface water network. The existing surface water network discharges downstream of the roadway to a combined sewer system. The road drainage will remain as existing. The area of surface water drainage from the roadway will also remain similar to the existing.

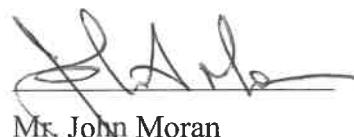
### **Archaeology**

The site does not encroach on the zone of archaeological notification for the graveyard on Monastery Road and the works proposed at this location are considered minor in nature and will not require excessive excavations.

### **8.0 Conclusion**

Based on the documentation provided with the application, it is considered that the proposal is in accordance with the relevant policies and objectives of the Limerick Development Plan 2022-2028 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 Doon, 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: 21/11/25



## **Limerick City & County Council**

### **Re: Part 8 Proposal for the following:**

Part 8 proposal, Reference PT8LL163 – The proposed development at Main Street, Church Street, Bank Place, Monastery Road, and Toher Road, Doon, Co. Limerick, is for the reduction in carriageway width and footpath improvements at The Fort, rationalised parking, traffic calming and footpath improvements along Bank Place from St Fintan's Terrace to Church Street junction, new footpaths on Church Street from its junction Main Street to the church, rationalised parking along Main Street, junction and pedestrian improvements on the Main Street and Monastery Road junction, footpath improvements and reduction to carriageway on Monastery Road and junction tightening on the Coonagh Court junction, new uncontrolled pedestrian crossings on Bank Place, Main Street, Toher Road and Monastery Road and a new bus stop and bus shelter on Bank Place.

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### **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, Church Street, Bank Place, Monastery Road, and Toher Road, Doon, Co. Limerick.

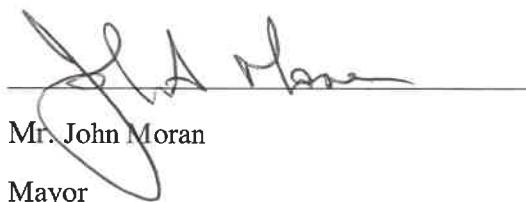
The plans and particulars were placed on public display from the 11<sup>th</sup> of October, 2024 up to and including 11<sup>th</sup> of November, 2024 in accordance with the requirements of the Part XI of the Planning and Development Act, 2000 (as amended) and Part 8 of the Planning and Development 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 and footpath improvements at The Fort, rationalised parking, traffic calming and footpath improvements along Bank Place from St Fintan's Terrace to Church Street junction, new footpaths on Church Street from its junction Main Street to the church, rationalised parking along Main Street, junction and pedestrian improvements on the Main Street and Monastery Road junction, footpath improvements and reduction to carriageway on Monastery Road and junction tightening on the Coonagh Court junction, new uncontrolled pedestrian crossings on Bank Place, Main Street, Toher Road and Monastery Road and a new bus stop and bus shelter on Bank Place at Main Street, Church Street, Bank Place, Monastery Road, and Toher Road, Doon, Co. Limerick.



Mr. John Moran  
Mayor

Limerick City & County Council

Date: 21/1/25

## **Limerick City & County Council**

### **Re: Part 8 Proposal for the following:**

Part 8 proposal, Reference PT8LL163 – The proposed development at Main Street, Church Street, Bank Place, Monastery Road, and Toher Road, Doon, Co. Limerick, is for the reduction in carriageway width and footpath improvements at The Fort, rationalised parking, traffic calming and footpath improvements along Bank Place from St Fintan's Terrace to Church Street junction, new footpaths on Church Street from its junction Main Street to the church, rationalised parking along Main Street, junction and pedestrian improvements on the Main Street and Monastery Road junction, footpath improvements and reduction to carriageway on Monastery Road and junction tightening on the Coonagh Court junction, new uncontrolled pedestrian crossings on Bank Place, Main Street, Toher Road and Monastery Road and a new bus stop and bus shelter on Bank Place.

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### **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, Church Street, Bank Place, Monastery Road, and Toher Road, Doon, Co. Limerick.

The plans and particulars were placed on public display from the 11<sup>th</sup> of October, 2024 up to and including 11<sup>th</sup> 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

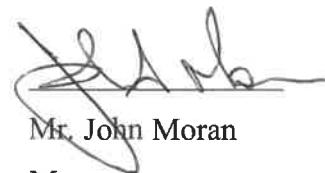
The Screening has been carried out in accordance with the EIA Directive and to Annex I, II and III of that Directive, which sets out requirements for mandatory and sub-threshold EIA. The proposal has been assessed in accordance with the criteria for sub-threshold development to determine the potential 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 and footpath improvements at The Fort, rationalised parking, traffic calming and footpath improvements along Bank Place from St Fintan's Terrace to Church Street junction, new footpaths on Church Street from its junction Main Street to the church, rationalised parking along Main Street, junction and pedestrian improvements on the Main Street and Monastery Road junction, footpath improvements and reduction to carriageway on Monastery Road and junction tightening on the Coonagh Court junction, new uncontrolled pedestrian crossings on Bank Place, Main Street, Toher Road and Monastery Road and a new bus stop and bus shelter on Bank Place at Main Street, Church Street, Bank Place, Monastery Road, and Toher Road, Doon, Co. Limerick.



Mr. John Moran

Mayor

Limerick City & County Council

Date: 21/11/25