



Comhairle Cathrach
& Contae Luimnigh

Limerick City
& County Council

Stair/Horáin/nia Forbartha Tithíochta
Comhairle Cathrach agus Contae Luimnigh
Ceanncheathrú Chorparáideach
Cé na gCeannaithe
Luimneach

Housing Development Directorate
Limerick City and County Council
Corporate Headquarters
Merchant's Quay
Limerick

EIRCODE: V94 EH90

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2nd April 2026.

To the Cathaoirleach and each Elected Member of the Metropolitan District of Limerick.

Ref: PT8LL327 – Part VIII application for the development of 13 no. units and associated site development works at Ros Mor Crossgalla.

A Cathaoirleach, A Chomhairleoir,

Please find attached for your consideration, the Mayor's report prepared in accordance with Section 179 of the Planning and Development Act 2000 (as amended) in respect of a proposal for the development of 13 no. units and associated site works at Ros Mor Crossgalla, Limerick.

Mise le Meas,

Brendan Kidney,

Senior Engineer,

Local Authority Housing Construction & Maintenance,

Limerick City & County Council.

Memo

To: John Moran, Mayor

From: Stephane Duclot, Director of Services, Planning, Heritage & Ryder Cup Directorate

Date: 01/04/2025

Re: Part 8 proposal, Reference PT8LL324 – The development will consist of: a) The construction of 13 new residential units on two sites, comprising: 8 no. two-bed houses, 4 no. one-bed apartments and 1 no. detached three-bedroom house; b) Varied boundary treatments and landscaping works; c) All ancillary site development works and site services necessary to facilitate the proposed development at Ros Mor, Crossagalla, Kilmallock Road, Limerick.

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 construction of 13 no. residential units at Ros Mor, Crossagalla, Kilmallock Rd, Limerick.

The proposal prepared by the Housing Department 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 to be modified as recommended in the report.



Signed:

Aine Leland, Executive Planner



Signed:

Grainne O'Keeffe, Senior Executive Planner



Signed:

Nuala O'Connell, Senior Planner, Development Management

**PART 8 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 development will consist of: a) The construction of 13 new residential units on two sites, comprising: 8 no. two-bed houses, 4 no. one-bed apartments and 1 no. detached three-bedroom house; b) Varied boundary treatments and landscaping works; c) All ancillary site development works and site services necessary to facilitate the proposed development at Ros Mor, Crossagalla, Kilmallock Road.

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 proposal will consist of the construction of a 13 no. of residential units, to include:

- 8 no. two-bed houses
- 4 no. one-bed apartments
- 1 no. detached three-bedroom house

2.1 Site location

The proposed development is located at Ros Mór, Crossagalla, Limerick, comprising two distinct parcels of land situated within an established suburban residential area. The two sites lie to the north and south of the existing Ros Mór estate, separated by approximately 32 metres, and are accessed from the local road network serving the wider Crossagalla area.

The northern site is positioned immediately adjacent to the Derrynane housing estate, with a railway line defining the north-eastern boundary. The lands are currently undeveloped and form a natural infill opportunity within an existing residential context. The southern site is located adjacent to the Meadows estate and similarly consists of open, undeveloped ground. Both sites follow the natural topography of the area, with levels generally falling from north-west towards the north-east.

The lands benefit from proximity to existing municipal services, including potable water, wastewater, and surface water infrastructure, all of which are available within the surrounding road network. The sites are also located within a suburban environment served by public transport, community facilities, and established residential amenities.

Overall, the location represents a suitable and well-connected infill opportunity consistent with the pattern of development in Ros Mór and the wider Crossagalla area and aligns with the residential zoning objectives that apply to the lands.



2.2 Public Consultation:

The plans and particulars were placed on public display from the 15th of December, 2025 up to and including 21st of January, 2026. Submissions and observations were invited up to the 4th of February, 2026.

3.0 Submissions with respect to the proposed development

A total of 52 x no. written submissions/observations were received and are listed below:

No.	Name
1	Uisce Éireann
2	Catherine Slattery
3	Emmet Delaney
4	Catherine Slattery
5	Robinson Joseph
6	Magdalena Corbett
7	Dharshan Satish
8	Pradeep Vaga
9	Ankitha Reddy
10	Ariane Fritzsche
11	Greg Collopy
12	Keith Mc Carthy

13	Balaguru Palanivel
14	Muhammad Ammar Alam Shah
15	Ankit Chaturvedi
16	Darshan Harohally Yogendra
17	Aideen Fogarty
18	Chiranjeevi Basavaraj Totad
19	Isabela Braga
20	Lingareddy Pasam (no submission received, only submission details)
21	Patrick Moorehouse
22	Ciaran Magnier
23	Cathal Irwin
24	Greg O'Shea
25	Himanshu Sharma
26	Marcin Kurowski
27	Nathan O'Sullivan
28	Rajesh Reddy Maradhagatta
29	Saikumar Inguva
30	Pawel Plachta
31	Alok kumar
32	Murali Kathiresan
33	Kumar Divyesh
34	Saira Khan
35	Mohamed Bah
36	Ayushi Srivastava
37	Melissa Hanrahan
38	Marcella O Donovan
39	Pauline Obrien
40	Mark Corbett
41	Vinay Maasthi
42	Artur Oliveira
43	Gillian McNamara
44	Yang Wu
45	Kaushik Mangroo
46	Naveen Goud Thalla
47	Nimmy Joy
48	Tom Burke
49	Hari Mohit Bahadur
50	Frank Hoare
51	Lukasz Cegielski
52	Laura Costelloe

SUB (1) Uisce Éireann

Received Date: 06/01/2026

From: Uisce Éireann

Submission:	The applicant has engaged with Uisce Éireann via a Pre-Connection Enquiry and Uisce Éireann can confirm that a Confirmation of Feasibility (our ref: 23004878) has been issued
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to the applicant advising that water and wastewater connections are feasible subject to upgrades.

Uisce Éireann respectfully requests any grant of permission be conditioned as follows;

1. The applicant shall enter into a Connection Agreement with Uisce Éireann to provide for a service connection to the public water supply and wastewater collection network and adhere to the standards and conditions set out in that agreement.

2. The applicant/ developer shall fund the network extensions to the public wastewater and water networks required to service the proposed development, as per the terms of a Connection Agreement with Uisce Éireann.

3. All development shall be carried out in compliance with Uisce Éireann's Standard Details and

4. Uisce Éireann does not permit Build Over of its assets. Where the applicant proposes to build over or divert existing water or wastewater services the applicant shall have received written Confirmation of Feasibility (COF) of Diversion(s) from Uisce Éireann prior to any works commencing.

To ensure adequate provision and protection of water and wastewater facilities, Uisce Éireann recommends the following;

1. Where the applicant seeks a connection to the public network, the applicant shall enter into a connection agreement with Uisce Éireann prior to the commencement of the development and adhere to the standards and conditions set out in that agreement.

2. There shall be no build over of public infrastructure from these proposals. Separation distances as per Uisce Éireann's Standards Codes & Practices shall be achieved where public infrastructure is in situ within and/or adjacent to site boundaries*.

3. The development shall not impact public drinking water sources and/or abstraction point(s) and/or abstraction infrastructure**.

4. The design and construction of the Water & Wastewater pipes and related infrastructure to be installed in this Development shall comply with the Uisce Éireann Connections and Developer Services Standard Details and Codes of Practice.

RECEIVED: 06/01/2026

Mayors Response:	Noted and agreed, the design team will follow the UE procedures for water supply and drainage connections.
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SUB (2) Catherine Slattery Received Date: 15/12/2025 From: Catherine Slattery 3 Willow Grove Old Cork Road Limerick V94Y1KN	
Submission:	I fully support this planning application as houses are certainly needed in the area. What I would ask is that a footpath be installed from Derrynane to Rosmore to link the development and plenty of streetlights installed.
Mayors Response:	1. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only. See Appendix 1

SUB (3) Emmet Delaney Received Date: 15/12/2025 From: Emmet Delaney 12 The Avenue, Ros Mor Crossagalla Limerick V9430K7	
Submission:	The creation of a new pedestrian path linking two existing residential estates is likely to facilitate antisocial behaviour in what is currently a quiet residential area. Experience from similar pedestrian links in other housing estates shows that such paths can become hotspots for loitering, particularly during evening hours, leading to noise disturbance, littering, intimidation of residents, and damage to property. The path would pass close to existing homes, and increased footfall from non-residents would materially reduce the privacy, quiet enjoyment and sense of security currently experienced by households in this part of the estate. For the reasons outlined above, the proposed pedestrian path connecting Ros Mór to the neighbouring estate would, in my view, seriously injure the residential amenity of existing residents by reason of increased pedestrian through-traffic, noise, loss of privacy, and facilitation of antisocial behaviour. It would also create personal safety concerns due to inadequate passive surveillance. I therefore request that the Council remove this connecting pedestrian path from the final Part 8 design, and instead rely on existing estate entrances and the public road network to provide appropriate permeability for residents of both estates.

Mayors Response:	<p>1. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.</p> <p>See Appendix 1</p>
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<p>SUB (4) Catherine Slattery Received Date: 15/12/2025 From: Catherine Slattery 3 Willow Grove Old Cork Road Limerick V94Y1KN</p>	
Submission:	In relation to the tenure of the properties, I would like to see this development used for over 55yrs as there is not enough properties in Limerick for the elderly or older person or couples.
Mayors Response:	1. Allocations: LCCC will investigate elderly and rightsizing options for the 1 and 2 bedroom homes as part of this scheme.

<p>SUB (5) Robinson Joseph Received Date: 07/01/2026 From: Robinson Joseph 43 the woods Rosmor Old Cork Road Limerick V9479X2</p>	
Submission:	I wish to formally object to the proposed development and the creation of a common pathway connecting the Rosmor and Derrynane estates. I oppose this proposal as it would open up the Rosmor estate, resulting in increased through-traffic and footfall, which would create more problems than benefits for existing residents. There are currently no adequate facilities or supporting infrastructure to accommodate additional development in this area. I am particularly concerned about the negative impact on the privacy and security of residents of the Rosmor estate. A shared access route would reduce privacy and increase security risks for those living nearby. For these reasons, I respectfully request that this proposal be reconsidered
Mayors Response:	<p>1. PART V: A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the Planning and Development Act (as amended) to meet the Developer's Part V obligations under of the development relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.</p> <p>2. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity</p>

	<p>between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.</p> <p>See Appendix 1</p>
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<p>SUB (6) Magdalena Corbett Received Date: 07/01/2026 From: Magdalena Corbett 14 The Avenue Ros Mor Crossagalla</p>	
<p>Submission:</p>	<p>Hi All. I'm current resident of Ros Mor and would like to make a submission to the planning permissions for the following reasons: * When i purchased my property back in 2020 there was no mention that there will ever be a social houses as it as designed and approved as a private residential estate * Doing a footpath between the estates is a loss of privacy and making a bigger possibility to theft as is currently a high issue in the estates and also for kids to escape to other estate where currently if kids go out and play we know that they are in ros mor and not elsewhere * Building an apartment block in a middle of a estate is not really appropriate, this a small patch of a green where kids are playing Incompatibility with Established Character of the Estate The proposed development is not consistent with the scale, density, and design of the existing private housing estate. The introduction of a development of this nature would materially alter the character of the area, contrary to the principles of proper planning and sustainable development. Overdevelopment and Density Concerns The proposal represents an overdevelopment of the site, with insufficient regard to plot sizes, spacing, and building lines that define the current estate. This would lead to a cramped form of development that is out of keeping with surrounding properties. Traffic, Parking, and Road Safety Issues The estate infrastructure was designed for a specific volume of traffic. The proposed development would significantly increase traffic movements, parking demand, and congestion, creating potential road safety risks for residents, pedestrians, and children. Strain on Existing Services and Amenities The local services, including drainage, parking, green spaces, and community amenities, are already under pressure. No adequate provision has been demonstrated to accommodate the increased demand arising from this development. Loss of Residential Amenity The proposal would negatively impact the amenity of existing residents through increased noise, reduced privacy, overshadowing, and general disturbance during both construction and occupation phases. Lack of Meaningful Integration The development appears poorly integrated into the existing estate layout, with insufficient</p>

	<p>consideration given to cohesion, permeability, and the long-term management of the area. For the above reasons, I respectfully request that planning permission for this development be refused, or alternatively that the proposal be significantly revised to address these concerns.</p>
<p>Mayors Response:</p>	<p>1. PART V: A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the Planning and Development Act (as amended) to meet the Developer’s Part V obligations under of the development relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.</p> <p>2. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.</p> <p>See Appendix 1</p> <p>3. Massing, Density & Context: The design of the apartment building matches the massing and character of the proposed houses. It comprises two storeys, a pitched roof, and includes no balconies. As a result, the proposed development aligns with the scale and form of the existing housing stock in the estate.</p> <p>According to the current LCCC Development Plan, the recommended residential density for this area is 35–100 units per hectare. The proposed development provides 31 units per hectare, which falls below the specified range. Therefore, the scheme does not constitute overdevelopment.</p> <p>4. Light Access: The proposal is built to the north of all existing development; this means there is no impact to light access to all existing housing. See 240075-DR-VHA-AR-2006</p> <p>5. Overlooking: A series of mitigation measures have been incorporated to address the level changes across Ros Mor B. These include the provision of a single-storey bungalow rather than a two-storey dwelling, and a rear-to-rear separation distance of 25 metres—minimum standard of 16 metres—ensuring a blank gables orientated towards existing houses. In</p>

addition, a masonry boundary wall is proposed to further mitigate any perceived impacts.

See

240075-DR-VHA-AR-2002

240075-DR-VHA-AR-2005A-SOUTH-Site Section

240075-DR-VHA-AR-2009-SOUTH-Shadow Light & 3D Views

6. Traffic Volume: Given the scale of the development 13 residential units will generate modest additional traffic. The development of 13 units generates limited additional traffic volume. The proposed access arrangement and junction with the existing Ros Mór Road are appropriate for the scale of development proposed.

7. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried out in accordance with TII GE-STY-01024 (May 2025). The RSA identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection measures (road ramps/speed tables) have been incorporated into the design in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-de-sac. This recommendation is accepted. The parking arrangement has been revised to eliminate the need for vehicles to reverse onto the carriageway, in compliance with DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards.

See 2764-HLA-00ZZ-RP-A-9110-ENG REPORT

8. Parking: Parking is provided in accordance with LCCC Development Plan 2022-2028 standards. Footpath obstruction by parked vehicles is a matter for estate management and enforcement. Street Lighting Upgrade: Existing street lighting will be assessed and upgraded as required to current standards (IS EN 13201) at Tender/Construction stage.

9. Amenities: It is not within the scope of the proposed development to provide on-site amenities or public services.

	<p>However, it is noted that the site is well served by a range of existing services and facilities within the surrounding area. These include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • A city bus stop located approximately 350 metres from the site, providing services at 30-minute intervals. • A filling station and laundrette located approximately 450 metres from the site. • A Further Education and Training (FET) College, including associated playing fields, located approximately 1.2 km from the site. • Bawnmore Industrial Estate, located approximately 1.2 km from the site, which includes a gym, bakery, and car repair facilities.
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<p>SUB (7) Dharshan Satish Received Date: 21/01/2026 From: Dharshan Satish 46 The Woods, Ros Mor, Crosagalla Limerick V944C04</p>	
<p>Submission:</p>	<p>To Whom It May Concern, I am writing to formally object to the proposed development which includes the creation of a new access or entrance connecting the RosMor estate with the Derrynane estate, as well as the proposed housing development within this area. My primary concern relates to the significant increase in traffic that would result from opening a shared access route between RosMor and Derrynane. RosMor is a quiet residential estate that was not designed to function as a through-route. Introducing an additional access point would significantly increase vehicle and pedestrian traffic, leading to congestion, road safety risks, and increased noise. The existing road layout and traffic management measures are inadequate to safely accommodate this additional traffic flow. There is also a clear lack of sufficient supporting infrastructure to justify further development in this location. Footpaths, parking capacity, drainage, and local amenities are already under pressure. No evidence has been provided to demonstrate that RosMor can support intensified usage without negatively impacting existing residents. I am particularly concerned about the impact the proposed shared access would have on the privacy and security of residents within RosMor. Increased through-traffic and pedestrian movement directly adjacent to homes would reduce privacy and increase security risks. Residents purchased homes in RosMor with the understanding that it was a self-contained estate, and this proposal fundamentally alters that character. In addition, I strongly object to the proposed social housing development being located on an existing green or open space within the area. These green spaces are vital for the wellbeing of residents, particularly families with young children, and serve as important recreational and environmental amenities. The</p>

	<p>loss of designated green space would significantly reduce the quality of life for residents and contradicts the principles of sustainable and balanced development. Once such spaces are lost to construction, they cannot be replaced. While I acknowledge the need for housing provision, any such development must be appropriately located and supported by adequate infrastructure and services. The proposed use of green space for housing, without clear justification or mitigation, represents overdevelopment and poor planning practice. In summary, the proposed development would lead to increased traffic, strain on infrastructure, loss of privacy and security, and the removal of valuable green space. For these reasons, I respectfully request that the proposed access between RosMor and Derrynane estates and the associated development be refused or substantially revised. Thank you for considering my submission. Yours faithfully, A Resident of RosMor Estate</p>
<p>Mayors Response:</p>	<p>1. PART V: A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the Planning and Development Act (as amended) to meet the Developer’s Part V obligations under of the development relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.</p> <p>2. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.</p> <p>See Appendix 1</p> <p>3. Massing, Density & Context: The design of the apartment building matches the massing and character of the proposed houses. It comprises two storeys, a pitched roof, and includes no balconies. As a result, the proposed development aligns with the scale and form of the existing housing stock in the estate.</p> <p>According to the current LCCC Development Plan, the recommended residential density for this area is 35–100 units per hectare. The proposed development provides 31 units per hectare, which falls below the specified range. Therefore, the scheme does not constitute overdevelopment.</p>

4. Traffic Volume: Given the scale of the development 13 residential units will generate modest additional traffic. The development of 13 units generates limited additional traffic volume. The proposed access arrangement and junction with the existing Ros Mór Road are appropriate for the scale of development proposed.

5. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried out in accordance with TII GE-STY-01024 (May 2025). The RSA identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection measures (road ramps/speed tables) have been incorporated into the design in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-de-sac. This recommendation is accepted. The parking arrangement has been revised to eliminate the need for vehicles to reverse onto the carriageway, in compliance with DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards.

See 2764-HLA-00ZZ-RP-A-9110-ENG REPORT

6. Parking: Parking is provided in accordance with LCCC Development Plan 2022-2028 standards. Footpath obstruction by parked vehicles is a matter for estate management and enforcement. Street Lighting Upgrade: Existing street lighting will be assessed and upgraded as required to current standards (IS EN 13201) at Tender/Construction stage

7. Amenities: It is not within the scope of the proposed development to provide on-site amenities or public services. However, it is noted that the site is well served by a range of existing services and facilities within the surrounding area. These include, but are not limited to, the following:

- A city bus stop located approximately 350 metres from the site, providing services at 30-minute intervals.
- A filling station and laundrette located approximately 450 metres from the site.

	<ul style="list-style-type: none"> • A Further Education and Training (FET) College, including associated playing fields, located approximately 1.2 km from the site. • Bawnmore Industrial Estate, located approximately 1.2 km from the site, which includes a gym, bakery, and car repair facilities.
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SUB (8) Pradeep Vaga Received Date: 21/01/2026 From: Pradeep Vaga 41, The Woods RosMor, Crossagalla Limerick V94862Y	
Submission:	<p>To Whom It May Concern, I am writing to formally object to the proposed development which includes the creation of a new access or entrance connecting the RosMor estate with the Derrynane estate, as well as the proposed housing development within this area. My primary concern relates to the significant increase in traffic that would result from opening a shared access route between RosMor and Derrynane. RosMor is a quiet residential estate that was not designed to function as a through-route. Introducing an additional access point would significantly increase vehicle and pedestrian traffic, leading to congestion, road safety risks, and increased noise. The existing road layout and traffic management measures are inadequate to safely accommodate this additional traffic flow. There is also a clear lack of sufficient supporting infrastructure to justify further development in this location. Footpaths, parking capacity, drainage, and local amenities are already under pressure. No evidence has been provided to demonstrate that RosMor can support intensified usage without negatively impacting existing residents. I am particularly concerned about the impact the proposed shared access would have on the privacy and security of residents within RosMor. Increased through-traffic and pedestrian movement directly adjacent to homes would reduce privacy and increase security risks.</p> <p>Residents purchased homes in RosMor with the understanding that it was a self-contained estate, and this proposal fundamentally alters that character. In addition, I strongly object to the proposed social housing development being located on an existing green or open space within the area. These green spaces are vital for the wellbeing of residents, particularly families with young children, and serve as important recreational and environmental amenities. The loss of designated green space would significantly reduce the quality of life for residents and contradicts the principles of sustainable and balanced development. Once such spaces are lost to construction, they cannot be replaced. While I acknowledge the need for housing provision, any such development must be appropriately located and supported by adequate infrastructure and services. The proposed use of green space for housing, without clear</p>

	<p>justification or mitigation, represents overdevelopment and poor planning practice. In summary, the proposed development would lead to increased traffic, strain on infrastructure, loss of privacy and security, and the removal of valuable green space. For these reasons, I respectfully request that the proposed access between RosMor and Derrynane estates and the associated development be refused or substantially revised. Thank you for considering my submission. Yours faithfully, A Resident of RosMor Estate</p>
<p>Mayors Response:</p>	<p>1. PART V: A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the Planning and Development Act (as amended) to meet the Developer’s Part V obligations under of the development relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.</p> <p>2. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.</p> <p>See Appendix 1</p> <p>3. Massing, Density & Context: The design of the apartment building matches the massing and character of the proposed houses. It comprises two storeys, a pitched roof, and includes no balconies. As a result, the proposed development aligns with the scale and form of the existing housing stock in the estate. According to the current LCCC Development Plan, the recommended residential density for this area is 35–100 units per hectare. The proposed development provides 31 units per hectare, which falls below the specified range. Therefore, the scheme does not constitute overdevelopment.</p> <p>4. Traffic Volume: Given the scale of the development 13 residential units will generate modest additional traffic. The development of 13 units generates limited additional traffic volume. The proposed access arrangement and junction with the existing Ros Mór Road are appropriate for the scale of development proposed.</p> <p>5. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried out in accordance with TII GE-STY-01024 (May 2025). The RSA</p>

identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection measures (road ramps/speed tables) have been incorporated into the design in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-de-sac. This recommendation is accepted. The parking arrangement has been revised to eliminate the need for vehicles to reverse onto the carriageway, in compliance with DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards.

See 2764-HLA-00ZZ-RP-A-9110-ENG REPORT

6. Parking: Parking is provided in accordance with LCCC Development Plan 2022-2028 standards. Footpath obstruction by parked vehicles is a matter for estate management and enforcement. Street Lighting Upgrade: Existing street lighting will be assessed and upgraded as required to current standards (IS EN 13201) at Tender/Construction stage

9. Amenities: It is not within the scope of the proposed development to provide on-site amenities or public services. However, it is noted that the site is well served by a range of existing services and facilities within the surrounding area.

These include, but are not limited to, the following:

- A city bus stop located approximately 350 metres from the site, providing services at 30-minute intervals.
- A filling station and laundrette located approximately 450 metres from the site.
- A Further Education and Training (FET) College, including associated playing fields, located approximately 1.2 km from the site.
- Bawnmore Industrial Estate, located approximately 1.2 km from the site, which includes a gym, bakery, and car repair facilities.

Received Date: 03/02/2026

From: Ankitha Reddy Ros Mor Crossagalla Kilmallock Road, Co. Limerick

Submission:

To Whom It May Concern, Dear sir/ma'am, I am writing to formally object to the proposed creation of a new access or entrance connecting RosMor estate with the adjoining Derrynane estate. My primary concern relates to the fact that a new entrance would allow unrestricted access to non-residents into and out of what is now an enclosed quite estate. There are many kids playing in the estate around the open and green areas, and currently since we only expect to see residents of the estate around (who we know) and since the vehicular and pedestrian traffic is much lower, it seems safer for them to play in the open areas. The new path would open the estate to not only Derrynane but also to a lot of estates that are connected to it. This will bring in a lot of non-residents to the estate and We will lose our sense of privacy and security in the estate and will worry about the safety of the open areas for our children. The enclosed nature of the Rosmor estate (with only one way in and out) was one of the most important factors for Many of the residents to have bought the house here. This new development to add a connecting road essentially alters this nature of the estate and is a very big security concern to the residents and parents of Rosmor. Kindly request you to take our concerns about the proposed plan into consideration and revise it to help us keep our estate secure. Respectfully, Ankitha Reddy

Mayors
Response:

1. PART V: A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the Planning and Development Act (as amended) to meet the Developer's Part V obligations under of the development relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.

2. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.

See Appendix 1

3. Massing, Density & Context: The design of the apartment building matches the massing and character of the proposed houses. It comprises two storeys, a pitched roof, and includes no balconies. As a result, the proposed development aligns

with the scale and form of the existing housing stock in the estate.

According to the current LCCC Development Plan, the recommended residential density for this area is 35–100 units per hectare. The proposed development provides 31 units per hectare, which falls below the specified range. Therefore, the scheme does not constitute overdevelopment.

4. Traffic Volume: Given the scale of the development 13 residential units will generate modest additional traffic. The development of 13 units generates limited additional traffic volume. The proposed access arrangement and junction with the existing Ros Mór Road are appropriate for the scale of development proposed.

5. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried out in accordance with TII GE-STY-01024 (May 2025). The RSA identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection measures (road ramps/speed tables) have been incorporated into the design in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-de-sac. This recommendation is accepted. The parking arrangement has been revised to eliminate the need for vehicles to reverse onto the carriageway, in compliance with DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards.

See 2764-HLA-00ZZ-RP-A-9110-ENG REPORT

6. Parking: Parking is provided in accordance with LCCC Development Plan 2022-2028 standards. Footpath obstruction by parked vehicles is a matter for estate management and enforcement. Street Lighting Upgrade: Existing street lighting will be assessed and upgraded as required to current standards (IS EN 13201) at Tender/Construction stage

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<p>SUB (10) Ariane Fritzsche Received Date: 03/02/2026 From: Ariane Fritzsche Ros Mor Crossagalla Kilmallock Road, Co. Limerick</p>	
<p>Submission:</p>	<p>Ariane Fritzsche & Simon Hunter, No. 16 The Avenue, Ros Mor, Crossagalla, Limerick V946X44 Planning Department, Limerick County Council: To Whom It May Concern, Please find attached my objection to the proposed development (Ref No: 258324/PT8LL324). Key concerns include:</p> <ul style="list-style-type: none"> • Vehicular Access: The design raises safety issues, especially the obstacles near the Irish Rail route and the lack of separation from 31 The Meadows. The proposed access and turning area seem to be re-purposed rather than suitable. • Traffic Calming: No additional measures are proposed beyond those near Ros Mor, which is inadequate. • Reversing Vehicles: Reversing on through routes is unacceptable; this should be limited to cul-de-sacs. • Parking: The proposal doesn't account for multi-car occupancy or lack of public transport, risking obstruction of footpaths and insufficient parking. • The design statement should clearly specify the intended occupancy for each element. Residents continue to experience anti-social behaviour, and the proposed link to the adjacent estate offers no benefit, as existing residents oppose it due to safety concerns. • Garda liaison has been ongoing, with 2-3 weekly calls regarding youths attempting to access vehicles and properties at night. Residents have also requested an electronic gate at the entrance to prevent non-residents from entering. The proposed connection would likely exacerbate anti-social behaviour by creating a throughway for unauthorized access. <p>Kind regards, Ariane Fritzsche & Simon Hunter</p>
<p>Mayors Response:</p>	<p>1. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit</p>

the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.

See Appendix 1

2. Traffic Volume: Given the scale of the development 13 residential units will generate modest additional traffic. The development of 13 units generates limited additional traffic volume. The proposed access arrangement and junction with the existing Ros Mór Road are appropriate for the scale of development proposed.

3. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried out in accordance with TII GE-STY-01024 (May 2025). The RSA identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection measures (road ramps/speed tables) have been incorporated into the design in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-de-sac. This recommendation is accepted. The parking arrangement has been revised to eliminate the need for vehicles to reverse onto the carriageway, in compliance with DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards.

See 2764-HLA-00ZZ-RP-A-9110-ENG REPORT

4. Parking: Parking is provided in accordance with LCCC Development Plan 2022-2028 standards. Footpath obstruction by parked vehicles is a matter for estate management and enforcement. Street Lighting Upgrade: Existing street lighting will be assessed and upgraded as required to current standards (IS EN 13201) at Tender/Construction stage.

From: Greg Collopy Ros Mor Crossagalla Kilmallock Road, Co. Limerick

Submission: Please see below for my reasons of objection to this submission. Inappropriate Removal of Established Boundary Wall Between Ros Mór and Derrynane Ros Mór is a newer residential estate, designed and constructed as a self contained and enclosed development, clearly separated from the older neighbouring estate of Derrynane by a substantial and long-established boundary wall. The proposal to remove or breach this boundary wall in order to facilitate access and permeability is inappropriate and unacceptable, as: The wall forms a clear physical and functional separation between two distinct residential estates Its removal would fundamentally alter the designed layout and character of Ros Mór Residents purchased homes in Ros Mór on the understanding that the estate was enclosed and not a through-route Furthermore, upon signing the contract for my property , a question was asked of social housing and in the reply from the development companies solicitors it was made clear funds had been provided for the purchase of social housing off-site. As a father of two kids we distinctly bought the house on the premise of it being an enclosed cul-de-sac. The introduction of this development will increase traffic and footfall in this area. Which would of hindered our interest in purchasing a property in this area at that time. Best regards Greg

Mayors Response: **1. PART V:** A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the Planning and Development Act (as amended) to meet the Developer’s Part V obligations under of the development relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.

2. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.

See Appendix 1

3. Massing, Density & Context: The design of the apartment building matches the massing and character of the proposed houses. It comprises two storeys, a pitched roof, and includes no balconies. As a result, the proposed development aligns with the scale and form of the existing housing stock in the estate. According to the current LCCC Development Plan, the recommended residential density for this area is 35–100 units

	per hectare. The proposed development provides 31 units per hectare, which falls below the specified range. Therefore, the scheme does not constitute overdevelopment.
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SUB (12) Keith Mc Carthy Received Date: 03/02/2026 From: Keith Mc Carthy Ros Mor Crossagalla Kilmallock Road, Co. Limerick	
Submission:	Please see below for my reasons of objection. The removal of a boundary wall between Ros Mór and Derrynane Ros Mór is a newer residential estate, designed and constructed as a selfcontained and enclosed development, clearly separated from the older estate of Derrynane by a substantial and longestablished boundary wall. The proposal to remove this boundary wall in order to facilitate access is inappropriate and unacceptable, as: The wall forms a clear physical and functional separation between two distinct residential estates Its removal would fundamentally alter the designed layout and character of Ros Mór. I purchased my home in Ros Mór on the understanding that the estate was enclosed and not a throughroute. Furthermore, upon signing the contract for my property, a question was asked of social housing and in the reply from the development companies' solicitors it was made clear funds had been provided for the purchase of social housing off-site. As a father of three kids, we distinctly bought the house on the premise of it being an enclosed cul-de-sac. The introduction of this development will increase traffic and footfall in this area. Which would of hindered our interest in purchasing a property in this area at that time. It also greatly affects the privacy that we enjoy in a cul de sac estate which was another main reason for the purchase of our home. Also, the building of another 13 dwellings in an already overpopulated area will have a massive effect on the estate especially considering there is no facilities in our area. The development of the shopping units has also been removed to build more houses which puts more strain on the estate that currently dies not even have a shop. Best regards Keith
Mayors Response:	1. PART V: A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the Planning and Development Act (as amended) to meet the Developer's Part V obligations under of the development relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.

	<p>2. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.</p> <p>See Appendix 1</p> <p>3. Massing, Density & Context: The design of the apartment building matches the massing and character of the proposed houses. It comprises two storeys, a pitched roof, and includes no balconies. As a result, the proposed development aligns with the scale and form of the existing housing stock in the estate.</p> <p>According to the current LCCC Development Plan, the recommended residential density for this area is 35–100 units per hectare. The proposed development provides 31 units per hectare, which falls below the specified range. Therefore, the scheme does not constitute overdevelopment.</p>
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<p>SUB (13) Balaguru Palanivel Received Date: 03/02/2026 From: Balaguru Palanivel Ros Mor Crossagalla Kilmallock Road, Co. Limerick</p>	
<p>Submission:</p>	<p>FORMAL OBJECTION TO PART 8 PLANNING APPLICATION Applicant: Limerick City & County Council Application Reference: PT8LL324 Development: 13 Residential Units, Ros Mór, Crossagalla, Kilmallock Road, Limerick Date: 03 February 2026 To: Planning Department Limerick City & County Council I am writing as a resident of Ros Mór to formally object to the proposed Part 8 development (PT8LL324) for 13 new residential units within the Ros Mór estate. This objection is based on concerns relating to traffic safety, residential amenity, estate character, loss of green space, security, and poor integration with the existing development, all of which conflict with the principles of proper planning and sustainable development as set out in the Limerick City & County Development Plan 2022–2028. Traffic Safety and Unsuitable Estate Infrastructure Ros Mór is a quiet, low-density residential estate designed as a self-contained cul-de-sac. The internal roads, junction geometry, footpath provision and parking arrangements were never designed to accommodate through-traffic or the level of additional vehicle movements that would arise from 13 additional residential units. Policy TR P11 of the Limerick City & County Development Plan seeks to protect the safety and</p>

carrying capacity of local roads and states that development should not endanger public safety by reason of traffic hazard. The proposal would significantly increase traffic volumes in a confined estate layout, creating congestion, parking pressure and safety risks for pedestrians, particularly children. Removal of Established Boundary Wall and Estate Enclosure Ros Mór was designed and constructed as a self-contained and enclosed residential estate, clearly separated from the neighbouring Derrynane estate by a long-established boundary wall. The proposal to breach or remove this wall to facilitate pedestrian or vehicular connectivity is inappropriate and unacceptable. The boundary wall provides a clear physical and functional separation between two distinct estates. Its removal would fundamentally alter the designed layout, character and security of Ros Mór, transforming it from a private cul-de-sac into a through-route. Purchaser Understanding and Material Change to Estate Character When my home was purchased in Ros Mór, the estate was presented and understood to be a private, enclosed residential development with no through-road or inter-estate access. This understanding was conveyed during the sales process and was a significant factor in our decision to purchase, particularly as a family with young children seeking a safe cul-de-sac environment. While this understanding was conveyed verbally rather than by formal written correspondence, it nonetheless shaped reasonable purchaser expectations regarding the long-term character and function of the estate. The proposed development represents a fundamental change to the estate as it was originally designed and occupied. Loss of Residential Amenity and Privacy The proposed layout introduces additional houses and apartment units in close proximity to existing homes. This will result in overlooking of private gardens, loss of privacy, increased noise and general disturbance. Overdevelopment and Incompatibility with Estate Character Ros Mór is characterised by low-density, family-oriented housing with generous spacing and green areas. The introduction of 13 additional units, including apartments, represents overdevelopment that is out of keeping with the scale and character of the estate. Loss of Green Space The site proposed for development currently functions as an important informal green space used by children and families. Its loss would significantly reduce the quality of life for residents. Anti-Social Behaviour and Security Concerns Opening pedestrian or vehicular links between estates would increase footfall from non-residents, reduce passive surveillance and raise legitimate security concerns. Conclusion Taken individually and cumulatively, the impacts of this proposal are unacceptable. For these reasons, I respectfully request that Limerick City & County Council refuse the proposed Part 8 development. Yours faithfully, Balaguru Palanivel Resident of Ros Mór, Limerick

Mayors
Response:

1. PART V: A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the Planning and Development Act (as amended) to meet the Developer's Part V obligations under of the development relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.

2. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.

See Appendix 1

3. Massing, Density & Context: The design of the apartment building matches the massing and character of the proposed houses. It comprises two storeys, a pitched roof, and includes no balconies. As a result, the proposed development aligns with the scale and form of the existing housing stock in the estate.

According to the current LCCC Development Plan, the recommended residential density for this area is 35–100 units per hectare. The proposed development provides 31 units per hectare, which falls below the specified range. Therefore, the scheme does not constitute overdevelopment.

4. Light Access: The proposal is built to the north of all existing development; this means there is no impact to light access to all existing housing.

See 240075-DR-VHA-AR-2006

5. Traffic Volume: Given the scale of the development 13 residential units will generate modest additional traffic. The development of 13 units generates limited additional traffic volume. The proposed access arrangement and junction with the existing Ros Mór Road are appropriate for the scale of development proposed.

6. Parking: Parking is provided in accordance with LCCC Development Plan 2022-2028 standards. Footpath obstruction by parked vehicles is a matter for estate management and enforcement. Street Lighting Upgrade: Existing street lighting will be assessed and upgraded as required to current standards (IS EN 13201) at Tender/Construction stage.

	<p>7. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried out in accordance with TII GE-STY-01024 (May 2025). The RSA identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection measures (road ramps/speed tables) have been incorporated into the design in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-de-sac. This recommendation is accepted. The parking arrangement has been revised to eliminate the need for vehicles to reverse onto the carriageway, in compliance with DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards.</p> <p>See 2764-HLA-00ZZ-RP-A-9110-ENG REPORT</p>
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<p>SUB (14) Muhammad Ammar Alam Shah Received Date: 03/02/2026 From: Muhammad Ammar Alam Shah Ros Mor Crossagalla Kilmallock Road, Co. Limerick</p>	
<p>Submission:</p>	<p>To Whom It May Concern, I am writing to formally object to the proposed housing development within the Derrynane estate, as well as the proposed access point connecting both estates.</p> <p>A. Impact on our Privacy, Sunlight and Security The proposal would result in: • Increased overlooking of existing homes straight into our bedrooms • Loss of privacy for other nearby residents too • Increased footfall immediately adjacent to dwellings • Reduced sense of security within the estate • Loss of daylight and sunlight as this construction will block sunlight coming into our rear side of the house We purchased and settled in Ros Mór with the reasonable expectation that it would remain a quiet, enclosed residential environment. This proposal materially alters that expectation without adequate mitigation.</p> <p>B. Lack of Local Amenities There is absolutely no local amenities for the current residents let alone for more/future</p>

residents. Planning granted v/s actual developments are different. On top of that, the front portion of Ros Mór is proposed site for amenities is for sale. We have been here for 6 years & not a single improvement to this area apart from the bus service. We lost our shop too & so in effect it is negative improvement.

C. Loss of Green / Open Space I strongly object to the proposed use of existing green or open space for housing development. These green areas are: • Essential for residents' wellbeing • Actively used by children and families • Important for visual amenity, drainage, and biodiversity. The permanent loss of this space represents a serious reduction in quality of life for existing residents. Once built upon, this amenity can never be restored. This directly contradicts the principles of proper planning and sustainable development, which emphasise the protection of community open spaces.

D. Linking Estates – Privacy & Security Road Safety Concerns The proposed development will lead to: • A substantial increase in vehicular and pedestrian traffic • Additional pressure on narrow estate roads • Increased risk to children, pedestrians, and vulnerable road users Ros Mór does not function as a distributor road and was explicitly designed as a quiet residential cul-de-sac style environment. The proposed access arrangements would effectively turn the estate into a through-route, which is wholly inappropriate and raises legitimate road safety concerns. No convincing traffic impact assessment has been presented to demonstrate that the existing road network can safely accommodate these changes.

E. Failure to Consider Alternative, More Suitable Sites No adequate justification has been provided as to why this sensitive residential location has been selected, particularly when alternative sites with better access, stronger infrastructure, and fewer residential impacts may be available. Delivering housing supply should not come at the disproportionate expense of established communities.

F. Legitimate Expectation & Original Estate Design When we purchased our property in Ros Mór in 2019, the estate was approved, designed, and marketed as a private, low-density residential estate. At no point was there any indication that further housing development, apartment blocks, or estate-to-estate linkages would be introduced within the estate boundary. The current proposal represents a fundamental change to the original planning permission and design intent of Ros Mór, materially altering the character and function of the estate to the detriment of existing residents who purchased their homes in good faith.

G. Incompatibility with the Established Character of Ros Mór. The proposed development is incompatible in scale, density, and form with the existing housing in Ros Mór. • The introduction of an apartment block within the centre of a small,

	<p>established estate is wholly out of character • The surrounding development consists of low-rise, family housing with generous spacing • The elevation of the proposed houses won't be in line with the existing development of Ros Mor houses. This would materially alter the established character of Ros Mór and is contrary to the principles of proper planning and sustainable development.</p> <p>For these reasons, I respectfully request that the proposed development be refused. Thank you for considering my submission. Yours faithfully, A Resident of Ros Mor Estate</p>
<p>Mayors Response:</p>	<p>1. PART V: A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the Planning and Development Act (as amended) to meet the Developer's Part V obligations under of the development relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.</p> <p>2. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.</p> <p>See Appendix 1</p> <p>3. Massing, Density & Context: The design of the apartment building matches the massing and character of the proposed houses. It comprises two storeys, a pitched roof, and includes no balconies. As a result, the proposed development aligns with the scale and form of the existing housing stock in the estate.</p> <p>According to the current LCCC Development Plan, the recommended residential density for this area is 35–100 units per hectare. The proposed development provides 31 units per hectare, which falls below the specified range. Therefore, the scheme does not constitute overdevelopment.</p> <p>4. Light Access: The proposal is built to the north of all existing development; this means there is no impact to light access to all existing housing. See 240075-DR-VHA-AR-2006</p> <p>5. Overlooking: A series of mitigation measures have been incorporated to address the level changes across Ros Mor B.</p>

These include the provision of a single-storey bungalow rather than a two-storey dwelling, and a rear-to-rear separation distance of 25 metres—minimum standard of 16 metres—ensuring a blank gables orientated towards existing houses. In addition, a masonry boundary wall is proposed to further mitigate any perceived impacts.

See

240075-DR-VHA-AR-2002

240075-DR-VHA-AR-2005A-SOUTH-Site Section

240075-DR-VHA-AR-2009-SOUTH-Shadow Light & 3D Views

6. Traffic Volume: Given the scale of the development 13 residential units will generate modest additional traffic. The development of 13 units generates limited additional traffic volume. The proposed access arrangement and junction with the existing Ros Mór Road are appropriate for the scale of development proposed.

7. Parking: Parking is provided in accordance with LCCC Development Plan 2022-2028 standards. Footpath obstruction by parked vehicles is a matter for estate management and enforcement. Street Lighting Upgrade: Existing street lighting will be assessed and upgraded as required to current standards (IS EN 13201) at Tender/Construction stage.

8. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried out in accordance with TII GE-STY-01024 (May 2025). The RSA identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection measures (road ramps/speed tables) have been incorporated into the design in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-de-sac. This recommendation is accepted. The parking arrangement has been revised to eliminate the need for vehicles to reverse onto the carriageway, in compliance with DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards.

	<p>See 2764-HLA-00ZZ-RP-A-9110-ENG REPORT</p> <p>9. Amenities: It is not within the scope of the proposed development to provide on-site amenities or public services. However, it is noted that the site is well served by a range of existing services and facilities within the surrounding area. These include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • A city bus stop located approximately 350 metres from the site, providing services at 30-minute intervals. • A filling station and laundrette located approximately 450 metres from the site. • A Further Education and Training (FET) College, including associated playing fields, located approximately 1.2 km from the site. • Bawnmore Industrial Estate, located approximately 1.2 km from the site, which includes a gym, bakery, and car repair facilities.
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<p>SUB (15) Ankit Chaturvedi Received Date: 03/02/2026 From: Ankit Chaturvedi Ros Mor Crossgalla Kilmallock Road, Co. Limerick</p>	
<p>Submission:</p>	<p>To Whom It May Concern, I am writing to formally object to the proposed development of 13 New Residential units at Rosmor, Crossgalla, Killmallock Road, Limerick. The objection mainly concerns (1) The creation of a new access or entrance connecting the Ros Mor estate with the Derrynane estate by inappropriate removal of established boundary wall between Ros Mor and Derrynane. Ros Mor is a newer residential estate constructed as a self-contained and enclosed development. The proposal breaches the safety and is inappropriate and unacceptable. (2) The proposed development site is right behind our garden wall and the height of the current landsite is already higher than us and if houses go in this would be heavily affecting our privacy with affecting other houses as well and this privacy breach is unacceptable and not being considered as the houses would be directly peeking into our houses. we do not see any appropriate measures for this breach of privacy as well the is no evidence provided on how this will be death with to prevent privacy breach and home safety (3) With so many housing unit going in the back if the estate a concern relates to the significant increase in traffic as a father of 2 small kids we distinctly bought the house on premises of it being an enclosed cul de sac additionally this would lead to increased traffic and footfall. (4) with increased footfall and traffic there is higher expectation of</p>

	<p>antisocial behaviour which has already impacted us and appropriate measures has not been included in the development proposal. (5) Ros Mor is a quiet residential estate that was not designed to function as a through-route and so much traffic. Introducing an additional access point would significantly increase vehicle and pedestrian traffic, leading to congestion, road safety risks, and increased noise. The existing road layout and traffic management measures are inadequate to safely accommodate this additional traffic flow. There is also a clear lack of sufficient supporting infrastructure to justify further development in this location. Footpaths, parking capacity, drainage, and local amenities are already under pressure. No evidence has been provided to demonstrate that Ros Mor can support intensified usage without negatively impacting existing residents. I am particularly concerned about the impact the proposed shared access would have on the privacy and security of residents within Ros Mor. Increased through-traffic and pedestrian movement directly adjacent to homes would reduce privacy and increase security risks. Residents purchased homes in Ros Mor with the understanding that it was a self-contained estate, and this proposal fundamentally alters that character. While I acknowledge the need for housing provision, any such development must be appropriately located and supported by adequate infrastructure and services. The proposed development represents overdevelopment and poor planning practice. In summary, the proposed development would lead to high risk to privacy of adjacent homeowners, increased traffic, strain on infrastructure, loss of privacy and security, and the removal of valuable green space. For these reasons, I respectfully request that the proposed access between Ros Mor and Derrynane estates and the associated development be refused or substantially revised. Thank you for considering my submission. Yours faithfully, A concerned Resident of Ros Mor Estate.</p>
<p>Mayors Response:</p>	<p>1. PART V: A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the Planning and Development Act (as amended) to meet the Developer's Part V obligations under of the development relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.</p> <p>2. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.</p>

See Appendix 1

3. Massing, Density & Context: The design of the apartment building matches the massing and character of the proposed houses. It comprises two storeys, a pitched roof, and includes no balconies. As a result, the proposed development aligns with the scale and form of the existing housing stock in the estate.

According to the current LCCC Development Plan, the recommended residential density for this area is 35–100 units per hectare. The proposed development provides 31 units per hectare, which falls below the specified range. Therefore, the scheme does not constitute overdevelopment.

4. Light Access: The proposal is built to the north of all existing development; this means there is no impact to light access to all existing housing.

See 240075-DR-VHA-AR-2006

5. Overlooking: A series of mitigation measures have been incorporated to address the level changes across Ros Mor B. These include the provision of a single-storey bungalow rather than a two-storey dwelling, and a rear-to-rear separation distance of 25 metres—minimum standard of 16 metres—ensuring a blank gables orientated towards existing houses. In addition, a masonry boundary wall is proposed to further mitigate any perceived impacts.

See

240075-DR-VHA-AR-2002

240075-DR-VHA-AR-2005A-SOUTH-Site Section

240075-DR-VHA-AR-2009-SOUTH-Shadow Light & 3D Views

6. Traffic Volume: Given the scale of the development 13 residential units will generate modest additional traffic. The development of 13 units generates limited additional traffic volume. The proposed access arrangement and junction with the existing Ros Mór Road are appropriate for the scale of development proposed.

7. Parking: Parking is provided in accordance with LCCC Development Plan 2022-2028 standards. Footpath obstruction by parked vehicles is a matter for estate management and enforcement. Street Lighting Upgrade: Existing street lighting will be assessed and upgraded as required to current standards (IS EN 13201) at Tender/Construction stage.

8. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried

out in accordance with TII GE-STY-01024 (May 2025). The RSA identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection measures (road ramps/speed tables) have been incorporated into the design in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-de-sac. This recommendation is accepted. The parking arrangement has been revised to eliminate the need for vehicles to reverse onto the carriageway, in compliance with DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards.

See 2764-HLA-00ZZ-RP-A-9110-ENG REPORT

9. Amenities: It is not within the scope of the proposed development to provide on-site amenities or public services. However, it is noted that the site is well served by a range of existing services and facilities within the surrounding area.

These include, but are not limited to, the following:

- A city bus stop located approximately 350 metres from the site, providing services at 30-minute intervals.
- A filling station and laundrette located approximately 450 metres from the site.
- A Further Education and Training (FET) College, including associated playing fields, located approximately 1.2 km from the site.
- Bawnmore Industrial Estate, located approximately 1.2 km from the site, which includes a gym, bakery, and car repair facilities.

SUB (16) Darshan Harohally Yogendra

Received Date: 03/02/2026

From: Darshan Harohally Yogendra Ros Mor Crossagalla Kilmallock Road, Co. Limerick

Submission:

To Whom It May Concern, I am writing to formally object to the proposed housing development within the Derrynane estate, as well as the proposed access point connecting both estates.

A. Impact on our Privacy, Sunlight and Security The proposal would result in:

- Increased overlooking of existing homes straight into our bedrooms
- Loss of privacy for other nearby residents too
- Increased footfall immediately adjacent to dwellings
- Reduced sense of security within the estate
- Loss of daylight and sunlight as this construction will block sunlight coming into our rear side of the house

We purchased and settled in Ros Mór with the reasonable expectation that it would remain a quiet, enclosed residential environment. This proposal materially alters that expectation without adequate mitigation.

B. Lack of Local Amenities There is absolutely no local amenities for the current residents let alone for more/future residents. Planning granted v/s actual developments are different. On top of that, the front portion of Ros Mór is proposed site for amenities is for sale. We have been here for 6 years & not a single improvement to this area apart from the bus service. We lost our shop too & so in effect it is negative improvement.

C. Loss of Green / Open Space I strongly object to the proposed use of existing green or open space for housing development. These green areas are:

- Essential for residents' wellbeing
- Actively used by children and families
- Important for visual amenity, drainage, and biodiversity.

The permanent loss of this space represents a serious reduction in quality of life for existing residents. Once built upon, this amenity can never be restored. This directly contradicts the principles of proper planning and sustainable development, which emphasise the protection of community open spaces.

D. Linking Estates – Privacy & Security Road Safety Concerns The proposed development will lead to:

- A substantial increase in vehicular and pedestrian traffic
- Additional pressure on narrow estate roads
- Increased risk to children, pedestrians, and vulnerable road users

Ros Mór does not function as a distributor road and was explicitly designed as a quiet residential cul-de-sac style environment. The proposed access arrangements would effectively turn the estate into a through-route, which is wholly inappropriate and raises legitimate road safety concerns. No convincing traffic impact assessment has been presented to demonstrate that the existing road network can safely accommodate these changes.

E. Failure to Consider Alternative, More Suitable Sites No adequate justification has been provided as to why this sensitive residential location has been selected, particularly when alternative sites with better access, stronger infrastructure, and fewer residential impacts may be available. Delivering housing supply should not come at the disproportionate expense of established communities.

F. Legitimate Expectation & Original Estate Design When we

	<p>purchased our property in Ros Mór in 2019, the estate was approved, designed, and marketed as a private, low-density residential estate. At no point was there any indication that further housing development, apartment blocks, or estate-to-estate linkages would be introduced within the estate boundary. The current proposal represents a fundamental change to the original planning permission and design intent of Ros Mór, materially altering the character and function of the estate to the detriment of existing residents who purchased their homes in good faith. G. Incompatibility with the Established Character of Ros Mór. The proposed development is incompatible in scale, density, and form with the existing housing in Ros Mór. • The introduction of an apartment block within the centre of a small, established estate is wholly out of character • The surrounding development consists of low-rise, family housing with generous spacing • The elevation of the proposed houses won't be in line with the existing development of Ros Mor houses. This would materially alter the established character of Ros Mór and is contrary to the principles of proper planning and sustainable development. For these reasons, I respectfully request that the proposed development be refused. Thank you for considering my submission. Yours faithfully, A Resident of Ros Mor Estate.</p>
<p>Mayors Response:</p>	<p>1. PART V: A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the Planning and Development Act (as amended) to meet the Developer's Part V obligations under of the development relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.</p> <p>2. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.</p> <p>See Appendix 1</p> <p>3. Massing, Density & Context: The design of the apartment building matches the massing and character of the proposed houses. It comprises two storeys, a pitched roof, and includes no balconies. As a result, the proposed development aligns with the scale and form of the existing housing stock in the estate.</p>

According to the current LCCC Development Plan, the recommended residential density for this area is 35–100 units per hectare. The proposed development provides 31 units per hectare, which falls below the specified range. Therefore, the scheme does not constitute overdevelopment.

4. Light Access: The proposal is built to the north of all existing development; this means there is no impact to light access to all existing housing.

See 240075-DR-VHA-AR-2006

5. Overlooking: A series of mitigation measures have been incorporated to address the level changes across Ros Mor B. These include the provision of a single-storey bungalow rather than a two-storey dwelling, and a rear-to-rear separation distance of 25 metres—minimum standard of 16 metres—ensuring a blank gables orientated towards existing houses. In addition, a masonry boundary wall is proposed to further mitigate any perceived impacts.

See

240075-DR-VHA-AR-2002

240075-DR-VHA-AR-2005A-SOUTH-Site Section

240075-DR-VHA-AR-2009-SOUTH-Shadow Light & 3D Views

6. Traffic Volume: Given the scale of the development 13 residential units will generate modest additional traffic. The development of 13 units generates limited additional traffic volume. The proposed access arrangement and junction with the existing Ros Mór Road are appropriate for the scale of development proposed.

7. Parking: Parking is provided in accordance with LCCC Development Plan 2022-2028 standards. Footpath obstruction by parked vehicles is a matter for estate management and enforcement. Street Lighting Upgrade: Existing street lighting will be assessed and upgraded as required to current standards (IS EN 13201) at Tender/Construction stage.

8. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried out in accordance with TII GE-STY-01024 (May 2025). The RSA identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and

recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection measures (road ramps/speed tables) have been incorporated into the design in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-de-sac. This recommendation is accepted. The parking arrangement has been revised to eliminate the need for vehicles to reverse onto the carriageway, in compliance with DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards.
See 2764-HLA-00ZZ-RP-A-9110-ENG REPORT

7. Parking: Parking is provided in accordance with LCCC Development Plan 2022-2028 standards. Footpath obstruction by parked vehicles is a matter for estate management and enforcement. Street Lighting Upgrade: Existing street lighting will be assessed and upgraded as required to current standards (IS EN 13201) at Tender/Construction stage.

8. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried out in accordance with TII GE-STY-01024 (May 2025). The RSA identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection measures (road ramps/speed tables) will be incorporated into the detailed design at Tender/Construction stage in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-de-sac. This recommendation is accepted. The parking arrangement will be reviewed and revised at Tender/Construction stage to remove or relocate parking to eliminate the need for vehicles to reverse onto the carriageway, in compliance with DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards.

	<p>9. Amenities: It is not within the scope of the proposed development to provide on-site amenities or public services. However, it is noted that the site is well served by a range of existing services and facilities within the surrounding area. These include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • A city bus stop located approximately 350 metres from the site, providing services at 30-minute intervals. • A filling station and laundrette located approximately 450 metres from the site. • A Further Education and Training (FET) College, including associated playing fields, located approximately 1.2 km from the site. • Bawnmore Industrial Estate, located approximately 1.2 km from the site, which includes a gym, bakery, and car repair facilities.
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<p>SUB (17) Aideen Fogarty Received Date: 03/02/2026 From: Aideen Fogarty Ros Mor Crossagalla Kilmallock Road, Co. Limerick</p>	
<p>Submission:</p>	<p>To Whom It May Concern, I am writing to formally object to the proposed development which includes the creation of a new access or entrance connecting the Ros Mor and Derrynane estates, as well as the proposed housing development within this area. My primary concern relates to the significant increase in traffic that would result from opening a shared access route between the two estates. Ros Mor is a quiet residential estate that was not designed to function as a through-route. Introducing an additional access point would significantly increase vehicle and pedestrian traffic, leading to congestion, road safety risks, and increased noise. The existing road layout and traffic management measures are inadequate to safely accommodate this additional traffic flow. There is also a lack of supporting infrastructure to justify further development in this location such as parking capacity, drainage, and local amenities. I am particularly concerned about the impact the proposed shared access would have on the privacy and security of residents within Ros Mor as we already see a moderate level of antisocial behaviour. I believe a shared access route between the two estates will only encourage such incidents. Myself and my husband purchased our property in Ros Mor with the understanding that it was a self-contained estate. This proposal fundamentally alters that character. In addition, I strongly object to the proposed social housing development being located on an existing green or open space within the area. These green spaces are vital for the wellbeing of residents, particularly families with young children, and serve as important recreational and environmental amenities. We have young children ourselves and we see the use the green area provides for social</p>

	<p>and recreational necessity. The loss of this space would reduce the quality of life for residents in an already underdeveloped social area. Once such spaces are lost to construction, they cannot be replaced. While I acknowledge the need for housing provision, any such development must be appropriately located and supported by adequate infrastructure and services. In summary, the proposed development would lead to increased traffic, strain on infrastructure, loss of privacy and security, and the removal of valuable green space. The proposal would negatively impact the amenity of existing residents through increased noise, reduced privacy, overshadowing, and general disturbance during both construction and occupation phases. For these reasons, I respectfully request that the proposed access between Ros Mor and Derrynane estates and the associated development be refused or revised. Thank you. Yours faithfully, Ros Mor resident</p>
<p>Mayors Response:</p>	<p>1. PART V: A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the Planning and Development Act (as amended) to meet the Developer’s Part V obligations under of the development relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.</p> <p>2. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.</p> <p>See Appendix 1</p> <p>3. Massing, Density & Context: The design of the apartment building matches the massing and character of the proposed houses. It comprises two storeys, a pitched roof, and includes no balconies. As a result, the proposed development aligns with the scale and form of the existing housing stock in the estate.</p> <p>According to the current LCCC Development Plan, the recommended residential density for this area is 35–100 units per hectare. The proposed development provides 31 units per hectare, which falls below the specified range. Therefore, the scheme does not constitute overdevelopment.</p> <p>4. Traffic Volume: Given the scale of the development 13 residential units will generate modest additional traffic. The</p>

development of 13 units generates limited additional traffic volume. The proposed access arrangement and junction with the existing Ros Mór Road are appropriate for the scale of development proposed.

5. Parking: Parking is provided in accordance with LCCC Development Plan 2022-2028 standards. Footpath obstruction by parked vehicles is a matter for estate management and enforcement. Street Lighting Upgrade: Existing street lighting will be assessed and upgraded as required to current standards (IS EN 13201) at Tender/Construction stage.

6. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried out in accordance with TII GE-STY-01024 (May 2025). The RSA identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection measures (road ramps/speed tables) have been incorporated into the design in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-de-sac. This recommendation is accepted. The parking arrangement has been revised to eliminate the need for vehicles to reverse onto the carriageway, in compliance with DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards.

See 2764-HLA-00ZZ-RP-A-9110-ENG REPORT

7. Amenities: It is not within the scope of the proposed development to provide on-site amenities or public services. However, it is noted that the site is well served by a range of existing services and facilities within the surrounding area. These include, but are not limited to, the following:

- A city bus stop located approximately 350 metres from the site, providing services at 30-minute intervals.
- A filling station and laundrette located approximately 450 metres from the site.

	<ul style="list-style-type: none"> • A Further Education and Training (FET) College, including associated playing fields, located approximately 1.2 km from the site. • Bawnmore Industrial Estate, located approximately 1.2 km from the site, which includes a gym, bakery, and car repair facilities.
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SUB (18) Chiranjeevi Basavaraj Totad

Received Date: 04/02/2026

From: Chiranjeevi Basavaraj Totad Ros Mor Crossagalla Kilmallock Road, Co. Limerick

<p>Submission:</p>	<p>Hey there, I'm writing to voice my strong disagreement with the development plans. Specifically, I'm talking about creating a new way to get between the Ros Mor and Derrynane estates and building new houses there. My main worry is how much more traffic this shared entrance will bring. RosMor is a peaceful place to live, and it wasn't built to be a shortcut for others. Having another entrance will mean a lot more cars and people walking around, causing traffic jams, making things less safe on the roads, and generally making more noise. The roads and traffic controls we have now just aren't enough to handle all that extra movement safely. Plus, there's really not enough other stuff to support more building here. We're already stretched thin with our sidewalks, parking, drainage, and local facilities. Nobody's shown how RosMor can handle more people without making life harder for those of us already here. I'm especially worried about how this shared entrance will mess with our privacy and safety in Ros Mor. More cars and people going right by our homes will make us feel less private and more at risk. People bought houses here thinking it was a private community, and this plan really changes that. On top of that, I'm really against putting the new social housing on one of the green spaces we have around here. These open areas are super important for everyone's well-being, especially for families with kids, and they're great spots for playing and enjoying nature. Losing these designated green spots would really bring down our quality of life and goes against the idea of building things in a way that's good for the long run and keeps things balanced.</p>
<p>Mayors Response:</p>	<p>1. PART V: A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the Planning and Development Act (as amended) to meet the Developer's Part V obligations under of the development relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.</p>

2. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.

See Appendix 1

3. Massing, Density & Context: The design of the apartment building matches the massing and character of the proposed houses. It comprises two storeys, a pitched roof, and includes no balconies. As a result, the proposed development aligns with the scale and form of the existing housing stock in the estate.

According to the current LCCC Development Plan, the recommended residential density for this area is 35–100 units per hectare. The proposed development provides 31 units per hectare, which falls below the specified range. Therefore, the scheme does not constitute overdevelopment.

4. Traffic Volume: Given the scale of the development 13 residential units will generate modest additional traffic. The development of 13 units generates limited additional traffic volume. The proposed access arrangement and junction with the existing Ros Mór Road are appropriate for the scale of development proposed.

5. Parking: Parking is provided in accordance with LCCC Development Plan 2022-2028 standards. Footpath obstruction by parked vehicles is a matter for estate management and enforcement. Street Lighting Upgrade: Existing street lighting will be assessed and upgraded as required to current standards (IS EN 13201) at Tender/Construction stage.

6. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried out in accordance with TII GE-STY-01024 (May 2025). The RSA identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection measures (road ramps/speed tables) have been incorporated

	<p>into the design in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-de-sac. This recommendation is accepted. The parking arrangement has been revised to eliminate the need for vehicles to reverse onto the carriageway, in compliance with DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards. See 2764-HLA-00ZZ-RP-A-9110-ENG REPORT</p>
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<p>SUB (19) Isabela Braga Received Date: 04/02/2026 From: Isabela Braga</p>	
<p>Submission:</p>	<p>I would like to express my objection to the proposal for the construction of additional houses in the Ros Mor area. My main concern is the lack of amenities to support further residential development. At present, our community does not have access to essential services—there are no shops, childcare facilities, or other basic amenities to meet the needs of current residents, let alone an increased population. There is also a significant lack of adequate road infrastructure to support the growing number of housing estates in this region. The existing roads are insufficient to manage current traffic levels, and adding more houses will only worsen congestion and accessibility issues. In addition, the safety of the Ros Mor community has been negatively impacted in recent months. We have experienced attempted car thefts, as well as stolen vehicles being abandoned in our area by individuals coming from other estates. Our residents have been working together through a community-led vigilance group to improve safety and maintain oversight of who is living in the estate. The construction of 13 new houses on a very small piece of land will make this more difficult and does not contribute to addressing the broader housing crisis in any meaningful way. Housing developments should be built in areas with better road networks, larger land capacity, and sufficient amenities to support residents. Unfortunately, none of these conditions exist in our locality. In fact, more than 30 houses are already being planned or built on small plots of land in this same region, further straining an area that lacks the necessary infrastructure. For these reasons, I strongly oppose the construction of additional houses in Ros Mor at this time.</p>
<p>Mayors Response:</p>	<p>1. Massing, Density & Context: The design of the apartment building matches the massing and character of the proposed houses. It comprises two storeys, a pitched roof, and includes</p>

no balconies. As a result, the proposed development aligns with the scale and form of the existing housing stock in the estate.

According to the current LCCC Development Plan, the recommended residential density for this area is 35–100 units per hectare. The proposed development provides 31 units per hectare, which falls below the specified range. Therefore, the scheme does not constitute overdevelopment.

2. Traffic Volume: Given the scale of the development 13 residential units will generate modest additional traffic. The development of 13 units generates limited additional traffic volume. The proposed access arrangement and junction with the existing Ros Mór Road are appropriate for the scale of development proposed.

3. Parking: Parking is provided in accordance with LCCC Development Plan 2022-2028 standards. Footpath obstruction by parked vehicles is a matter for estate management and enforcement. Street Lighting Upgrade: Existing street lighting will be assessed and upgraded as required to current standards (IS EN 13201) at Tender/Construction stage.

4. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried out in accordance with TII GE-STY-01024 (May 2025). The RSA identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection measures (road ramps/speed tables) have been incorporated into the design in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-de-sac. This recommendation is accepted. The parking arrangement has been revised to eliminate the need for vehicles to reverse onto the carriageway, in compliance with DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards.

See 2764-HLA-00ZZ-RP-A-9110-ENG REPORT

	<p>5. Amenities: It is not within the scope of the proposed development to provide on-site amenities or public services. However, it is noted that the site is well served by a range of existing services and facilities within the surrounding area. These include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • A city bus stop located approximately 350 metres from the site, providing services at 30-minute intervals. • A filling station and laundrette located approximately 450 metres from the site. • A Further Education and Training (FET) College, including associated playing fields, located approximately 1.2 km from the site. • Bawnmore Industrial Estate, located approximately 1.2 km from the site, which includes a gym, bakery, and car repair facilities.
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SUB (20) LINGAREDDY PASAM	
Received Date: 04/02/2026	
From: LINGAREDDY PASAM Ros Mor Crossagalla Kilmallock Road, Co. Limerick	
Item No.	
Submission:	No submission received only submission details
Mayors Response:	Not Applicable.

SUB (21) Patrick Moorehouse	
Received Date: 04/02/2026	
From: Patrick Moorehouse Ros Mor Crossagalla Kilmallock Road, Co. Limerick	
Submission:	<p>I'm strongly against the connection of derryane estate with rosmor via a walking path as proposed, or by any means. The area has serious problems with antisocial behaviour and criminal activity already. Connecting two unrelated estates would promote further such activity and make it easier for criminals to get away. I've had people enter my driveway 6 or 7 times looking to steal cars, and a neighbour has had their car actually broken into multiple times, and I live on a cul de sac on the opposite side of rosmor. The estate in general would suffer if opened up to another estate, but especially in the area near the connection. Also, we've had teenagers driving around on scramblers, linking estates would have them doing laps between the estates. Strongly, strongly against any connection or link between estates. I'm also against council apartments being put into an estate where everyone else had to buy their homes. People bought homes in a private estate, never expecting council apartments to be thrown in later. It was originally suggested they would be for elderly, but who knows who will end up in there now, causing problems in the</p>

	<p>neighbourhood and devaluing the homes that people had to fight with the banks to get mortgages for. It's a slap to everyone who bought houses in a private estate to now have council apartments put in. Never would have bought a house here if I'd known this would happen. But the path between estates is the most ridiculous aspect and should not be allowed.</p>
<p>Mayors Response:</p>	<p>1. Allocations: LCCC will investigate elderly and rightsizing options for the 1 and 2 bedroom homes as part of this scheme.</p> <p>2. PART V: A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the Planning and Development Act (as amended) to meet the Developer's Part V obligations under of the development relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.</p> <p>3. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.</p> <p>See Appendix 1</p>
<p>SUB (22) Ciaran Magnier Received Date: 04/02/2026 From: Ciaran Magnier Ros Mor Crossagalla Kilmallock Road, Co. Limerick</p>	
<p>Submission:</p>	<p>I wish to formally object to the proposed development of additional residential units within the Ros Mor area. The estate currently lacks the essential amenities required to support further housing, including local retail outlets, childcare services, and other basic community facilities. The needs of existing residents are already unmet, and further development would significantly intensify this shortfall. The local road network is also inadequate for the current level of residential density. Traffic volumes have increased substantially in recent years due to multiple housing estates in the surrounding area, and existing infrastructure is not capable of accommodating additional vehicles safely or efficiently. Community safety is another serious concern. In recent months, Ros Mor has experienced incidents involving attempted vehicle thefts and the abandonment of stolen cars by individuals travelling from neighbouring estates. Residents have responded by establishing a community vigilance group to help protect the area. Introducing a further 13 houses on a confined site would</p>

	<p>undermine these efforts and reduce the community’s ability to maintain a safe and cohesive environment. It is also important to note that this proposal forms part of a wider pattern of overdevelopment in the area, with more than 30 additional houses currently planned or under construction on similarly constrained sites nearby. This piecemeal approach places unreasonable pressure on an area that lacks suitable infrastructure, amenities, and capacity. In light of these issues, I believe the proposed development is inappropriate for this location and should not proceed</p>
<p>Mayors Response:</p>	<p>1. PART V: A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the Planning and Development Act (as amended) to meet the Developer’s Part V obligations under of the development relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.</p> <p>2. Massing, Density & Context: The design of the apartment building matches the massing and character of the proposed houses. It comprises two storeys, a pitched roof, and includes no balconies. As a result, the proposed development aligns with the scale and form of the existing housing stock in the estate.</p> <p>According to the current LCCC Development Plan, the recommended residential density for this area is 35–100 units per hectare. The proposed development provides 31 units per hectare, which falls below the specified range. Therefore, the scheme does not constitute overdevelopment.</p> <p>3. Traffic Volume: Given the scale of the development 13 residential units will generate modest additional traffic. The development of 13 units generates limited additional traffic volume. The proposed access arrangement and junction with the existing Ros Mór Road are appropriate for the scale of development proposed.</p> <p>4. Parking: Parking is provided in accordance with LCCC Development Plan 2022-2028 standards. Footpath obstruction by parked vehicles is a matter for estate management and enforcement. Street Lighting Upgrade: Existing street lighting will be assessed and upgraded as required to current standards (IS EN 13201) at Tender/Construction stage.</p> <p>5. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried out in accordance with TII GE-STY-01024 (May 2025). The</p>

	<p>RSA identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection measures (road ramps/speed tables) have been incorporated into the design in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-de-sac. This recommendation is accepted. The parking arrangement has been revised to eliminate the need for vehicles to reverse onto the carriageway, in compliance with DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards. See 2764-HLA-00ZZ-RP-A-9110-ENG REPORT</p> <p>6. Amenities: It is not within the scope of the proposed development to provide on-site amenities or public services. However, it is noted that the site is well served by a range of existing services and facilities within the surrounding area. These include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • A city bus stop located approximately 350 metres from the site, providing services at 30-minute intervals. • A filling station and laundrette located approximately 450 metres from the site. • A Further Education and Training (FET) College, including associated playing fields, located approximately 1.2 km from the site. • Bawnmore Industrial Estate, located approximately 1.2 km from the site, which includes a gym, bakery, and car repair facilities.
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<p>SUB (23) Cathal Irwin Received Date: 04/02/2026 From: Cathal Irwin Ros Mor Crossagalla Kilmallock Road, Co. Limerick</p>	
<p>Submission:</p>	<p>The access to the new development will increase vehicle traffic in Ros Mor and poses an increased risk to the children in the area. Joining of Ros Mor and Derryane will lead to increase in anti-social behaviour as there is multiple routes to leave the</p>

	<p>area without being detected. This will negatively affect living conditions in the area. Local primary schools and childcare provision are already at or near capacity. Additional family housing would place further strain on education and community infrastructure without clear mitigation. The estate has a high number of children who walk and cycle to school. Increased vehicle movements, parking pressure, and construction traffic would materially reduce pedestrian safety. The proposal represents overdevelopment of an estate that lacks the roads, parking, and community facilities to support further intensification.</p>
<p>Mayors Response:</p>	<p>1. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.</p> <p>See Appendix 1</p> <p>2. Massing, Density & Context: The design of the apartment building matches the massing and character of the proposed houses. It comprises two storeys, a pitched roof, and includes no balconies. As a result, the proposed development aligns with the scale and form of the existing housing stock in the estate.</p> <p>According to the current LCCC Development Plan, the recommended residential density for this area is 35–100 units per hectare. The proposed development provides 31 units per hectare, which falls below the specified range. Therefore, the scheme does not constitute overdevelopment.</p> <p>3. Traffic Volume: Given the scale of the development 13 residential units will generate modest additional traffic. The development of 13 units generates limited additional traffic volume. The proposed access arrangement and junction with the existing Ros Mór Road are appropriate for the scale of development proposed.</p> <p>4. Parking: Parking is provided in accordance with LCCC Development Plan 2022-2028 standards. Footpath obstruction by parked vehicles is a matter for estate management and enforcement. Street Lighting Upgrade: Existing street lighting will be assessed and upgraded as required to current standards (IS EN 13201) at Tender/Construction stage.</p>

	<p>5. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried out in accordance with TII GE-STY-01024 (May 2025). The RSA identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection measures (road ramps/speed tables) have been incorporated into the design in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-de-sac. This recommendation is accepted. The parking arrangement has been revised to eliminate the need for vehicles to reverse onto the carriageway, in compliance with DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards.</p> <p>See 2764-HLA-00ZZ-RP-A-9110-ENG REPORT</p>
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<p>SUB (24) Greg O'Shea Received Date: 04/02/2026 From: Greg O'Shea Ros Mor Crossagalla Kilmallock Road, Co. Limerick</p>	
<p>Submission:</p>	<p>Planning Objection to Proposed Apartment Development and Estate Connection 1. Unsustainable Overdevelopment The proposed apartment development represents an inappropriate intensification of residential use within an area that is already overcrowded. Existing infrastructure, including local roads, parking provision, drainage, and utility services, was designed for low-density housing and does not demonstrate sufficient spare capacity to accommodate high-density residential development without substantial upgrades. 2. Lack of Supporting Amenities The surrounding neighbourhood lacks essential amenities such as local retail, healthcare services, recreational facilities, and community infrastructure within reasonable walking distance. Introducing additional residential units without the provision of supporting amenities conflicts with established planning principles that require development to be supported by adequate social and physical infrastructure. This proposal would increase dependency on private vehicles and place additional pressure on services located outside the area,</p>

	<p>contrary to sustainable development objectives. 3. Poor Connectivity and Unsuitable Location for Apartments The site is not well integrated with the wider urban area in terms of public transport, pedestrian permeability, or cycling infrastructure. High-density residential development in an isolated location conflicts with planning policy objectives that promote compact, connected, and accessible communities. The location is therefore unsuitable for apartment development. 4. Incompatibility With Established Estate Character The existing estate is characterised by low-rise, lowdensity housing with consistent building heights, spacing, and architectural form. Apartment buildings would introduce excessive scale, mass, and intensity of use that would be materially inconsistent with the prevailing character of the area. This represents a failure to respect the established streetscape and urban form, which is a recognised ground for refusal. 5. Visual and Design Impact Apartment development would significantly alter the visual character of the area through increased building height, bulk, and overlooking. This would disrupt the coherence of the estate and negatively affect daylight, privacy, and residential amenity for existing dwellings. 6. Cumulative Impact of Further Development Given the existing level of overcrowding, the cumulative impact of additional residential density would result in increased traffic congestion, parking overspill, waste generation, and pressure on public services. These impacts, when assessed collectively, demonstrate that the site is already overdeveloped. 7. Objection to Connecting the Estates 7.1 Increased Traffic and Rat-Running The proposed connection between the estates would introduce through-traffic into roads designed solely for residential access. This would likely result in rat-running, increased traffic volumes, higher vehicle speeds, and reduced safety for pedestrians and cyclists. 7.2 Road Design and Capacity Constraints The internal road network was not designed to function as a connecting route between estates. Road widths, junction layouts, visibility, and footpath provision are unsuitable for additional traffic, and such a change would exceed the intended design capacity of the estate. 7.3 Impact on Residential Amenity Connecting the estates would materially change the function of the roads from residential streets to movement corridors, resulting in increased noise, emissions, and general disturbance. This would represent a clear erosion of residential amenity. 7.4 No Demonstrable Planning Need There is no demonstrated planning, transport, or safety requirement for connecting the estates. Emergency and service access is already adequate. The proposed connection would provide no clear public benefit and should therefore not be permitted. 8. Alternative Use: Community Centre 8.1 Identified Deficit in Community Infrastructure The area lacks accessible community facilities to support social, educational, recreational, and support services for existing residents. Planning policy</p>
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	<p>supports the provision of community infrastructure in established residential areas where amenities are limited. 8.2 Suitability of a Community Centre A community centre would:</p> <ul style="list-style-type: none"> • Address the existing lack of local amenities • Serve current residents without increasing residential density • Generate significantly lower traffic volumes than apartments • Support social cohesion and local service provision • Represent a more sustainable and appropriate use of the site <p>Planning Conclusion The proposed apartment development constitutes an unsustainable form of development due to infrastructure constraints, lack of amenities, poor connectivity, incompatibility with estate character, and cumulative overdevelopment.</p>
<p>Mayors Response:</p>	<p>1. PART V: A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the Planning and Development Act (as amended) to meet the Developer’s Part V obligations under of the development relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.</p> <p>2. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.</p> <p>See Appendix 1</p> <p>3. Massing, Density & Context: The design of the apartment building matches the massing and character of the proposed houses. It comprises two storeys, a pitched roof, and includes no balconies. As a result, the proposed development aligns with the scale and form of the existing housing stock in the estate.</p> <p>According to the current LCCC Development Plan, the recommended residential density for this area is 35–100 units per hectare. The proposed development provides 31 units per hectare, which falls below the specified range. Therefore, the scheme does not constitute overdevelopment.</p> <p>4. Light Access: The proposal is built to the north of all existing development; this means there is no impact to light access to all existing housing. See 240075-DR-VHA-AR-2006</p> <p>5. Overlooking: A series of mitigation measures have been incorporated to address the level changes across Ros Mor B.</p>

These include the provision of a single-storey bungalow rather than a two-storey dwelling, and a rear-to-rear separation distance of 25 metres—minimum standard of 16 metres—ensuring a blank gables orientated towards existing houses. In addition, a masonry boundary wall is proposed to further mitigate any perceived impacts.

See

240075-DR-VHA-AR-2002

240075-DR-VHA-AR-2005A-SOUTH-Site Section

240075-DR-VHA-AR-2009-SOUTH-Shadow Light & 3D Views

6. Traffic Volume: Given the scale of the development 13 residential units will generate modest additional traffic. The development of 13 units generates limited additional traffic volume. The proposed access arrangement and junction with the existing Ros Mór Road are appropriate for the scale of development proposed.

7. Parking: Parking is provided in accordance with LCCC Development Plan 2022-2028 standards. Footpath obstruction by parked vehicles is a matter for estate management and enforcement. Street Lighting Upgrade: Existing street lighting will be assessed and upgraded as required to current standards (IS EN 13201) at Tender/Construction stage.

8. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried out in accordance with TII GE-STY-01024 (May 2025). The RSA identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection measures (road ramps/speed tables) have been incorporated into the design in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-de-sac. This recommendation is accepted. The parking arrangement has been revised to eliminate the need for vehicles to reverse onto the carriageway, in compliance with DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards.

See 2764-HLA-00ZZ-RP-A-9110-ENG REPORT

	<p>9. Amenities: It is not within the scope of the proposed development to provide on-site amenities or public services. However, it is noted that the site is well served by a range of existing services and facilities within the surrounding area. These include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • A city bus stop located approximately 350 metres from the site, providing services at 30-minute intervals. • A filling station and laundrette located approximately 450 metres from the site. • A Further Education and Training (FET) College, including associated playing fields, located approximately 1.2 km from the site. • Bawnmore Industrial Estate, located approximately 1.2 km from the site, which includes a gym, bakery, and car repair facilities.
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<p>SUB (25) Himanshu Sharma Received Date: 04/02/2026 From: Himanshu Sharma Ros Mor Crossagalla Kilmallock Road, Co. Limerick</p>	
<p>Submission:</p>	<p>Dear Sir/Madam, I am writing to express my concerns regarding the proposed connection between two housing societies in the Limerick area and to outline the potential consequences this may have for existing residents. (Rosmor and Derrynane) As someone familiar with the area, I would like to point out that many well-established residential societies such as Dromroe, Drominbeg, Rhebogue Hill, Brook Road, Curragh Birin, Newton Avenue, Kylemore, and Knockhill (Ennis Road) do not have direct connectivity between each other. This separation has helped maintain privacy, safety, and a peaceful living environment for residents. Connecting two separate housing societies will inevitably increase traffic flow and general activity through the area. This would have a direct impact on residents' privacy and sense of safety, which are key aspects of community well-being. While I fully respect and support the Council's decision to develop new housing, I strongly believe this should not come at the cost of forcing connectivity between existing residential areas where such links are neither necessary nor beneficial. In particular, the inclusion of pathways connecting the two societies appears unnecessary and may lead to avoidable disturbances. Over the past six years, the only notable development in this area has been the addition of a bus stop. Beyond this, the area still remains significantly underdeveloped when compared to well-established locations such as Castletroy and Raheen. Residents here lack adequate nearby amenities and services, limiting daily convenience and overall quality of life. People should feel safe in their neighbourhoods and have access to sufficient facilities and options close to their homes.</p>

	<p>Unfortunately, this is currently not the case in our area. I believe the Council should focus not only on housing construction but also on balanced development, ensuring infrastructure, amenities, and community needs are addressed alongside new builds. I respectfully request that the Council reconsider the proposed connectivity between the two societies and instead prioritize thoughtful, resident-focused development that preserves privacy, safety, and community character. Thank you for your time and consideration. Himanshu Sharma</p>
<p>Mayors Response:</p>	<p>1. PART V: A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the Planning and Development Act (as amended) to meet the Developer’s Part V obligations under of the development relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.</p> <p>2. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.</p> <p>See Appendix 1</p> <p>3. Massing, Density & Context: The design of the apartment building matches the massing and character of the proposed houses. It comprises two storeys, a pitched roof, and includes no balconies. As a result, the proposed development aligns with the scale and form of the existing housing stock in the estate.</p> <p>According to the current LCCC Development Plan, the recommended residential density for this area is 35–100 units per hectare. The proposed development provides 31 units per hectare, which falls below the specified range. Therefore, the scheme does not constitute overdevelopment.</p> <p>4. Traffic Volume: Given the scale of the development 13 residential units will generate modest additional traffic. The development of 13 units generates limited additional traffic volume. The proposed access arrangement and junction with the existing Ros Mór Road are appropriate for the scale of development proposed.</p> <p>5. Parking: Parking is provided in accordance with LCCC Development Plan 2022-2028 standards. Footpath obstruction by parked vehicles is a matter for estate management and</p>

enforcement. Street Lighting Upgrade: Existing street lighting will be assessed and upgraded as required to current standards (IS EN 13201) at Tender/Construction stage.

6. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried out in accordance with TII GE-STY-01024 (May 2025). The RSA identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection measures (road ramps/speed tables) have been incorporated into the design in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-de-sac. This recommendation is accepted. The parking arrangement has been revised to eliminate the need for vehicles to reverse onto the carriageway, in compliance with DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards.
See 2764-HLA-00ZZ-RP-A-9110-ENG REPORT

7. Amenities: It is not within the scope of the proposed development to provide on-site amenities or public services. However, it is noted that the site is well served by a range of existing services and facilities within the surrounding area. These include, but are not limited to, the following:

- A city bus stop located approximately 350 metres from the site, providing services at 30-minute intervals.
- A filling station and laundrette located approximately 450 metres from the site.
- A Further Education and Training (FET) College, including associated playing fields, located approximately 1.2 km from the site.
- Bawnmore Industrial Estate, located approximately 1.2 km from the site, which includes a gym, bakery, and car repair facilities.

SUB (26) Marcin Kurowski

Received Date: 04/02/2026

From: Marcin Kurowski Ros Mor Crossagalla Kilmallock Road, Co. Limerick

Submission:

Objection to Proposed Residential Units and Inter-Estate Link To Whom it May Concern, I, Marcin Kurowski of 3 The Meadows, Ros Mor, wish to submit this formal observation regarding the proposed residential development at Ros Mor and the inclusion of a link (gate/access point) to the Derrynane estate. I strongly object to these proposals based on significant concerns regarding Public Safety, Residential Amenity, and Estate Management.

1. Escalation of Criminal Activity and Public Safety Risks: The "proper planning and sustainable development" of an area must ensure the safety of its residents. The Ros Mor estate is currently facing a severe escalation in criminal activity, specifically the recent arson attack and fire at the nearby petrol station and the frequent discovery of stolen cars parked within the estate.

2. Dangerous Use of Scramblers and Anti-Social Behaviour: In addition to vehicular theft, there is a constant and dangerous presence of scrambler bikes being driven recklessly through the estate. These bikes pose a direct threat to the safety of pedestrians, particularly children and the elderly. The noise pollution and intimidation caused by these bikes have severely degraded the residential amenity of Ros Mor, as protected under the Limerick Development Plan.

3. Increased Vulnerability via the Proposed Inter-Estate Link: The proposal to include a link/gate between Derrynane and Ros Mor will directly worsen these security issues. This link will provide high-speed "getaway routes" for scrambler bikes and individuals involved in car thefts, allowing them to move between estates and evade Gardaí. By increasing

"permeability," the Council is facilitating the movement of criminal actors. I request that this link be removed entirely from the plans to prevent the estate from becoming a thoroughfare for illegal activity. 4. Negative Impact on Commercial Viability: The current climate of crime has already stagnated the development of the estate's infrastructure. The commercial site for sale at the front of the estate has failed to attract investment due to its location and the high levels of criminal activity in the immediate area. Adding further residential units and opening new access points will further devalue this land, leaving the entrance to our estate as a focal point for anti-social behaviour rather than a community asset.

5. Failure of Estate Management.: The Council's Anti-Social Behaviour Strategy commits to safe environments. However, the reality of fire, stolen vehicles, and scrambler bike disruption proves that current management is overstretched. Adding density before these issues are resolved is contrary to proper planning.

	<p>Conclusion: I urge the Planning Authority to refuse permission for the additional units and the inter-estate link to protect the safety and future of the Ros Mor community. Yours faithfully Marcin Kurowski</p>
<p>Mayors Response:</p>	<p>1. PART V: A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the Planning and Development Act (as amended) to meet the Developer’s Part V obligations under of the development relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.</p> <p>2. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.</p> <p>See Appendix 1</p> <p>3. Massing, Density & Context: The design of the apartment building matches the massing and character of the proposed houses. It comprises two storeys, a pitched roof, and includes no balconies. As a result, the proposed development aligns with the scale and form of the existing housing stock in the estate.</p> <p>According to the current LCCC Development Plan, the recommended residential density for this area is 35–100 units per hectare. The proposed development provides 31 units per hectare, which falls below the specified range. Therefore, the scheme does not constitute overdevelopment.</p> <p>4. Traffic Volume: Given the scale of the development 13 residential units will generate modest additional traffic. The development of 13 units generates limited additional traffic volume. The proposed access arrangement and junction with the existing Ros Mór Road are appropriate for the scale of development proposed.</p> <p>5. Parking: Parking is provided in accordance with LCCC Development Plan 2022-2028 standards. Footpath obstruction by parked vehicles is a matter for estate management and enforcement. Street Lighting Upgrade: Existing street lighting will be assessed and upgraded as required to current standards (IS EN 13201) at Tender/Construction stage.</p>

	<p>6. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried out in accordance with TII GE-STY-01024 (May 2025). The RSA identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection measures (road ramps/speed tables) have been incorporated into the design in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-de-sac. This recommendation is accepted. The parking arrangement has been revised to eliminate the need for vehicles to reverse onto the carriageway, in compliance with DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards. See 2764-HLA-00ZZ-RP-A-9110-ENG REPORT</p>
<p>SUB (27) Nathan O'Sullivan Received Date: 04/02/2026 From: Nathan O'Sullivan Ros Mor Crossagalla Kilmallock Road, Co. Limerick</p>	
<p>Submission:</p>	<p>Hello I will like to object to the opening up of access to both Ros Mor and derrynane as per the new planning proposals. I feel these should be kept as 2 separate estates with the boundary walls not interfered with. The opening up of both estates could lead to antisocial behavior and an escape route for people on scramblers that have been up around the estates in recent weeks. The police have been notified of such incidents. The land to built on was a derelict site that had no access to derrynane so I see no reason for it to have one now. Already with the building going on at the front of ros mor there will be increased traffic in the estate so having more people having access to a 2nd building site after hours will only draw trouble and give the police more work to do.</p>
<p>Mayors Response:</p>	<p>1. PART V: A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the Planning and Development Act (as amended) to meet the</p>

	<p>Developer's Part V obligations under of the development relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.</p> <p>2. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.</p> <p>See Appendix 1</p>
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<p>SUB (28) Rajesh Reddy Maradhagatta Received Date: 04/02/2026 From: Rajesh Reddy Maradhagatta Ros Mor Crossagalla Kilmallock Road, Co. Limerick</p>	
<p>Submission:</p>	<p>Dear Sir/Madam, I am writing to formally object to the proposed creation of a new access or entrance connecting RosMor estate with the adjoining Derrynane estate. This separation has helped maintain privacy, safety, and a peaceful living environment for residents. Connecting two separate housing societies will inevitably increase traffic flow and general activity through the area. This would have a direct impact on residents' privacy and sense of safety, which are key aspects of community well-being. I fully respect and support the Council's decision to develop new housing; this area is currently underdeveloped and lacks the basic services required to support additional residents. The current road network serving this area is entirely unsuitable for an increase in residential traffic. Access is currently limited to minor roads that were not designed to handle high volumes of vehicles. Thank you, Rajesh Reddy</p>
<p>Mayors Response:</p>	<p>1. PART V: A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the Planning and Development Act (as amended) to meet the Developer's Part V obligations under of the development relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.</p> <p>2. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit</p>

the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.

See Appendix 1

3. Traffic Volume: Given the scale of the development 13 residential units will generate modest additional traffic. The development of 13 units generates limited additional traffic volume. The proposed access arrangement and junction with the existing Ros Mór Road are appropriate for the scale of development proposed.

4. Parking: Parking is provided in accordance with LCCC Development Plan 2022-2028 standards. Footpath obstruction by parked vehicles is a matter for estate management and enforcement. Street Lighting Upgrade: Existing street lighting will be assessed and upgraded as required to current standards (IS EN 13201) at Tender/Construction stage.

5. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried out in accordance with TII GE-STY-01024 (May 2025). The RSA identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection measures (road ramps/speed tables) have been incorporated into the design in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-de-sac. This recommendation is accepted. The parking arrangement has been revised to eliminate the need for vehicles to reverse onto the carriageway, in compliance with DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards.

See 2764-HLA-00ZZ-RP-A-9110-ENG REPORT

SUB (29) Saikumar Inguva
Received Date: 04/02/2026
From: Saikumar Inguva Ros Mor Crossagalla Kilmallock Road, Co. Limerick

Submission: I am writing to formally object to the proposed housing development within the Derrynane estate, including the proposed access point linking the RosMor and Derrynane estates. My reasons for objection(s) are following: (i) The development would create additional overlooking of existing properties. (ii) The proposed connection between the two estates could increase the risk of car theft for residents, by providing easier access for external individuals. This may, in turn, lead to a rise in vandalism and related anti-social incidents. RosMor estate has previously experienced similar incidents involving non-residents. (iii) Privacy levels for our estate and neighbouring residents would be significantly diminished. (iv) The proposal would lead to increased pedestrian activity in very close proximity to residential homes. (v) Residents' sense of safety and security within the estate would be adversely affected. (vi) The proposal would result in a significant increase in both vehicular movements and pedestrian activity. Given that many children currently use the estate's green spaces for play, this development would raise serious safety concerns for young residents. (vii) Added strain on the estate's already narrow road network. (viii) A heightened safety risk for children, pedestrians, and other vulnerable road users.

Mayors Response: **1. The proposed pedestrian access routes:** at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.

See Appendix 1

2. Overlooking: A series of mitigation measures have been incorporated to address the level changes across Ros Mor B. These include the provision of a single-storey bungalow rather than a two-storey dwelling, and a rear-to-rear separation distance of 25 metres—minimum standard of 16 metres—ensuring a blank gables orientated towards existing houses. In addition, a masonry boundary wall is proposed to further mitigate any perceived impacts.

See
240075-DR-VHA-AR-2002
240075-DR-VHA-AR-2005A-SOUTH-Site Section
240075-DR-VHA-AR-2009-SOUTH-Shadow Light & 3D Views

	<p>3. Traffic Volume: Given the scale of the development 13 residential units will generate modest additional traffic. The development of 13 units generates limited additional traffic volume. The proposed access arrangement and junction with the existing Ros Mór Road are appropriate for the scale of development proposed.</p> <p>4. Parking: Parking is provided in accordance with LCCC Development Plan 2022-2028 standards. Footpath obstruction by parked vehicles is a matter for estate management and enforcement. Street Lighting Upgrade: Existing street lighting will be assessed and upgraded as required to current standards (IS EN 13201) at Tender/Construction stage.</p> <p>5. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried out in accordance with TII GE-STY-01024 (May 2025). The RSA identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection measures (road ramps/speed tables) have been incorporated into the design in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-de-sac. This recommendation is accepted. The parking arrangement has been revised to eliminate the need for vehicles to reverse onto the carriageway, in compliance with DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards. See 2764-HLA-00ZZ-RP-A-9110-ENG REPORT</p>
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<p>SUB (30) Pawel Plachta Received Date: 04/02/2026 From: Pawel Plachta Ros Mor Crossagalla Kilmallock Road, Co. Limerick</p>	
<p>Submission:</p>	<p>To whom it may concern, I wish to formally object to the proposed residential development at Ros Mor, including the introduction of a new access link to the Derrynane estate. I believe these proposals raise serious concerns regarding public safety, residential amenity, and estate management. The area</p>

	<p>is already experiencing increasing levels of criminal and anti-social behaviour, including arson, stolen vehicles, and the dangerous use of scrambler bikes, which pose a direct risk to residents, particularly children and older people. The proposed inter-estate link would further worsen these issues by providing an easy route for offenders to move between estates and evade Gardaí. In addition, planning permission for my home included side-facing windows, which will be approximately 3 metres wide, and the proposed development would obstruct privacy. Ongoing crime has already discouraged investment in the area, and further development without addressing existing problems will only degrade the quality of life for current residents. For these reasons, I urge the Planning Authority to refuse permission for both the additional housing and the proposed access link. Kind Regards,</p>
<p>Mayors Response:</p>	<p>1. PART V: A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the Planning and Development Act (as amended) to meet the Developer’s Part V obligations under of the development relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.</p> <p>2. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.</p> <p>See Appendix 1</p> <p>4. Light Access: The proposal is built to the north of all existing development; this means there is no impact to light access to all existing housing. See 240075-DR-VHA-AR-2006</p> <p>5. Overlooking: A series of mitigation measures have been incorporated to address the level changes across Ros Mor B. These include the provision of a single-storey bungalow rather than a two-storey dwelling, and a rear-to-rear separation distance of 25 metres—minimum standard of 16 metres—ensuring a blank gables orientated towards existing houses. In addition, a masonry boundary wall is proposed to further mitigate any perceived impacts. See 240075-DR-VHA-AR-2002 240075-DR-VHA-AR-2005A-SOUTH-Site Section 240075-DR-VHA-AR-2009-SOUTH-Shadow Light & 3D Views</p>

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<p>SUB (31) Alok kumar Received Date: : 04/02/2026 From: Alok kumar Ros Mor Crossagalla Kilmallock Road, Co. Limerick</p>	
<p>Submission:</p>	<p>D. Linking Estates – Privacy & Security Road Safety Concerns The proposed development will lead to: • A substantial increase in vehicular and pedestrian traffic • Additional pressure on narrow estate roads • Increased risk to children, pedestrians, and vulnerable road users Ros Mór does not function as a distributor road and was explicitly designed as a quiet residential cul-de-sac style environment. The proposed access arrangements would effectively turn the estate into a through-route, which is wholly inappropriate and raises legitimate road safety concerns. No convincing traffic impact assessment has been presented to demonstrate that the existing road network can safely accommodate these changes.</p> <p>E. Failure to Consider Alternative, More Suitable Sites No adequate justification has been provided as to why this sensitive residential location has been selected, particularly when alternative sites with better access, stronger infrastructure, and fewer residential impacts may be available. Delivering housing supply should not come at the disproportionate expense of established communities.</p> <p>F. Legitimate Expectation & Original Estate Design When we purchased our property in Ros Mór in 2019, the estate was approved, designed, and marketed as a private, low-density residential estate. At no point was there any indication that further housing development, apartment blocks, or estate-to-estate linkages would be introduced within the estate boundary. The current proposal represents a fundamental change to the original planning permission and design intent of Ros Mór, materially altering the character and function of the estate to the detriment of existing residents who purchased their homes in good faith</p>
<p>Mayors Response:</p>	<p>1. PART V: A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the Planning and Development Act (as amended) to meet the Developer’s Part V obligations under of the development relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.</p> <p>2. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit</p>

the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.

See Appendix 1

3. Massing, Density & Context: The design of the apartment building matches the massing and character of the proposed houses. It comprises two storeys, a pitched roof, and includes no balconies. As a result, the proposed development aligns with the scale and form of the existing housing stock in the estate.

According to the current LCCC Development Plan, the recommended residential density for this area is 35–100 units per hectare. The proposed development provides 31 units per hectare, which falls below the specified range. Therefore, the scheme does not constitute overdevelopment.

6. Traffic Volume: Given the scale of the development 13 residential units will generate modest additional traffic. The development of 13 units generates limited additional traffic volume. The proposed access arrangement and junction with the existing Ros Mór Road are appropriate for the scale of development proposed.

7. Parking: Parking is provided in accordance with LCCC Development Plan 2022-2028 standards. Footpath obstruction by parked vehicles is a matter for estate management and enforcement. Street Lighting Upgrade: Existing street lighting will be assessed and upgraded as required to current standards (IS EN 13201) at Tender/Construction stage.

8. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried out in accordance with TII GE-STY-01024 (May 2025). The RSA identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection measures (road ramps/speed tables) have been incorporated into the design in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-

	<p>de-sac. This recommendation is accepted. The parking arrangement has been revised to eliminate the need for vehicles to reverse onto the carriageway, in compliance with DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards. See 2764-HLA-00ZZ-RP-A-9110-ENG REPORT</p>
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<p>SUB (32) Murali Kathiresan Received Date: 04/02/2026 From: Murali Kathiresan Ros Mor Crossagalla Kilmallock Road, Co. Limerick</p>	
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<p>Submission:</p>	<p>To Whom It May Concern, I am writing to formally object to the proposed development which includes the creation of a new access or entrance connecting the Ros Mor and Derrynane estates, as well as the proposed housing development within this area. My primary concern relates to the significant increase in traffic that would result from opening a shared access route between the two estates. Ros Mor is a quiet residential estate that was not designed to function as a through-route. Introducing an additional access point would significantly increase vehicle and pedestrian traffic, leading to congestion, road safety risks, and increased noise. The existing road layout and traffic management measures are inadequate to safely accommodate this additional traffic flow. There is also a lack of supporting infrastructure to justify further development in this location such as parking capacity, drainage, and local amenities. I am particularly concerned about the impact the proposed shared access would have on the privacy and security of residents within Ros Mor as we already see a moderate level of antisocial behaviour. I believe a shared access route between the two estates will only encourage such incidents. Myself and my husband purchased our property in Ros Mor with the understanding that it was a self-contained estate. This proposal fundamentally alters that character. In addition, I strongly object to the proposed social housing development being located on an existing green or open space within the area. These green spaces are vital for the wellbeing of residents, particularly families with young children, and serve as important recreational and environmental amenities. We have young children ourselves and we see the use the green area provides for social and recreational necessity. The loss of this space would reduce the quality of life for residents in an already underdeveloped social area. Once such spaces are lost to construction, they cannot be replaced. While I acknowledge the need for housing provision, any such development must be appropriately located and supported by adequate infrastructure and services. In summary, the proposed development would lead to increased traffic, strain on infrastructure, loss of privacy and security, and the removal of valuable green space. The proposal would negatively impact the amenity of existing residents through</p>
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	<p>increased noise, reduced privacy, overshadowing, and general disturbance during both construction and occupation phases. For these reasons, I respectfully request that the proposed access between RosMor and Derrynane estates and the associated development be refused or revised. Thank you. Yours faithfully, Ros Mor resident</p>
<p>Mayors Response:</p>	<p>1. Allocations: LCCC will investigate elderly and rightsizing options for the 1 and 2 bedroom homes as part of this scheme.</p> <p>2. PART V: A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the Planning and Development Act (as amended) to meet the Developer’s Part V obligations under of the development relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.</p> <p>3. Massing, Density & Context: The design of the apartment building matches the massing and character of the proposed houses. It comprises two storeys, a pitched roof, and includes no balconies. As a result, the proposed development aligns with the scale and form of the existing housing stock in the estate.</p> <p>According to the current LCCC Development Plan, the recommended residential density for this area is 35–100 units per hectare. The proposed development provides 31 units per hectare, which falls below the specified range. Therefore, the scheme does not constitute overdevelopment.</p> <p>4. Traffic Volume: Given the scale of the development 13 residential units will generate modest additional traffic. The development of 13 units generates limited additional traffic volume. The proposed access arrangement and junction with the existing Ros Mór Road are appropriate for the scale of development proposed.</p> <p>5. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried out in accordance with TII GE-STY-01024 (May 2025). The RSA identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and</p>

	<p>recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection measures (road ramps/speed tables) have been incorporated into the design in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-de-sac. This recommendation is accepted. The parking arrangement has been revised to eliminate the need for vehicles to reverse onto the carriageway, in compliance with DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards. See 2764-HLA-00ZZ-RP-A-9110-ENG REPORT</p> <p>6. Amenities: It is not within the scope of the proposed development to provide on-site amenities or public services. However, it is noted that the site is well served by a range of existing services and facilities within the surrounding area. These include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • A city bus stop located approximately 350 metres from the site, providing services at 30-minute intervals. • A filling station and laundrette located approximately 450 metres from the site. • A Further Education and Training (FET) College, including associated playing fields, located approximately 1.2 km from the site. • Bawnmore Industrial Estate, located approximately 1.2 km from the site, which includes a gym, bakery, and car repair facilities.
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<p>SUB (33) Kumar Divyesh Received Date: 04/02/2026 From: Kumar Divyesh Ros Mor Crossagalla Kilmallock Road, Co. Limerick</p>	
<p>Submission:</p>	<p>We are already struggling with amenities in this area and new developments will might increase more challenges Security issues, Green area is used</p>
<p>Mayors Response:</p>	<p>1. PART V: A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the Planning and Development Act (as amended) to meet the Developer’s Part V obligations under of the development relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.</p>

	<p>2. Amenities: It is not within the scope of the proposed development to provide on-site amenities or public services. However, it is noted that the site is well served by a range of existing services and facilities within the surrounding area. These include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • A city bus stop located approximately 350 metres from the site, providing services at 30-minute intervals. • A filling station and laundrette located approximately 450 metres from the site. • A Further Education and Training (FET) College, including associated playing fields, located approximately 1.2 km from the site. • Bawnmore Industrial Estate, located approximately 1.2 km from the site, which includes a gym, bakery, and car repair facilities.
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<p>SUB (34) Saira Khan Received Date: 04/02/2026 From: Saira Khan Ros Mor Crossagalla Kilmallock Road, Co. Limerick</p>	
<p>Submission:</p>	<p>I am writing to formally object to the proposed social housing development behind the Avenue–Derrynane area. Our estate is already overcrowded, and additional housing will place further strain on local infrastructure, including roads, parking, schools, healthcare services, and green spaces. Traffic congestion and safety concerns are already significant issues, and this development will only worsen the situation. Residents were not adequately consulted, and many of us feel that the scale of this development is not suitable for the area. We believe there should be a more balanced approach to housing that considers the existing community and infrastructure capacity. I kindly request that the council reconsider this proposal and explore alternative solutions that do not further overcrowd our estate. Thank you for considering this submission. Kind regards, Saira Khan</p>
<p>Mayors Response:</p>	<p>1. PART V: A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the Planning and Development Act (as amended) to meet the Developer’s Part V obligations under of the development relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.</p> <p>2. Massing, Density & Context: The design of the apartment building matches the massing and character of the proposed houses. It comprises two storeys, a pitched roof, and includes no balconies. As a result, the proposed development aligns</p>

with the scale and form of the existing housing stock in the estate.

According to the current LCCC Development Plan, the recommended residential density for this area is 35–100 units per hectare. The proposed development provides 31 units per hectare, which falls below the specified range. Therefore, the scheme does not constitute overdevelopment.

3. Traffic Volume: Given the scale of the development 13 residential units will generate modest additional traffic. The development of 13 units generates limited additional traffic volume. The proposed access arrangement and junction with the existing Ros Mór Road are appropriate for the scale of development proposed.

4. Parking: Parking is provided in accordance with LCCC Development Plan 2022-2028 standards. Footpath obstruction by parked vehicles is a matter for estate management and enforcement. Street Lighting Upgrade: Existing street lighting will be assessed and upgraded as required to current standards (IS EN 13201) at Tender/Construction stage.

5. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried out in accordance with TII GE-STY-01024 (May 2025). The RSA identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection measures (road ramps/speed tables) have been incorporated into the design in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-de-sac. This recommendation is accepted. The parking arrangement has been revised to eliminate the need for vehicles to reverse onto the carriageway, in compliance with DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards.

See 2764-HLA-00ZZ-RP-A-9110-ENG REPORT

SUB (35) Mohamed Bah

Received Date: 04/02/2026

From: Mohamed Bah Ros Mor Crossagalla Kilmallock Road, Co. Limerick

Submission:

I wish to object to the proposed construction of 13 houses in Ros Mor Crossagalla Limerick within a private estate and the proposal to use the area at the rear of the Meadows, originally left unfinished by the developer. This is a private residential estate that was not designed to accommodate additional housing or through access. The proposed development represents overdevelopment and is out of character with the existing layout, scale, and density of the estate. Using the unfinished area beside the houses in the meadows, as an entrance will significantly increase pedestrian and potential vehicular traffic through a quiet residential space. This will negatively impact residents' safety, privacy, and enjoyment of their homes, particularly for families with children. These houses, will be directly affected due to the proximity of the proposed development and access route, resulting in loss of privacy, increased noise, disruption, and a negative impact on residential amenity. The use of this space for the proposed development and potential future link to another estate was never part of the original estate design and unfairly alters the nature of the development after residents purchased their homes. For these reasons, I request that planning permission be refused.

Mayors
Response:

1. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.

See Appendix 1

2. Massing, Density & Context: The design of the apartment building matches the massing and character of the proposed houses. It comprises two storeys, a pitched roof, and includes no balconies. As a result, the proposed development aligns with the scale and form of the existing housing stock in the estate.

According to the current LCCC Development Plan, the recommended residential density for this area is 35–100 units per hectare. The proposed development provides 31 units per

hectare, which falls below the specified range. Therefore, the scheme does not constitute overdevelopment.

3. Traffic Volume: Given the scale of the development 13 residential units will generate modest additional traffic. The development of 13 units generates limited additional traffic volume. The proposed access arrangement and junction with the existing Ros Mór Road are appropriate for the scale of development proposed.

4. Parking: Parking is provided in accordance with LCCC Development Plan 2022-2028 standards. Footpath obstruction by parked vehicles is a matter for estate management and enforcement. Street Lighting Upgrade: Existing street lighting will be assessed and upgraded as required to current standards (IS EN 13201) at Tender/Construction stage.

5. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried out in accordance with TII GE-STY-01024 (May 2025). The RSA identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection measures (road ramps/speed tables) have been incorporated into the design in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-de-sac. This recommendation is accepted. The parking arrangement has been revised to eliminate the need for vehicles to reverse onto the carriageway, in compliance with DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards.

See 2764-HLA-00ZZ-RP-A-9110-ENG REPORT

From: Ayushi Srivastava Ros Mor Crossagalla Kilmallock Road, Co. Limerick

Submission:

To Whom It May Concern, I am writing to formally object to the proposed development of 13 New Residential units at Ros Mor, Crossgalla, Killmok on Road, Limerick. The objection mainly concerns: (1) The creation of a new access or entrance connecting the Ros Mor estate with the Derrynname estate by inappropriate removal of established boundary wall between Ros Mor and Derrynname. Ros Mor is a newer residential estate constructed as a self-contained and enclosed development. The proposal breaches the safety and is inappropriate and unacceptable. (2) The proposed development site is right behind our garden wall and the height of the current land site is already higher than us and if houses go in this would be heavily affecting our privacy with affecting other houses as well and this privacy breach is unacceptable and not being considered as the houses would be directly peeking into our houses. We do not see any appropriate measures for this breach of privacy as well there is no evidence provided on how this will be dealt with to prevent privacy breach and home safety. 3) with increased footfall and traffic there is higher expectation of antisocial behaviour which has already impacted us and appropriate measures has not been included in the development proposal. 4) this area needs amenities/facilities and not houses. Building houses on green areas and that too squashed between 2 estates - just doesn't makes sense. There is a better way to address housing crisis. No point doing it by putting existing houses & residents on compromise! I purchased my home in Ros Mór on the understanding that the estate was enclosed and not a through route. We bought a detached house open on 3 sides for privacy reasons. In summary, the proposed development would lead to high risk to privacy of adjacent homeowners, increased traffic, strain on infrastructure, loss of privacy and security, and the removal of valuable green space. For these reasons, I respectfully request that the proposed development be refused. Thank you for considering my submission. Yours faithfully, A concerned Resident of Ros Mor Estate

Mayors
Response:

1. PART V: A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the Planning and Development Act (as amended) to meet the Developer's Part V obligations under of the development relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.

1. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit

the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.

See Appendix 1

3. Massing, Density & Context: The design of the apartment building matches the massing and character of the proposed houses. It comprises two storeys, a pitched roof, and includes no balconies. As a result, the proposed development aligns with the scale and form of the existing housing stock in the estate.

According to the current LCCC Development Plan, the recommended residential density for this area is 35–100 units per hectare. The proposed development provides 31 units per hectare, which falls below the specified range. Therefore, the scheme does not constitute overdevelopment.

4. Light Access: The proposal is built to the north of all existing development; this means there is no impact to light access to all existing housing.

See 240075-DR-VHA-AR-2006

5. Overlooking: A series of mitigation measures have been incorporated to address the level changes across Ros Mor B. These include the provision of a single-storey bungalow rather than a two-storey dwelling, and a rear-to-rear separation distance of 25 metres—minimum standard of 16 metres—ensuring a blank gables orientated towards existing houses. In addition, a masonry boundary wall is proposed to further mitigate any perceived impacts.

See

240075-DR-VHA-AR-2002

240075-DR-VHA-AR-2005A-SOUTH-Site Section

240075-DR-VHA-AR-2009-SOUTH-Shadow Light & 3D Views

6. Traffic Volume: Given the scale of the development 13 residential units will generate modest additional traffic. The development of 13 units generates limited additional traffic volume. The proposed access arrangement and junction with the existing Ros Mór Road are appropriate for the scale of development proposed.

7. Parking: Parking is provided in accordance with LCCC Development Plan 2022-2028 standards. Footpath obstruction by parked vehicles is a matter for estate management and enforcement. Street Lighting Upgrade: Existing street lighting will be assessed and upgraded as required to current standards (IS EN 13201) at Tender/Construction stage.

8. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried out in accordance with TII GE-STY-01024 (May 2025). The RSA identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection measures (road ramps/speed tables) have been incorporated into the design in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-de-sac. This recommendation is accepted. The parking arrangement has been revised to eliminate the need for vehicles to reverse onto the carriageway, in compliance with DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards.
See 2764-HLA-00ZZ-RP-A-9110-ENG REPORT

9. Amenities: It is not within the scope of the proposed development to provide on-site amenities or public services. However, it is noted that the site is well served by a range of existing services and facilities within the surrounding area. These include, but are not limited to, the following:

- A city bus stop located approximately 350 metres from the site, providing services at 30-minute intervals.
- A filling station and laundrette located approximately 450 metres from the site.
- A Further Education and Training (FET) College, including associated playing fields, located approximately 1.2 km from the site.
- Bawnmore Industrial Estate, located approximately 1.2 km from the site, which includes a gym, bakery, and car repair facilities.

SUB (37) Melissa Hanrahan

Received Date: 15/12/2025

From: Melissa Hanrahan 16 island view terrace Kings island Limerick V94F43H

Submission:	The details of the following submission requests consideration for a two-bedroom dwelling in Ros Mor based on family support needs. The full contents of the submission were noted and acknowledged.
Mayors Response:	1. Allocations: LCCC will investigate elderly and rightsizing options for the 1 and 2 bedroom homes as part of this scheme.

SUB (38) Marcella O Donovan

Received Date: 30/01/2026

From: Marcella O Donovan Ros Mor Crossagalla Kilmallock Road, Co. Limerick

Submission:	<p>Marcella O Donovan & Michael Flynn, No. 15 The Avenue, Ros Mor, Crossagalla, Limerick. V940X37</p> <p>To whom it may concern, Planning Dept Limerick County Council: Please find attached my objection of the proposed development Ref No: 258324/ PT8LL324 Items to object include but not limited to:</p> <ul style="list-style-type: none">• Vehicular Access: The design adopted does not give confidence in the application development, the series of obstacles to enter the Northern aspect adjacent the Irish Rail route, is not considered an acceptable design. the proximity of the proposed road and absence of separation to adjacent dwelling (31 The Meadows). The footpath and the road have been made available for this development or a turning area, which is now being re-thrashed as an access route. While the speed limit is restricted with Ros Mor, we note no further calming measure to be introduced as part of the design other than those immediately local to both elements of the design. Reversing of resident's cars on the through route, cannot be accepted as acceptable, while this is within the development to date, it is restricted to Cul de sac scenario and not on through routes The impact of parking requirements within the proposal, does not cater for multi car occupancy in such type of development, in the absence of public transport within the development the reliance on minimal parking is considered flawed. this will add to the existing footpaths being obstructed by cars.• The design statement should clearly clarify the intended occupancy for each of the elements proposed, as residents have ongoing issues with anti-social behaviour to date. The link to the adjacent estate is not of any advantage other than ticking a box for connectivity when existing residents are averse to the link, on the grounds of antisocial behaviour. Garda Liaison to date has been ongoing – constant communication, 2 to 3 calls per week are being made with
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	<p>regard young youths trying car and house door handles to rob contents or vehicles themselves, at night. It has been an ongoing discussion within the housing estate group chat of residents requesting an electronic gate at the front to prevent people not from the housing estate from entering. This connection with another housing estate will only facilitate additional anti-social behaviour as there will now be through way in and out of the housing estate.</p> <p>Sincerely, Marcella O' Donovan & Michael Flynn</p>
<p>Mayors Response:</p>	<p>1. Allocations: LCCC will investigate elderly and rightsizing options for the 1 and 2 bedroom homes as part of this scheme.</p> <p>2. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.</p> <p>See Appendix 1</p> <p>3. Traffic Volume: Given the scale of the development 13 residential units will generate modest additional traffic. The development of 13 units generates limited additional traffic volume. The proposed access arrangement and junction with the existing Ros Mór Road are appropriate for the scale of development proposed.</p> <p>4. Parking: Parking is provided in accordance with LCCC Development Plan 2022-2028 standards. Footpath obstruction by parked vehicles is a matter for estate management and enforcement. Street Lighting Upgrade: Existing street lighting will be assessed and upgraded as required to current standards (IS EN 13201) at Tender/Construction stage.</p> <p>5. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried out in accordance with TII GE-STY-01024 (May 2025). The RSA identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection</p>

	<p>measures (road ramps/speed tables) have been incorporated into the design in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-de-sac. This recommendation is accepted. The parking arrangement has been revised to eliminate the need for vehicles to reverse onto the carriageway, in compliance with DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards. See 2764-HLA-00ZZ-RP-A-9110-ENG REPORT</p>
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<p>SUB (39) Pauline Obrien Received Date: 30/01/2026 From: Pauline Obrien Ros Mor Crossagalla Kilmallock Road, Co. Limerick</p>	
<p>Submission:</p>	<p>PT8LL324 To Whom It May Concern, I am writing to formally object to the proposed housing development within the Derrynane estate, as well as the proposed access point connecting both estates. My primary objection is based on infringement of privacy and overlooking along with the interference of right to light, and that it represents an inappropriate form of development on a designated green area, contrary to the Limerick City Development Plan and the principles of proper planning and sustainable development. The proposed elevation of the House Type A on the south site is located on ground that is significantly higher than my property. As a result, the rear ground-floor level of the proposed houses would be at the same height as the first-floor level of my dwelling. This abnormal relationship creates a severe overlooking situation whereby, Ground-floor rear windows and doors of the proposed houses would directly overlook my first-floor habitable rooms, and The private rear garden and internal living spaces of my property would be subject to continuous and intrusive overlooking. This level disparity effectively negates the usual privacy protection afforded by ground-floor design and represents an unacceptable departure from standard residential relationships. The Planning Authority and An Bord Pleanála have consistently held that direct overlooking of private open space and habitable rooms constitutes a material loss of amenity and is grounds for refusal. The proposal fails to comply with the relevant Development Plan standards relating to protection of residential amenity and safeguarding the privacy of existing dwellings. The proposal fails to safeguard the reasonable expectation of privacy enjoyed by existing residents. The Planning Authority and An Bord Pleanála have consistently found that developments which place new dwellings at an elevated level overlooking existing homes constitute a material</p>

injury to residential amenity, particularly where mitigation is not realistically achievable. Given the relative levels, standard boundary treatments, fencing, or landscaping would be wholly insufficient to prevent overlooking, especially during year-round occupation. Under Section 34(2)(a) of the Planning and Development Act 2000 (as amended), the Planning Authority must consider the impact of a development on the amenities of adjoining properties. The proposed development, as submitted, would materially injure the amenities of neighbouring dwellings through loss of privacy and overlooking and therefore does not constitute proper planning and sustainable development. Other concerns we have are that our boundary walls may not be structurally sound enough to deal with the impact the groundworks will take. There will be issues with Drainage also due to the slope of the site towards our property. The elevation of the property will also lead to issues with the blocking of daylight into our property. The proposed facades for the House type B which is accessible through Rosmor is not consistent with the existing houses in the area. This will have an Impact on Established Residential Character. I am also concerned about the impact the proposed shared access would have on the privacy and security of residents within RosMor. Increased through-traffic and pedestrian movement directly adjacent to homes would reduce privacy and increase security risks. Residents purchased homes in RosMor with the understanding that it was a self-contained estate, and this RECEIVED: 30/01/2026 proposal fundamentally alters that character. In addition, I strongly object to the proposed housing development being located on an existing green or open space within the area. These green spaces are vital for the wellbeing of residents, particularly families with young children, and serve as important recreational and environmental amenities. The loss of designated green space would significantly reduce the quality of life for residents and contradicts the principles of sustainable and balanced development. The surrounding area already suffers from a lack of adequate amenities to serve the existing residential population. These deficiencies include, but are not limited to: Insufficient public open space and recreational facilities, Limited local community facilities and services and loss of Designated Green Area as an Amenity The site in question is identified as a designated green area within the Limerick City Development Plan and currently functions as an important local amenity for nearby residents. Its development would result in the permanent loss of accessible open space, further exacerbating the shortage of amenities in the area. Rather than addressing an identified shortfall in open space provision, the proposal removes an existing amenity without adequate or equivalent replacement, contrary to Development Plan objectives. Proper planning requires that new development be supported by appropriate levels of social, recreational, and physical

	<p>infrastructure. The cumulative impact of adding further housing to an area already lacking in amenities would result in a deterioration of living conditions for existing and future residents. This is contrary to the objectives of the Limerick City Development Plan, which seeks to ensure that residential development is supported by adequate amenities and infrastructure and that existing communities are not adversely impacted. Granting permission for this development would set an undesirable precedent for the further erosion of green spaces and incremental intensification in an area that lacks the capacity to absorb additional development. The cumulative impact of such permissions would be contrary to the orderly and sustainable development of the area. The proposed development would result in a severe and permanent loss of privacy due to elevated ground levels and direct overlooking and would remove a designated green area that currently functions as a critical amenity buffer. For these reasons, I respectfully request that planning permission be refused.</p>
<p>Mayors Response:</p>	<p>1. Allocations: LCCC will investigate elderly and rightsizing options for the 1 and 2 bedroom homes as part of this scheme.</p> <p>2. PART V: A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the Planning and Development Act (as amended) to meet the Developer’s Part V obligations under of the development relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.</p> <p>3. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.</p> <p>See Appendix 1</p> <p>4. Massing, Density & Context: The design of the apartment building matches the massing and character of the proposed houses. It comprises two storeys, a pitched roof, and includes no balconies. As a result, the proposed development aligns with the scale and form of the existing housing stock in the estate.</p> <p>According to the current LCCC Development Plan, the recommended residential density for this area is 35–100 units</p>

per hectare. The proposed development provides 31 units per hectare, which falls below the specified range. Therefore, the scheme does not constitute overdevelopment.

5. Light Access: The proposal is built to the north of all existing development; this means there is no impact to light access to all existing housing. Shadow analysis attached.
See 240075-DR-VHA-AR-2009-SOUTH-Shadow Light & 3D Views

6. Traffic Volume: Given the scale of the development 13 residential units will generate modest additional traffic. The development of 13 units generates limited additional traffic volume. The proposed access arrangement and junction with the existing Ros Mór Road are appropriate for the scale of development proposed.

7. Parking: Parking is provided in accordance with LCCC Development Plan 2022-2028 standards. Footpath obstruction by parked vehicles is a matter for estate management and enforcement. Street Lighting Upgrade: Existing street lighting will be assessed and upgraded as required to current standards (IS EN 13201) at Tender/Construction stage.

8. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried out in accordance with TII GE-STY-01024 (May 2025). The RSA identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection measures (road ramps/speed tables) have been incorporated into the design in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-de-sac. This recommendation is accepted. The parking arrangement has been revised to eliminate the need for vehicles to reverse onto the carriageway, in compliance with DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards.

See 2764-HLA-00ZZ-RP-A-9110-ENG REPORT

	<p>9. Amenities: It is not within the scope of the proposed development to provide on-site amenities or public services. However, it is noted that the site is well served by a range of existing services and facilities within the surrounding area. These include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • A city bus stop located approximately 350 metres from the site, providing services at 30-minute intervals. • A filling station and laundrette located approximately 450 metres from the site. • A Further Education and Training (FET) College, including associated playing fields, located approximately 1.2 km from the site. • Bawnmore Industrial Estate, located approximately 1.2 km from the site, which includes a gym, bakery, and car repair facilities.
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<p>SUB (40) Mark Corbett Received Date: 30/01/2026 From: Mark Corbett Ros Mor Crossagalla Kilmallock Road, Co. Limerick</p>	
<p>Submission:</p>	<p>Mark & Magda Corbett No. 14 The Avenue Ros Mor Crossagalla Limerick To whom it may concern, Planning Department Limerick County Council We submit this letter as a strong and unambiguous objection to the proposed development referenced above (Ref No. 258324 / PT8LL324) and formally request that planning permission be refused. The proposal, as submitted, demonstrates a fundamental failure to comply with the principles of proper planning and sustainable development, places existing residents at increased and foreseeable risk, and represents an unacceptable degradation of residential amenity, safety, and security within Ros Mor.</p> <p>1. Fundamentally Unsafe and Poorly Considered Access Design The proposed vehicular access arrangement, particularly along the northern boundary adjacent to the Irish Rail corridor, is inherently unsafe, poorly resolved, and indicative of substandard design practice. The convoluted access route, restricted sightlines, and forced manoeuvres present clear and avoidable hazards for drivers, pedestrians, and residents alike. The proposal fails to adequately protect the amenity and safety of the adjacent dwelling at 31 The Meadows, with the road alignment placed in unacceptably close proximity and with no meaningful separation, buffering, or mitigation measures. This represents a disregard for basic residential planning standards. The re-designation of an existing footpath and turning area — originally provided for pedestrian safety and vehicle manoeuvrability — into an</p>

access route for a new development is particularly alarming. This retrofitted approach actively undermines pedestrian priority, conflicts with established urban design principles, and places convenience for the applicant above public safety.

2. Traffic Safety Failures and Absence of Effective Calming Measures

While Ros Mor is subject to a reduced speed limit, the application fails to provide any coherent, estate-wide traffic-calming strategy. Isolated, token measures are insufficient and do not address the cumulative impact of introducing a through-route where none previously existed. Of grave concern is the apparent requirement for vehicles to reverse onto a through road. This practice is unsafe, contrary to accepted residential road design standards, and wholly inappropriate outside of cul-de-sac environments. It introduces predictable conflict points between vehicles and pedestrians and should not be permitted under any reasonable interpretation of good planning practice.

3. Inadequate Parking Provision and Predictable Obstruction of Public Space

The parking provision proposed is manifestly deficient and fails to reflect actual car ownership patterns within similar developments. Multi-car households are commonplace, and the applicant's reliance on minimum standards — without adequate public transport alternatives — is unjustified. The inevitable and foreseeable outcome will be increased on-street and footpath parking, leading to obstruction of pedestrian routes, reduced visibility, and heightened risk to vulnerable road users, including children, elderly residents, and those with mobility impairments. This is not a speculative concern; it is an unavoidable consequence of the proposal as designed.

4. Failure to Address Known and Persistent Anti-Social Behaviour

The Design Statement fails to clearly define intended occupancy, management structures, or security measures, despite longstanding and well-documented issues of anti-social behaviour within Ros Mor. Residents have been in continuous liaison with An Garda Síochána, with two to three calls per week regularly made in response to incidents involving youths attempting to access vehicles and homes at night, including testing door handles with the clear intent of theft. These incidents are persistent, ongoing, and have significantly undermined residents' sense of safety. As a direct response to these issues, residents have repeatedly sought the installation of an electronic gate to prevent unauthorised access to the estate. The proposal to introduce a new pedestrian and vehicular link to an adjacent estate directly contradicts these efforts and will inevitably facilitate increased through-movement, additional access points, and escape routes for those engaging in anti-social behaviour. The assertion that this link provides "connectivity" is superficial and wholly detached

	<p>from the lived reality of existing residents. In practice, it represents a regression in estate security and an unjustifiable imposition on the established community.</p> <p>5. Conflict with Proper Planning and Sustainable Development Taken collectively, the proposal: Compromises pedestrian and vehicular safety Undermines residential amenity and privacy Exacerbates existing parking and traffic issues Ignores established and documented security concerns Prioritises theoretical planning concepts over real-world impacts Approval of this development in its current form would constitute a failure to uphold the principles of proper planning and sustainable development, and would place Limerick County Council in the position of knowingly approving a scheme with clear, foreseeable, and avoidable negative consequences.</p> <p>Conclusion and Request</p> <p>For the reasons outlined above, we formally request that planning permission be refused. At a minimum, the proposal requires a complete redesign addressing access, traffic safety, parking provision, estate security, and occupancy clarity before it could be considered acceptable. We trust that the Planning Authority will give these concerns the serious weight they warrant.</p> <p>Yours faithfully, Mark & Magda Corbett</p>
<p>Mayors Response:</p>	<p>1. Allocations: LCCC will investigate elderly and rightsizing options for the 1 and 2 bedroom homes as part of this scheme.</p> <p>2. PART V: A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the Planning and Development Act (as amended) to meet the Developer's Part V obligations under of the development relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.</p> <p>3. Traffic Volume: Given the scale of the development 13 residential units will generate modest additional traffic. The development of 13 units generates limited additional traffic volume. The proposed access arrangement and junction with the existing Ros Mór Road are appropriate for the scale of development proposed.</p> <p>4. Parking: Parking is provided in accordance with LCCC Development Plan 2022-2028 standards. Footpath obstruction by parked vehicles is a matter for estate management and enforcement. Street Lighting Upgrade: Existing street lighting will be assessed and upgraded as required to current standards (IS EN 13201) at Tender/Construction stage.</p>

	<p>5. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried out in accordance with TII GE-STY-01024 (May 2025). The RSA identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection measures (road ramps/speed tables) have been incorporated into the design in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-de-sac. This recommendation is accepted. The parking arrangement has been revised to eliminate the need for vehicles to reverse onto the carriageway, in compliance with DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards.</p> <p>See 2764-HLA-00ZZ-RP-A-9110-ENG REPORT</p>
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<p>SUB (41) Vinay Maasthi Received Date: 30/01/2026 From: Vinay Maasthi Ros Mor Crossagalla Kilmallock Road, Co. Limerick</p>	
<p>Submission:</p>	<p>To Whom It May Concern, I am writing to formally object to the proposed development which includes the creation of a new access or entrance connecting the Ros Mor estate with the Derrynane estate, as well as the proposed housing development within this area. My primary concern relates to the significant increase in traffic that would result from opening a shared access route between Ros Mor and Derrynane. Ros Mor is a quiet residential estate that was not designed to function as a through-route. Introducing an additional access point would significantly increase vehicle and pedestrian traffic, leading to congestion, road safety risks, and increased noise. The existing road layout and traffic management measures are inadequate to safely accommodate this additional traffic flow. There is also a clear lack of sufficient supporting infrastructure to justify further development in this location. Footpaths, parking capacity, drainage, and local amenities are already under pressure. No evidence has been provided to demonstrate that Ros Mor can support intensified usage</p>

	<p>without negatively impacting existing residents. I am particularly concerned about the impact the proposed shared access would have on the privacy and security of residents within Ros Mor. Increased through-traffic and pedestrian movement directly adjacent to homes would reduce privacy and increase security risks. Residents purchased homes in Ros Mor with the understanding that it was a self-contained estate, and this proposal fundamentally alters that character. In addition, I strongly object to the proposed social housing development being located on an existing green or open space within the area. These green spaces are vital for the wellbeing of residents, particularly families with young children, and serve as important recreational and environmental amenities. The loss of designated green space would significantly reduce the quality of life for residents and contradicts the principles of sustainable and balanced development. Once such spaces are lost to construction, they cannot be replaced. While I acknowledge the need for housing provision, any such development must be appropriately located and supported by adequate infrastructure and services. The proposed use of green space for housing, without clear justification or mitigation, represents overdevelopment and poor planning practice. In summary, the proposed development would lead to increased traffic, strain on infrastructure, loss of privacy and security, and the removal of valuable green space. For these reasons, I respectfully request that the proposed access between Ros Mor and Derrynane estates and the associated development be refused or substantially revised. Thank you for considering my submission. Yours faithfully, A Resident of Ros Mor Estate</p>
<p>Mayors Response:</p>	<p>1. Allocations: LCCC will investigate elderly and rightsizing options for the 1 and 2 bedroom homes as part of this scheme.</p> <p>2. PART V: A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the Planning and Development Act (as amended) to meet the Developer’s Part V obligations under of the development relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.</p> <p>3. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.</p>

See Appendix 1

4. Traffic Volume: Given the scale of the development 13 residential units will generate modest additional traffic. The development of 13 units generates limited additional traffic volume. The proposed access arrangement and junction with the existing Ros Mór Road are appropriate for the scale of development proposed.

5. Parking: Parking is provided in accordance with LCCC Development Plan 2022-2028 standards. Footpath obstruction by parked vehicles is a matter for estate management and enforcement. Street Lighting Upgrade: Existing street lighting will be assessed and upgraded as required to current standards (IS EN 13201) at Tender/Construction stage.

6. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried out in accordance with TII GE-STY-01024 (May 2025). The RSA identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection measures (road ramps/speed tables) have been incorporated into the design in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-de-sac. This recommendation is accepted. The parking arrangement has been revised to eliminate the need for vehicles to reverse onto the carriageway, in compliance with DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards.

See 2764-HLA-00ZZ-RP-A-9110-ENG REPORT

7. Amenities: It is not within the scope of the proposed development to provide on-site amenities or public services. However, it is noted that the site is well served by a range of existing services and facilities within the surrounding area. These include, but are not limited to, the following:

- A city bus stop located approximately 350 metres from the site, providing services at 30-minute intervals.

	<ul style="list-style-type: none"> • A filling station and laundrette located approximately 450 metres from the site. • A Further Education and Training (FET) College, including associated playing fields, located approximately 1.2 km from the site. • Bawnmore Industrial Estate, located approximately 1.2 km from the site, which includes a gym, bakery, and car repair facilities.
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SUB (42) Artur Oliveira
 Received Date: 30/01/2026
 From: Artur Oliveira Ros Mor Crossagalla Kilmallock Road, Co. Limerick

Submission:	<p>To Whom It May Concern, I wish to make a formal submission regarding the proposed Part 8 development at Ros Mór, Crossagalla, Kilmallock Road, Limerick (Ref: PT8LL324). While I acknowledge the general need for additional housing, I have significant concerns regarding the proposed layout, scale, and specific elements of the development.</p> <ol style="list-style-type: none"> 1. Traffic, Road Safety, and Estate Character The proposed new vehicular access linking Ros Mór to the Derrynane estate would fundamentally alter the estate's character. Ros Mór is a quiet, self-contained residential area not designed as a through-route. The introduction of this access, along with increased pedestrian movement, would result in higher traffic volumes, congestion, and increased road safety risks. Existing road layouts, traffic management measures, and junction geometry are insufficient to safely accommodate the anticipated additional use. 2. Residential Amenity, Privacy, and Security The proposed vehicular and pedestrian links, as well as the development itself, would significantly reduce privacy and the sense of security for existing residents. Increased footfall adjacent to homes may facilitate loitering or antisocial behaviour, particularly in the evenings, and would create safety concerns for children. The proposed development does not adequately mitigate these impacts. 3. Loss of Green/Open Space The development proposes the removal of existing green and open spaces, including areas currently used for recreation by children. These spaces are vital for residents' wellbeing and environmental quality. Their loss would be permanent and represents overdevelopment inconsistent with sustainable residential design principles. 4. Child Safety The proposed pedestrian link between estates would allow children to move unsupervised outside Ros Mór, reducing parental oversight and increasing safety concerns. The green spaces currently provide secure play areas within the estate. 5. Overdevelopment, Density, and Design The proposed housing, including apartments within a small green area, is inconsistent with the scale, density, and design of the existing estate. The development would result in a cramped form of housing, inconsistent with existing plot sizes and building lines, and would fail to integrate cohesively with the
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	<p>current estate layout. 6. Infrastructure Capacity Local infrastructure, including footpaths, parking, drainage, and other amenities, is already under pressure. No evidence has been provided to demonstrate that Ros Mór can accommodate intensified use without adverse effects on the quality of life for existing residents. 7. Housing Typology Given the estate's limited capacity for additional traffic and activity, consideration should be given to alternative housing types, such as age-friendly or over-55s accommodation, which would generate lower traffic volumes and better align with the estate's existing character. Conclusion and Requests For the reasons outlined above, I respectfully request that Limerick City and County Council reconsider the proposed development layout, specifically: Remove the proposed vehicular and pedestrian connections between Ros Mór and Derrynane estates; Retain existing green and open spaces; Ensure that any development is proportionate to the capacity of existing infrastructure and does not result in undue loss of residential amenity; Consider lower-impact housing typologies more suited to the estate's character and infrastructure capacity. Thank you for considering this submission.</p>
<p>Mayors Response:</p>	<p>1. PART V: A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the Planning and Development Act (as amended) to meet the Developer's Part V obligations under of the development relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.</p> <p>2. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.</p> <p>See Appendix 1</p> <p>3. Massing, Density & Context: The design of the apartment building matches the massing and character of the proposed houses. It comprises two storeys, a pitched roof, and includes no balconies. As a result, the proposed development aligns with the scale and form of the existing housing stock in the estate.</p> <p>According to the current LCCC Development Plan, the recommended residential density for this area is 35–100 units per hectare. The proposed development provides 31 units per</p>

hectare, which falls below the specified range. Therefore, the scheme does not constitute overdevelopment.

4. Traffic Volume: Given the scale of the development 13 residential units will generate modest additional traffic. The development of 13 units generates limited additional traffic volume. The proposed access arrangement and junction with the existing Ros Mór Road are appropriate for the scale of development proposed.

5. Parking: Parking is provided in accordance with LCCC Development Plan 2022-2028 standards. Footpath obstruction by parked vehicles is a matter for estate management and enforcement. Street Lighting Upgrade: Existing street lighting will be assessed and upgraded as required to current standards (IS EN 13201) at Tender/Construction stage.

6. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried out in accordance with TII GE-STY-01024 (May 2025). The RSA identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection measures (road ramps/speed tables) have been incorporated into the design in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-de-sac. This recommendation is accepted. The parking arrangement has been revised to eliminate the need for vehicles to reverse onto the carriageway, in compliance with DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards.

See 2764-HLA-00ZZ-RP-A-9110-ENG REPORT

9. Amenities: It is not within the scope of the proposed development to provide on-site amenities or public services. However, it is noted that the site is well served by a range of existing services and facilities within the surrounding area. These include, but are not limited to, the following:

	<ul style="list-style-type: none"> • A city bus stop located approximately 350 metres from the site, providing services at 30-minute intervals. • A filling station and laundrette located approximately 450 metres from the site. • A Further Education and Training (FET) College, including associated playing fields, located approximately 1.2 km from the site. • Bawnmore Industrial Estate, located approximately 1.2 km from the site, which includes a gym, bakery, and car repair facilities.
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SUB (43) Gillian McNamara Received Date: 30/01/2026 From: Gillian McNamara Ros Mor Crossagalla Kilmallock Road, Co. Limerick	
Submission:	I am not objecting to houses been built. But am objecting to any access foot paths from our RosMor estate connecting with other estate. As we already have a lot of anti social behaviour and scramble bikers coming in to our area. With access to foot paths between estate will caused more crime than what's going on already.
Mayors Response:	<p>1. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.</p> <p><i>See Appendix 1</i></p>

SUB (44) Yang Wu Received Date: 30/01/2026 From: Yang Wu Ros Mor Crossagalla Kilmallock Road, Co. Limerick	
Submission:	I wish to submit a formal objection to the proposed housing development in or adjacent to the estate in which I currently live. Traffic and Access The estate is already overcrowded and relies on a single entrance/exit, which regularly experiences congestion. Additional housing will significantly worsen traffic conditions, increase delays, and raise safety concerns for residents, pedestrians, and emergency services. The current road infrastructure is not adequate to support further residential development. Lack of Amenities There is a serious lack of local amenities within the estate and surrounding area. Increasing housing density without providing supporting infrastructure will negatively impact quality of life. This site would be better suited, in full or in part, to community-based facilities such as a

	<p>community centre, recreational space, or other shared amenities that would benefit existing and future residents. Antisocial Behaviour and Safety Concerns Antisocial behaviour is already an issue in the estate and nearby areas. The creation of an additional access route linking this estate to neighbouring estates would likely worsen these problems. Increased connectivity would make it easier for those engaging in antisocial behaviour to move between estates, evade Gardaí, and reduce overall community safety. Conclusion For the reasons outlined above—traffic congestion, lack of amenities, and public safety concerns—I believe the proposed development is unsuitable in its current form. I request that the planning authority refuse permission or require significant revisions that prioritise infrastructure, community facilities, and resident safety.</p>
<p>Mayors Response:</p>	<p>1. PART V: A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the Planning and Development Act (as amended) to meet the Developer’s Part V obligations under of the development relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.</p> <p>2. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.</p> <p>See Appendix 1</p> <p>3. Massing, Density & Context: The design of the apartment building matches the massing and character of the proposed houses. It comprises two storeys, a pitched roof, and includes no balconies. As a result, the proposed development aligns with the scale and form of the existing housing stock in the estate.</p> <p>According to the current LCCC Development Plan, the recommended residential density for this area is 35–100 units per hectare. The proposed development provides 31 units per hectare, which falls below the specified range. Therefore, the scheme does not constitute overdevelopment.</p> <p>4. Traffic Volume: Given the scale of the development 13 residential units will generate modest additional traffic. The</p>

development of 13 units generates limited additional traffic volume. The proposed access arrangement and junction with the existing Ros Mór Road are appropriate for the scale of development proposed.

5. Parking: Parking is provided in accordance with LCCC Development Plan 2022-2028 standards. Footpath obstruction by parked vehicles is a matter for estate management and enforcement. Street Lighting Upgrade: Existing street lighting will be assessed and upgraded as required to current standards (IS EN 13201) at Tender/Construction stage.

6. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried out in accordance with TII GE-STY-01024 (May 2025). The RSA identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection measures (road ramps/speed tables) have been incorporated into the design in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-de-sac. This recommendation is accepted. The parking arrangement has been revised to eliminate the need for vehicles to reverse onto the carriageway, in compliance with DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards.

See 2764-HLA-00ZZ-RP-A-9110-ENG REPORT

9. Amenities: It is not within the scope of the proposed development to provide on-site amenities or public services. However, it is noted that the site is well served by a range of existing services and facilities within the surrounding area. These include, but are not limited to, the following:

- A city bus stop located approximately 350 metres from the site, providing services at 30-minute intervals.
- A filling station and laundrette located approximately 450 metres from the site.

	<ul style="list-style-type: none"> • A Further Education and Training (FET) College, including associated playing fields, located approximately 1.2 km from the site. • Bawnmore Industrial Estate, located approximately 1.2 km from the site, which includes a gym, bakery, and car repair facilities.
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<p>SUB (45) Kaushik Mangroo Received Date: 01/02/2026 From: Kaushik Mangroo Ros Mor Crossagalla Kilmallock Road, Co. Limerick</p>	
<p>Submission:</p>	<p>To Limerick Council Local Government Ireland. 01/02/2026 Re: Development of 13 new residential units at Ros Mor, Crossagalla, Kilmallock Rd, Limerick, Ref :PT8LL324</p> <p>Dear officers, I am writing to formally object to the proposed housing development within the Derrynane estate, as well as the proposed access point connecting both estates. My primary objection is based on infringement of privacy and overlooking along with the interference of right to light, and that it represents an inappropriate form of development on a designated green area, contrary to the Limerick City Development Plan and the principles of proper planning and sustainable development. The proposed elevation of the House Type A on the south site is located on ground that is significantly higher than my property. As a result, the rear ground-floor level of the proposed houses would be at the same height as the first-floor level of my dwelling. This abnormal relationship creates a severe overlooking situation whereby, Ground-floor rear windows and doors of the proposed houses would directly overlook my first-floor habitable rooms, and The private rear garden and internal living spaces of my property would be subject to continuous and intrusive overlooking. This level disparity effectively negates the usual privacy protection afforded by ground-floor design and represents an unacceptable departure from standard residential relationships. The Planning Authority and An Bord Pleanála have consistently held that direct overlooking of private open space and habitable rooms constitutes a material loss of amenity and is grounds for refusal. The proposal fails to comply with the relevant Development Plan standards relating to protection of residential amenity and safeguarding the privacy of existing dwellings. The proposal fails to safeguard the reasonable expectation of privacy enjoyed by existing residents. The Planning Authority and An Bord Pleanála have consistently found that developments which place new dwellings at an elevated level overlooking existing homes constitute a material injury to residential amenity, particularly where mitigation is not realistically achievable. Given the relative levels, standard boundary treatments, fencing, or landscaping would be wholly insufficient to prevent overlooking, especially during year-round</p>

	<p>occupation. Under Section 34(2)(a) of the Planning and Development Act 2000 (as amended), the Planning Authority must consider the impact of a development on the amenities of adjoining properties. The proposed development, as submitted, would materially injure the amenities of neighbouring dwellings through loss of privacy and overlooking and therefore does not constitute proper planning and sustainable development. Other concerns we have are that our boundary walls may not be structurally sound enough to deal with the impact the groundworks will take. There will be issues with Drainage also due to the slope of the site towards our property. The elevation of the property will also lead to issues with the blocking of daylight into our property. The proposed facades for the House type B which is accessible through Ros Mor is not consistent with the existing houses in the area. This will have an Impact on Established Residential Character. I am also concerned about the impact the proposed shared access would have on the privacy and security of residents within Ros Mor. Increased through-traffic and pedestrian movement directly adjacent to homes would reduce privacy and increase security risks. Residents purchased homes in Ros Mor with the understanding that it was a self-contained estate, and this proposal fundamentally alters that character. In addition, I strongly object to the proposed housing development being located on an existing green or open space within the area. These green spaces are vital for the wellbeing of residents, particularly families with young children, and serve as important recreational and environmental amenities. The loss of designated green space would significantly reduce the quality of life for residents and contradicts the principles of sustainable and balanced development. The surrounding area already suffers from a lack of adequate amenities to serve the existing residential population. These deficiencies include, but are not limited to: Insufficient public open space and recreational facilities, Limited local community facilities and services and loss of Designated Green Area as an Amenity The site in question is identified as a designated green area within the Limerick City Development Plan and currently functions as an important local amenity for nearby residents. Its development would result in the permanent loss of accessible open space, further exacerbating the shortage of amenities in the area. Rather than addressing an identified shortfall in open space provision, the proposal removes an existing amenity without adequate or equivalent replacement, contrary to Development Plan objectives. Proper planning requires that new development be supported by appropriate levels of social, recreational, and physical infrastructure. The cumulative impact of adding further housing to an area already lacking in amenities would result in a deterioration of living conditions for existing and future residents. This is contrary to the objectives of the Limerick City Development Plan, which</p>
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	<p>seeks to ensure that residential development is supported by adequate amenities and infrastructure and that existing communities are not adversely impacted. Granting permission for this development would set an undesirable precedent for the further erosion of green spaces and incremental intensification in an area that lacks the capacity to absorb additional development. The cumulative impact of such permissions would be contrary to the orderly and sustainable development of the area. The proposed development would result in a severe and permanent loss of privacy due to elevated ground levels and direct overlooking and would remove a designated green area that currently functions as a critical amenity buffer. For these reasons, I respectfully request that planning permission be refused. Kind regards Kaushik Mangroo</p>
<p>Mayors Response:</p>	<p>1. PART V: A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the Planning and Development Act (as amended) to meet the Developer’s Part V obligations under of the development relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.</p> <p>1. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.</p> <p>See Appendix 1</p> <p>3. Massing, Density & Context: The design of the apartment building matches the massing and character of the proposed houses. It comprises two storeys, a pitched roof, and includes no balconies. As a result, the proposed development aligns with the scale and form of the existing housing stock in the estate.</p> <p>According to the current LCCC Development Plan, the recommended residential density for this area is 35–100 units per hectare. The proposed development provides 31 units per hectare, which falls below the specified range. Therefore, the scheme does not constitute overdevelopment.</p> <p>4. Light Access: The proposal is built to the north of all existing development; this means there is no impact to light access to all existing housing. Shadow analysis attached.</p>

See 240075-DR-VHA-AR-2009-SOUTH-Shadow Light & 3D Views

5. Overlooking: A series of mitigation measures have been incorporated to address the level changes across Ros Mor B. These include the provision of a single-storey bungalow rather than a two-storey dwelling, and a rear-to-rear separation distance of 25 metres—minimum standard of 16 metres—ensuring that existing houses will face a blank gable wall rather than any overlooking windows. In addition, a masonry boundary wall is proposed to further mitigate any perceived impacts.

See

240075-DR-VHA-AR-2002A-SOUTH-Site Plan

240075-DR-VHA-AR-2005A-SOUTH-Site Section

240075-DR-VHA-AR-2009-SOUTH-Shadow Light & 3D Views

6. Traffic Volume: Given the scale of the development 13 residential units will generate modest additional traffic. The development of 13 units generates limited additional traffic volume. The proposed access arrangement and junction with the existing Ros Mór Road are appropriate for the scale of development proposed.

7. Parking: Parking is provided in accordance with LCCC Development Plan 2022-2028 standards. Footpath obstruction by parked vehicles is a matter for estate management and enforcement. Street Lighting Upgrade: Existing street lighting will be assessed and upgraded as required to current standards (IS EN 13201) at Tender/Construction stage.

8. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried out in accordance with TII GE-STY-01024 (May 2025). The RSA identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection measures (road ramps/speed tables) have been incorporated into the design in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-

	<p>de-sac. This recommendation is accepted. The parking arrangement has been revised to eliminate the need for vehicles to reverse onto the carriageway, in compliance with DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards. See 2764-HLA-00ZZ-RP-A-9110-ENG REPORT</p> <p>9. Amenities: It is not within the scope of the proposed development to provide on-site amenities or public services. However, it is noted that the site is well served by a range of existing services and facilities within the surrounding area. These include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • A city bus stop located approximately 350 metres from the site, providing services at 30-minute intervals. • A filling station and laundrette located approximately 450 metres from the site. • A Further Education and Training (FET) College, including associated playing fields, located approximately 1.2 km from the site. • Bawnmore Industrial Estate, located approximately 1.2 km from the site, which includes a gym, bakery, and car repair facilities.
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<p>SUB (46) Naveen Goud Thalla Received Date: 02/02/2026 From: Naveen Goud Thalla Ros Mor Crossagalla Kilmallock Road, Co. Limerick</p>	
<p>Submission:</p>	<p>To Whom It May Concern, I wish to make a formal objection to the proposed development at Ros Mor, Crossagalla (Ref: PT8LL324), in particular the proposal to create a new access/connection between the Ros Mor and Derrynane estates. My main concern is that opening a shared access route would change Ros Mor from a quiet residential estate into a link route. The estate roads and layout were not designed for increased through-movement. This would likely lead to a noticeable rise in vehicle and pedestrian traffic, creating additional congestion, higher noise levels, and increased road-safety risks within an area where families and children regularly move around on foot. Based on the current layout, it is not clear that the existing traffic management, visibility, parking arrangements, and footpath provision are sufficient to safely handle this change. I am also concerned that the supporting infrastructure in and around the estate is already under strain. Parking capacity is limited, footpaths are not designed for extra footfall, and drainage and local services can be pressured even at current usage levels. I have not seen</p>

	<p>clear evidence provided with the proposal that these constraints have been fully addressed, or that the development can operate without creating negative impacts for existing residents. In addition, the proposed connection raises genuine residential amenity concerns. Increased movement close to homes can affect privacy and a sense of safety, particularly for properties located nearest to the proposed access. Residents bought homes in Ros Mor with the expectation that it would remain a self-contained estate; this proposal would significantly alter that character. Finally, I am concerned about the loss of existing green/open space for building. Even small areas of open space matter in established estates—they support everyday outdoor use, provide breathing space between homes, and contribute to a healthier living environment. Once built on, this type of amenity cannot realistically be replaced in a like-for-like way within the same area. For these reasons, I respectfully request that the proposed access/connection between Ros Mor and Derrynane, and the associated development layout, be refused or substantially revised to address traffic safety, infrastructure capacity, residential amenity, and the protection of existing open space. Thank you for considering my submission.</p>
<p>Mayors Response:</p>	<p>1. PART V: A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the Planning and Development Act (as amended) to meet the Developer’s Part V obligations under of the development relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.</p> <p>2. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.</p> <p>See Appendix 1</p> <p>3. Traffic Volume: Given the scale of the development 13 residential units will generate modest additional traffic. The development of 13 units generates limited additional traffic volume. The proposed access arrangement and junction with the existing Ros Mór Road are appropriate for the scale of development proposed.</p> <p>4. Parking: Parking is provided in accordance with LCCC Development Plan 2022-2028 standards. Footpath obstruction</p>

	<p>by parked vehicles is a matter for estate management and enforcement. Street Lighting Upgrade: Existing street lighting will be assessed and upgraded as required to current standards (IS EN 13201) at Tender/Construction stage.</p> <p>5. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried out in accordance with TII GE-STY-01024 (May 2025). The RSA identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection measures (road ramps/speed tables) have been incorporated into the design in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-de-sac. This recommendation is accepted. The parking arrangement has been revised to eliminate the need for vehicles to reverse onto the carriageway, in compliance with DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards. See 2764-HLA-00ZZ-RP-A-9110-ENG REPORT</p>
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<p>SUB (47) Nimmy Joy Received Date: 02/02/2026 From: Nimmy Joy Ros Mor Crossagalla Kilmallock Road, Co. Limerick</p>	
<p>Submission:</p>	<p>I wish to make a formal submission in relation to the proposed development adjacent to the Rosmor estate. I am a current resident of Rosmor and would like to outline my concerns regarding this planning application. 1. *Safety, Security, and Anti-Social Behaviour* The proposal to create a pedestrian footpath connecting Rosmor to the adjoining development raises serious safety concerns for existing residents. Rosmor has experienced repeated incidents of car break-ins, attempted thefts, and the dumping of stolen vehicles. These incidents have been reported to the local Garda station and, unfortunately, continue to occur. Introducing a direct pedestrian link between estates is likely to increase throughtraffic and reduce natural surveillance, thereby increasing the risk of</p>

	<p>further theft and anti-social behaviour. This would negatively impact the safety and sense of security of residents. 2. *Traffic Congestion and Road Safety* The Rosmor roundabout already experiences significant congestion during peak hours, making daily commuting difficult for residents. The proposed development, located directly in front of this roundabout, will add substantial traffic volume to an already overstretched road network. This raises concerns not only about delays but also about road safety for drivers, pedestrians, and cyclists. 3. *Lack of Promised Amenities and Loss of Green Space* When I purchased my property in 2020, the area in front of the estate was advertised as being zoned for a crèche and other local amenities. There was no indication at that time that social housing or additional residential units would be developed on this land. Currently, Rosmor residents have no basic amenities such as shops, a pharmacy, or a crèche within walking distance. The community is already under pressure due to this lack of infrastructure. Furthermore, the proposed development would significantly reduce existing green space, limiting safe outdoor areas for children to play and negatively impacting the overall wellbeing and character of the area. Conclusion For the reasons outlined above, I respectfully request that planning permission for this development be refused. Alternatively, I ask that the planning authority consider the original intention for the site, such asw the provision of a crèche and essential local amenities, while ensuring the protection of green space for community use. Thank you for considering this submission. Yours faithfully, Nimmy Joy Resident of Rosmor</p>
<p>Mayors Response:</p>	<p>1. PART V: A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the Planning and Development Act (as amended) to meet the Developer’s Part V obligations under of the development relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.</p> <p>2. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.</p> <p>See Appendix 1</p> <p>3. Traffic Volume: Given the scale of the development 13 residential units will generate modest additional traffic. The development of 13 units generates limited additional traffic</p>

volume. The proposed access arrangement and junction with the existing Ros Mór Road are appropriate for the scale of development proposed.

4. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried out in accordance with TII GE-STY-01024 (May 2025). The RSA identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection measures (road ramps/speed tables) have been incorporated into the design in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-de-sac. This recommendation is accepted. The parking arrangement has been revised to eliminate the need for vehicles to reverse onto the carriageway, in compliance with DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards.
See 2764-HLA-00ZZ-RP-A-9110-ENG REPORT

9. Amenities: It is not within the scope of the proposed development to provide on-site amenities or public services. However, it is noted that the site is well served by a range of existing services and facilities within the surrounding area. These include, but are not limited to, the following:

- A city bus stop located approximately 350 metres from the site, providing services at 30-minute intervals.
- A filling station and laundrette located approximately 450 metres from the site.
- A Further Education and Training (FET) College, including associated playing fields, located approximately 1.2 km from the site.
- Bawnmore Industrial Estate, located approximately 1.2 km from the site, which includes a gym, bakery, and car repair facilities.

Received Date: 02/02/2026

From: Tom Burke Ros Mor Crossagalla Kilmallock Road, Co. Limerick

Submission:

Dear Sir / Madam, I wish to formally object to the proposed planning application for additional housing within the Rosmor estate. My objection is based on the following material planning considerations: 1. Loss of Privacy and Overlooking the proposed development fails to adequately protect the privacy of existing residents. The positioning, scale, and proximity of the proposed housing would result in direct overlooking of existing homes and private garden spaces, significantly reducing residential amenity for current occupants. 2. Loss of Sunlight and Daylight The proposal does not sufficiently address the impact on sunlight and daylight to existing dwellings. The additional housing would result in overshadowing, leading to reduced natural light and a diminished quality of life for residents, contrary to proper planning and sustainable development principles. 3. Traffic Congestion and Lack of Parking Provision The estate already experiences parking pressure and traffic congestion. The proposed development does not provide adequate additional parking spaces to support the increased number of residents. This will inevitably lead to unsafe parking, restricted access for emergency vehicles, and increased traffic within an estate that was not designed to accommodate such density. I regularly witness people with prams and wheelchair users needing to leave foot path and go onto road to get around cars parked up on the foot paths. 4. Absence of Supporting Amenities and Infrastructure No additional amenities, green spaces, or community infrastructure are proposed to support the increased population. This places further strain on already limited local services and fails to meet the needs of both existing and future residents. 5. Risk of Anti-Social Behaviour Due to Proposed Access Route The proposed opening of the estate through to Derrynane raises serious safety and security concerns. This route is likely to become an informal track for scramblers, e-scooters, and other vehicles, increasing noise, danger, and the potential for anti-social behaviour. This would negatively impact the safety and wellbeing of residents, particularly children and older residents. In summary, the proposed development represents overdevelopment of the site, fails to adequately safeguard residential amenity, and does not align with the principles of good planning or sustainable community development. For the reasons outlined above, I respectfully request that planning permission be refused. Yours sincerely, Tom Burke 2 The Avenue Rosmor

Mayors
Response:

1. PART V: A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the

Planning and Development Act (as amended) to meet the Developer's Part V obligations under of the development relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.

2. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.

See Appendix 1

3. Massing, Density & Context: The design of the apartment building matches the massing and character of the proposed houses. It comprises two storeys, a pitched roof, and includes no balconies. As a result, the proposed development aligns with the scale and form of the existing housing stock in the estate.

According to the current LCCC Development Plan, the recommended residential density for this area is 35–100 units per hectare. The proposed development provides 31 units per hectare, which falls below the specified range. Therefore, the scheme does not constitute overdevelopment.

4. Light Access: The proposal is built to the north of all existing development; this means there is no impact to light access to all existing housing.

See 240075-DR-VHA-AR-2006

5. Overlooking: A series of mitigation measures have been incorporated to address the level changes across Ros Mor B. These include the provision of a single-storey bungalow rather than a two-storey dwelling, and a rear-to-rear separation distance of 25 metres—minimum standard of 16 metres—ensuring a blank gables orientated towards existing houses. In addition, a masonry boundary wall is proposed to further mitigate any perceived impacts.

See

240075-DR-VHA-AR-2002

240075-DR-VHA-AR-2005A-SOUTH-Site Section

240075-DR-VHA-AR-2009-SOUTH-Shadow Light & 3D Views

6. Traffic Volume: Given the scale of the development 13 residential units will generate modest additional traffic. The development of 13 units generates limited additional traffic volume. The proposed access arrangement and junction with

the existing Ros Mór Road are appropriate for the scale of development proposed.

7. Parking: Parking is provided in accordance with LCCC Development Plan 2022-2028 standards. Footpath obstruction by parked vehicles is a matter for estate management and enforcement. Street Lighting Upgrade: Existing street lighting will be assessed and upgraded as required to current standards (IS EN 13201) at Tender/Construction stage.

8. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried out in accordance with TII GE-STY-01024 (May 2025). The RSA identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection measures (road ramps/speed tables) have been incorporated into the design in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-de-sac. This recommendation is accepted. The parking arrangement has been revised to eliminate the need for vehicles to reverse onto the carriageway, in compliance with DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards.

See 2764-HLA-00ZZ-RP-A-9110-ENG REPORT

9. Amenities: It is not within the scope of the proposed development to provide on-site amenities or public services. However, it is noted that the site is well served by a range of existing services and facilities within the surrounding area. These include, but are not limited to, the following:

- A city bus stop located approximately 350 metres from the site, providing services at 30-minute intervals.
- A filling station and laundrette located approximately 450 metres from the site.
- A Further Education and Training (FET) College, including associated playing fields, located approximately 1.2 km from the site.

	<ul style="list-style-type: none"> • Bawnmore Industrial Estate, located approximately 1.2 km from the site, which includes a gym, bakery, and car repair facilities.
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<p>SUB (49) Hari Mohit Bahadur Received Date: 03/02/2026 From: Hari Mohit Bahadur Ros Mor Crossagalla Kilmallock Road, Co. Limerick</p>	
Submission:	<p>Submitter Details: • Name: Hari Mohit Bahadur • Address: 1, The Avenue, Ros Mor, Crossagalla, Limerick • Phone: 0863704180 • Email: harimohit@gmail.com</p> <p>To Whom It May Concern, I am writing to formally object to the proposed housing development within the Derrynane estate, as well as the proposed access point connecting both estates. My primary objection is based on infringement of privacy and overlooking along with the interference of right to light, and that it represents an inappropriate form of development on a designated green area, contrary to the Limerick City Development Plan and the principles of proper planning and sustainable development. The proposed elevation of the House Type A on the south site is located on ground that is significantly higher than my property. As a result, the rear ground-floor level of the proposed houses would be at the same height as the first-floor level of my dwelling. This abnormal relationship creates a severe overlooking situation whereby, Ground-floor rear windows and doors of the proposed houses would directly overlook my first-floor habitable rooms, and The private rear garden and internal living spaces of my property would be subject to continuous and intrusive overlooking. This level disparity effectively negates the usual privacy protection afforded by ground-floor design and represents an unacceptable departure from standard residential relationships. The Planning Authority and An Bord Pleanála have consistently held that direct overlooking of private open space and habitable rooms constitutes a material loss of amenity and is grounds for refusal. The proposal fails to comply with the relevant Development Plan standards relating to protection of residential amenity and safeguarding the privacy of existing dwellings. The proposal fails to safeguard the reasonable expectation of privacy enjoyed by existing residents. The Planning Authority and An Bord Pleanála have consistently found that developments which place new dwellings at an elevated level overlooking existing homes constitute a material injury to residential amenity, particularly where mitigation is not realistically achievable. Given the relative levels, standard boundary treatments, fencing, or landscaping would be wholly insufficient</p>

to prevent overlooking, especially during year-round occupation.

A. Impact on our Privacy, Sunlight and Security The proposal would result in: • Increased overlooking of existing homes straight into our bedrooms • Loss of privacy for other nearby residents too • Increased footfall immediately adjacent to dwellings • Reduced sense of security within the estate • Loss of daylight and sunlight as this construction will block sunlight coming into our rear side of the house We purchased and settled in Ros Mór with the reasonable expectation that it would remain a quiet, enclosed residential environment. This proposal materially alters that expectation without adequate mitigation.

B. Lack of Local Amenities There is absolutely no local amenities for the current residents let alone for more/future residents. Planning granted v/s actual developments are different. On top of that, the front portion of Ros Mór is proposed site for amenities is for sale. We have been here for 6 years & not a single improvement to this area apart from the bus service. We lost our shop too & so in effect it is negative improvement.

C. Loss of Green / Open Space I strongly object to the proposed use of existing green or open space for housing development. These green areas are: • Essential for residents' wellbeing • Actively used by children and families • Important for visual amenity, drainage, and biodiversity The permanent loss of this space represents a serious reduction in quality of life for existing residents. Once built upon, this amenity can never be restored. This directly contradicts the principles of proper planning and sustainable development, which emphasise the protection of community open spaces.

D. Linking Estates – Privacy & Security Road Safety Concerns The proposed development will lead to: • A substantial increase in vehicular and pedestrian traffic • Additional pressure on narrow estate roads • Increased risk to children, pedestrians, and vulnerable road users Ros Mór does not function as a distributor road and was explicitly designed as a quiet residential cul-de-sac style environment. The proposed access arrangements would effectively turn the estate into a through-route, which is wholly inappropriate and raises legitimate road safety concerns. No convincing traffic impact assessment has been presented to demonstrate that the existing road network can safely accommodate these changes.

E. Failure to Consider Alternative, More Suitable Sites No adequate justification has been provided as to why this sensitive residential location has been selected, particularly when alternative sites with better access, stronger infrastructure, and fewer residential impacts may be available. Delivering housing supply should not come at the disproportionate expense of established communities.

	<p>F. Legitimate Expectation & Original Estate Design When we purchased our property in Ros Mór in 2019, the estate was approved, designed, and marketed as a private, low-density residential estate. At no point was there any indication that further housing development, apartment blocks, or estate-to-estate linkages would be introduced within the estate boundary. The current proposal represents a fundamental change to the original planning permission and design intent of Ros Mór, materially altering the character and function of the estate to the detriment of existing residents who purchased their homes in good faith.</p> <p>G. Incompatibility with the Established Character of Ros Mór The proposed development is incompatible in scale, density, and form with the existing housing in Ros Mór. • The introduction of an apartment block within the centre of a small, established estate is wholly out of character • The surrounding development consists of low-rise, family housing with generous spacing • The elevation of the proposed houses won't be in line with the existing development of Ros Mor houses. This would materially alter the established character of Ros Mór and is contrary to the principles of proper planning and sustainable development. For these reasons, I respectfully request that the proposed development be refused. Thank you for considering my submission.</p> <p>Yours faithfully, A Resident of Ros Mor Estate</p>
<p>Mayors Response:</p>	<p>1. PART V: A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the Planning and Development Act (as amended) to meet the Developer's Part V obligations under of the development relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.</p> <p>2. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.</p> <p>See Appendix 1</p> <p>3. Massing, Density & Context: The design of the apartment building matches the massing and character of the proposed houses. It comprises two storeys, a pitched roof, and includes no balconies. As a result, the proposed development aligns</p>

with the scale and form of the existing housing stock in the estate.

According to the current LCCC Development Plan, the recommended residential density for this area is 35–100 units per hectare. The proposed development provides 31 units per hectare, which falls below the specified range. Therefore, the scheme does not constitute overdevelopment.

4. Light Access: The proposal is built to the north of all existing development; this means there is no impact to light access to all existing housing.

See 240075-DR-VHA-AR-2006

5. Overlooking: A series of mitigation measures have been incorporated to address the level changes across Ros Mor B. These include the provision of a single-storey bungalow rather than a two-storey dwelling, and a rear-to-rear separation distance of 25 metres—minimum standard of 16 metres—ensuring a blank gables orientated towards existing houses. In addition, a masonry boundary wall is proposed to further mitigate any perceived impacts.

See

240075-DR-VHA-AR-2002

240075-DR-VHA-AR-2005A-SOUTH-Site Section

240075-DR-VHA-AR-2009-SOUTH-Shadow Light & 3D Views

6. Traffic Volume: Given the scale of the development 13 residential units will generate modest additional traffic. The development of 13 units generates limited additional traffic volume. The proposed access arrangement and junction with the existing Ros Mór Road are appropriate for the scale of development proposed.

7. Parking: Parking is provided in accordance with LCCC Development Plan 2022-2028 standards. Footpath obstruction by parked vehicles is a matter for estate management and enforcement. Street Lighting Upgrade: Existing street lighting will be assessed and upgraded as required to current standards (IS EN 13201) at Tender/Construction stage.

8. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried out in accordance with TII GE-STY-01024 (May 2025). The RSA identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower

	<p>speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection measures (road ramps/speed tables) have been incorporated into the design in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-de-sac. This recommendation is accepted. The parking arrangement has been revised to eliminate the need for vehicles to reverse onto the carriageway, in compliance with DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards. See 2764-HLA-00ZZ-RP-A-9110-ENG REPORT</p> <p>9. Amenities: It is not within the scope of the proposed development to provide on-site amenities or public services. However, it is noted that the site is well served by a range of existing services and facilities within the surrounding area. These include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • A city bus stop located approximately 350 metres from the site, providing services at 30-minute intervals. • A filling station and laundrette located approximately 450 metres from the site. • A Further Education and Training (FET) College, including associated playing fields, located approximately 1.2 km from the site. • Bawnmore Industrial Estate, located approximately 1.2 km from the site, which includes a gym, bakery, and car repair facilities.
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<p>SUB (50) Frank Hoare Received Date: 03/02/2026 From: Frank Hoare Ros Mor Crossagalla Kilmallock Road, Co. Limerick</p>	
<p>Submission:</p>	<p>PT8LL324 To Whom It May Concern, I am writing to formally object to the proposed housing development within the Derrynane estate, as well as the proposed access point connecting both estates. My primary objection is based on infringement of privacy and overlooking along with the interference of right to light, and that it represents an inappropriate form of development on a designated green area, contrary to the Limerick City Development Plan and the principles of proper planning and sustainable development. The proposed elevation of the House Type A on the south site is located on ground that is significantly higher than my property. As a result, the rear ground-floor level of the</p>

	<p>proposed houses would be at the same height as the first-floor level of my dwelling. This abnormal relationship creates a severe overlooking situation whereby, Ground-floor rear windows and doors of the proposed houses would directly overlook my first-floor habitable rooms, and the private rear garden and internal living spaces of my property would be subject to continuous and intrusive overlooking. This level disparity effectively negates the usual privacy protection afforded by ground-floor design and represents an unacceptable departure from standard residential relationships. The Planning Authority and An Bord Pleanála have consistently held that direct overlooking of private open space and habitable rooms constitutes a material loss of amenity and is grounds for refusal. The proposal fails to comply with the relevant Development Plan standards relating to protection of residential amenity and safeguarding the privacy of existing dwellings. The proposal fails to safeguard the reasonable expectation of privacy enjoyed by existing residents. The Planning Authority and An Bord Pleanála have consistently found that developments which place new dwellings at an elevated level overlooking existing homes constitute a material injury to residential amenity, particularly where mitigation is not realistically achievable. Given the relative levels, standard boundary treatments, fencing, or landscaping would be wholly insufficient to prevent overlooking, especially during year-round occupation. Under Section 34(2)(a) of the Planning and Development Act 2000 (as amended), the Planning Authority must consider the impact of a development on the amenities of adjoining properties. The proposed development, as submitted, would materially injure the amenities of neighbouring dwellings through loss of privacy and overlooking and therefore does not constitute proper planning and sustainable development. Other concerns we have are that our boundary walls may not be structurally sound enough to deal with the impact the groundworks will take. There will be issues with Drainage also due to the slope of the site towards our property. The elevation of the property will also lead to issues with the blocking of daylight into our property. The proposed facades for the House type B which is accessible through Rosmor is not consistent with the existing houses in the area. This will have an Impact on Established Residential Character. I am also concerned about the impact the proposed shared access would have on the privacy and security of residents within RosMor. Increased through-traffic and pedestrian movement directly adjacent to homes would reduce privacy and increase security risks. Residents purchased homes in RosMor with the understanding that it was a self-contained estate, and this proposal fundamentally alters that character. In addition, I strongly object to the proposed housing development being located on an existing green or open space within the area. These green</p>
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	<p>spaces are vital for the wellbeing of residents, particularly families with young children, and serve as important recreational and environmental amenities. The loss of designated green space would significantly reduce the quality of life for residents and contradicts the principles of sustainable and balanced development. The surrounding area already suffers from a lack of adequate amenities to serve the existing residential population. These deficiencies include but are not limited to: Insufficient public open space and recreational facilities, Limited local community facilities and services and loss of Designated Green Area as an Amenity The site in question is identified as a designated green area within the Limerick City Development Plan and currently functions as an important local amenity for nearby residents. Its development would result in the permanent loss of accessible open space, further exacerbating the shortage of amenities in the area. Rather than addressing an identified shortfall in open space provision, the proposal removes an existing amenity without adequate or equivalent replacement, contrary to Development Plan objectives. Proper planning requires that new development be supported by appropriate levels of social, recreational, and physical infrastructure. The cumulative impact of adding further housing to an area already lacking in amenities would result in a deterioration of living conditions for existing and future residents. This is contrary to the objectives of the Limerick City Development Plan, which seeks to ensure that residential development is supported by adequate amenities and infrastructure and that existing communities are not adversely impacted. Granting permission for this development would set an undesirable precedent for the further erosion of green spaces and incremental intensification in an area that lacks the capacity to absorb additional development. The cumulative impact of such permissions would be contrary to the orderly and sustainable development of the area. The proposed development would result in a severe and permanent loss of privacy due to elevated ground levels and direct overlooking and would remove a designated green area that currently functions as a critical amenity buffer. For these reasons, I respectfully request that planning permission be refused.</p> <p>Yours faithfully, FRANK HOARE 4 The Avenue, Ros Mor, Crossagalla, Limerick V94 528A</p>
<p>Mayors Response:</p>	<p>1. PART V: A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the Planning and Development Act (as amended) to meet the Developer's Part V obligations under of the development</p>

relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.

2. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.

See Appendix 1

3. Massing, Density & Context: The design of the apartment building matches the massing and character of the proposed houses. It comprises two storeys, a pitched roof, and includes no balconies. As a result, the proposed development aligns with the scale and form of the existing housing stock in the estate.

According to the current LCCC Development Plan, the recommended residential density for this area is 35–100 units per hectare. The proposed development provides 31 units per hectare, which falls below the specified range. Therefore, the scheme does not constitute overdevelopment.

4. Light Access: The proposal is built to the north of all existing development; this means there is no impact to light access to all existing housing.

See 240075-DR-VHA-AR-2006

5. Overlooking: A series of mitigation measures have been incorporated to address the level changes across Ros Mor B. These include the provision of a single-storey bungalow rather than a two-storey dwelling, and a rear-to-rear separation distance of 25 metres—minimum standard of 16 metres—ensuring a blank gables orientated towards existing houses. In addition, a masonry boundary wall is proposed to further mitigate any perceived impacts.

See

240075-DR-VHA-AR-2002

240075-DR-VHA-AR-2005A-SOUTH-Site Section

240075-DR-VHA-AR-2009-SOUTH-Shadow Light & 3D Views

6. Traffic Volume: Given the scale of the development 13 residential units will generate modest additional traffic. The development of 13 units generates limited additional traffic volume. The proposed access arrangement and junction with the existing Ros Mór Road are appropriate for the scale of development proposed.

7. Parking: Parking is provided in accordance with LCCC Development Plan 2022-2028 standards. Footpath obstruction by parked vehicles is a matter for estate management and enforcement. Street Lighting Upgrade: Existing street lighting will be assessed and upgraded as required to current standards (IS EN 13201) at Tender/Construction stage.

8. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried out in accordance with TII GE-STY-01024 (May 2025). The RSA identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection measures (road ramps/speed tables) have been incorporated into the design in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-de-sac. This recommendation is accepted. The parking arrangement has been revised to eliminate the need for vehicles to reverse onto the carriageway, in compliance with DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards.
See 2764-HLA-00ZZ-RP-A-9110-ENG REPORT

9. Amenities: It is not within the scope of the proposed development to provide on-site amenities or public services. However, it is noted that the site is well served by a range of existing services and facilities within the surrounding area. These include, but are not limited to, the following:

- A city bus stop located approximately 350 metres from the site, providing services at 30-minute intervals.
- A filling station and laundrette located approximately 450 metres from the site.
- A Further Education and Training (FET) College, including associated playing fields, located approximately 1.2 km from the site.
- Bawnmore Industrial Estate, located approximately 1.2 km from the site, which includes a gym, bakery, and car repair facilities.

SUB (51) Lukasz Cegielski Received Date: 03/02/2026 From: Lukasz Cegielski Ros Mor Crossagalla Kilmallock Road, Co. Limerick	
Submission:	While the housing part of development is understandable and needed, I would like to oppose to the idea of creating a footpath, or any other form of link between Rosmor and Derrynane housing estates. I know this will bring a lot of disturbance and unsocial behaviour to Rosmor, as we are dealing with this on a regular basis as is. Opening additional connection will bring even more trouble. Also, I would like to oppose to an idea of creating additional playgrounds in Rosmor. Current amount of motor traffic is already dangerous and having additional playgrounds would attract even more traffic. Not to mention that it would also, most likely, bring more youth and unsocial behaviour into otherwise quiet estate.
Mayors Response:	<p>1. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.</p> <p><i>See Appendix 1</i></p>

SUB (52) Laura Costelloe Received Date: 03/02/2026 From: Laura Costelloe Ros Mor Crossagalla Kilmallock Road, Co. Limerick	
Submission:	22 The Meadows Ros Mór Old Cork Road Limerick V94378N To whom it may concern: We wish to make a submission in relation to this proposed development – and particularly the proposed connecting pathway – due to some concerns about how this development could affect our cul-de-sac and the wider area. We are residents of the cul-de-sac directly adjacent to the area which is to be developed. Our cul-de-sac is currently a very calm and private spot with little or no through-movement, and as a result is used daily by young children for play (scooting, bicycles etc.). Only residents tend to drive down this cul-de-sac, and therefore we currently have no issues with speeding or dangerous driving which would put children at risk. Creating a direct link between the two estates would change this overnight, bringing a steady flow of pedestrians and cyclists through an area that was never designed to act as a shortcut. This increase in footfall would affect the privacy and quiet character of the street, and the application doesn't explain how these changes will be managed or how existing

	<p>residential amenity will be protected. Even though the proposal describes a pedestrian link, it is not unreasonable to assume that this link could bring more cars into our area. Drivers may choose to use our cul-de-sac for turning, dropping off or picking up passengers, parking beside the pathway entrance, or accessing what they might see as a convenient route. Our cul-de-sac wasn't designed for this kind of activity, and we are concerned that this decision might result in traffic congestion, unsafe turning and increased noise. As previously mentioned, many children play safely in this cul-de-sac because it is normally so quiet. If the pathway increases both footfall and car movements, we are concerned about the resulting safety risks and do not see how these potential risks have been addressed in the proposed application. Opening access between two estates that have been previously unconnected will likely lead to increased footfall (with the pathway being used as a convenience shortcut) as well as a reduced sense of privacy for us and neighbours. We are also concerned of potential safety risks if such a pathway is not sufficiently lit, and the potential for groups to gather or linger near the entrance – which is proposed to be within direct sight of our home. While we welcome the building of additional homes in the context of a national housing crisis, we feel that it is essential that any proposed development takes cognisance of the current quiet, residential and playful nature of the existing cul-de-sac, and consequently ensures that any planning granted considers road safety and the risks posed by additional vehicular and pedestrian footfall. We encourage any design features that can prevent poorly lit or poorly overlooked spaces, as well alternative options that better protect the current character and residential amenity of the area.</p> <p>Kind regards, Laura Costelloe & Ronan Lawlor</p>
<p>Mayors Response:</p>	<p>1. PART V: A legally binding Part V Agreement was entered into whereby the Developer will transfer land for the provision of social housing to Limerick City and County Council referred to in section 94(4)(a) (section 96(3) paragraph (a)(i) of the Planning and Development Act (as amended) to meet the Developer's Part V obligations under of the development relating to planning permissions 18/1243 and 17/465 at Ros Mor, Kilmallock Road, Crossagalla, Co. Limerick.</p> <p>2. The proposed pedestrian access routes: at Ros Mor A and at Ros Mor B are to provide enhanced connectivity between the various estates and link green amenity areas. Following the public consultation process, it is proposed to omit the stepped pedestrian access point at Ros Mor B. Ros Mor A will be restricted to a pedestrian access route only.</p> <p>See Appendix 1</p>

3. Massing, Density & Context: The design of the apartment building matches the massing and character of the proposed houses. It comprises two storeys, a pitched roof, and includes no balconies. As a result, the proposed development aligns with the scale and form of the existing housing stock in the estate.

According to the current LCCC Development Plan, the recommended residential density for this area is 35–100 units per hectare. The proposed development provides 31 units per hectare, which falls below the specified range. Therefore, the scheme does not constitute overdevelopment.

4. Traffic Volume: Given the scale of the development 13 residential units will generate modest additional traffic. The development of 13 units generates limited additional traffic volume. The proposed access arrangement and junction with the existing Ros Mór Road are appropriate for the scale of development proposed.

5. Parking: Parking is provided in accordance with LCCC Development Plan 2022-2028 standards. Footpath obstruction by parked vehicles is a matter for estate management and enforcement. Street Lighting Upgrade: Existing street lighting will be assessed and upgraded as required to current standards (IS EN 13201) at Tender/Construction stage.

6. Road Safety Audit: A Stage 1 Road Safety Audit (RSA) (Ref: 12249TR01RSA, TOBIN, Sept 2025) has been carried out in accordance with TII GE-STY-01024 (May 2025). The RSA identified specific items relating to vertical deflection and footpath widths which are addressed below. Access Design (Northern Site): The proposed road layout has been designed in compliance with the Design Manual for Urban Roads and Streets (DMURS, 2013). A 5.5m carriageway width is proposed with tighter corner radii to inherently reduce vehicle speeds, consistent with DMURS principles of designing for lower speeds in residential environments. Traffic Calming: The RSA (Section 2.1.1) noted the straight carriageway alignment and recommended vertical deflection to reduce vehicle speeds. This recommendation is accepted. Vertical deflection measures (road ramps/speed tables) have been incorporated into the design in compliance with DMURS and TII Design Standard DN-GEO-03065. Reversing Vehicles (Southern Site): The RSA (Section 2.2.1) identified a concern regarding vehicles reversing from proposed parking at the end of the cul-de-sac. This recommendation is accepted. The parking arrangement has been revised to eliminate the need for vehicles to reverse onto the carriageway, in compliance with

	<p>DMURS. Parking Provision: Parking provision has been designed in accordance with the Limerick City and County Council Development Plan 2022-2028 standards. See 2764-HLA-00ZZ-RP-A-9110-ENG REPORT</p>
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INTERNAL DEPARTMENTS

<p>SUB ROAD SAFETY AUDITS Received Date: 04/03/2026 From: LCCC Roads Section</p>	
Submission:	<p>1. Road Safety Audits</p> <ul style="list-style-type: none"> • A Stage 2 Road Safety Audit, if required, shall be completed and submitted to the Planning Authority for written agreement prior to commencement of development, in accordance with TII Publication <i>GE-STY-01024</i>. • A Stage 3 Road Safety Audit, if required, shall be completed and submitted to the Planning Authority for written agreement prior to the operation of the development, in accordance with TII Publication <i>GE-STY-01024</i>. • Details of the proposed Audit Team shall be submitted to the Planning Authority for written agreement prior to commencement of any audit. • The Applicant shall address all issues raised in the Stage 2 and Stage 3 Audits in full. Revised Site Layout Plans incorporating audit recommendations shall be submitted and clearly annotated for acceptance by the Planning Authority.
Mayors Response:	<p>All points above are noted and all elements will be included in the detail design stage.</p>

<p>SUB Lighting Specification Received Date: 04/03/2026 From: LCCC Roads Section</p>	
Submission:	<p>2. Lighting Arrangements</p> <ul style="list-style-type: none"> • A Lighting Design shall be submitted for written agreement with the Planning Authority, fully compliant with Limerick City and County Council’s Public Lighting Specification.

	<ul style="list-style-type: none"> • The Applicant shall confirm that the construction, inspection, and maintenance of public lighting infrastructure shall be in accordance with Limerick City and County Council's Public Lighting Specification. This includes: • Notification to LCCC for inspection. • Inspection and certification by a qualified Lighting Engineer. • Warranties shall be fully in line with Limerick City County Council's Public Lighting Specification.
Mayors Response:	All points above are noted and all elements will be included in the detail design stage.

SUB Footpath & Kerbing Received Date: 04/03/2026 From: LCCC Roads Section	
Submission:	3. Footpaths and Kerbing <ol style="list-style-type: none"> 1. All footpaths shall be constructed in accordance with <i>TII Specification for Road Works Series 1100 – Kerbs, Footways and Paved Areas</i>, with the following provisions: <ul style="list-style-type: none"> • Minimum width of 1.8m, with increased width at perpendicular parking areas to prevent obstruction by overhanging vehicles. • Footpaths shall be continuous, dished at junctions and crossing points, and include appropriate tactile paving. • Dishing shall comply with TII Guidelines and <i>Guidance on the Use of Tactile Paving Surfaces</i>. • The developer shall notify LCCC Roads Section at least two weeks in advance of any footpath construction to allow for inspection. Failure to do so may result in road cores being requested at the Applicant's expense. • Kerbs on flat are not permitted for any development that may be taken in charge by LCCC. • Kerbing details shall comply with <i>TII CC-SCD-01101 Traffic Management Guidelines</i>: <ul style="list-style-type: none"> • Raised lip of 0–6mm at pedestrian crossings. • Standard kerb upstand of 125mm (precast), providing clear segregation.
Mayors Response:	All points above are noted and all elements will be included in the detail design stage.
SUB LCCC ROADS Received Date: 04/03/2026 From: LCCC Roads Section	

Submission:	<p>4. Road Construction</p> <p>(a) Road construction shall comply with:</p> <ul style="list-style-type: none"> • <i>TII Specification for Road Works Series 700 – Road Pavements</i> • <i>Series 900 – Bituminous Road Pavement</i> • All bituminous layers shall be machine laid. The Applicant shall submit: • Photographic evidence • Copies of delivery docket (including date, time, and location) upon completion of each phase. • A bond coat shall be applied between all bituminous layers to ensure adhesion. Evidence and docket shall be submitted as above. • The Applicant will ensure that the new road surface ties in appropriately with the existing road network. Any damage to existing roads shall be repaired to the satisfaction of LCCC. • Prior to laying blacktop materials, the developer shall notify LCCC Roads Section at least two weeks in advance for inspection. Failure to do so may result in road cores being requested at the Applicant's expense. • CBR test results and conclusions for the formation and construction layers will be submitted prior to laying bituminous materials. The developer shall confirm whether a capping layer is required and specify its depth. • A Road Opening Licence will be applied for roadworks, footpath works, public lighting infrastructure and all service connections.
Mayors Response:	All points above are noted and all elements will be included in the detail design stage.

<p>SUB ROADS Markings Received Date: 04/03/2026 From: LCCC Roads Section</p>	
Submission:	<p>5. Road Markings and Signage</p> <p>(a) All road markings and signage shall comply with:</p> <ul style="list-style-type: none"> • <i>IS EN 1436 European Standard for Road Markings</i> • <i>Traffic Signs Manual</i>
Mayors Response:	<p>All road markings and signage shall comply with:</p> <ul style="list-style-type: none"> • IS EN 1436 European Standard for Road Markings • Traffic Signs Manual

SUB SUDS Specification
Received Date: 04/03/2026
From: LCCC Roads Section

Submission:	<p>6. Surface Water and SuDS</p> <p>(a) The surface water calculations submitted are not compliant with Limerick City and County Council's <i>Surface Water and SuDS Specification</i>. Full simulation modelling is required using one of the following approved systems: Causeway, Micro Drainage, or InfoDrainage.</p> <p>(b) The construction of all Surface Water and SuDS infrastructure shall be carried out in full accordance with LCCC's Surface Water and SuDS Specification. This includes, but is not limited to:</p> <ul style="list-style-type: none">• Notification to LCCC to allow for inspection at the required stages.• Inspection and certification of the completed works by the Consulting Engineer prior to the occupation of any dwelling units.• Recording and submission of system details for GIS mapping purposes.
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Mayors Response:	All points above are noted and all elements will be included in the detail design stage.
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SUB Construction Management
Received Date: 04/03/2026
From: LCCC Roads Section

Submission:	<p>7. Construction Management & Delivery Plan</p> <p>Prior to commencement of development, a detailed Construction Management and Delivery Plan shall be submitted to, and agreed in writing with, the Planning Authority. This plan must include:</p> <ul style="list-style-type: none">• A site-specific Traffic Management Plan, including relevant drawings. <i>This is essential given that the development is located within an established housing estate.</i>• Measures to warn road users in advance of the construction site and any associated temporary traffic arrangements.
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Mayors Response:	All points above are noted and all elements will be included in the detail design stage.
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SUB Noise Assessment

Received Date: 04/03/2026

From: LCCC Environment Section

An Acoustic Design Statement will need to be prepared in accordance with the ProPG (Professional Practice Guidance on Planning and Noise, 2017) approach.

See attached Acoustic Design Statement.

SUB Roads

Received Date: 24/03/2026

From: LCCC Roads Department

Submission:

The Roads Section has examined all documentation and drawings submitted by the applicant in support of the Part 8 Application. This includes, but is not limited to:

- Proposed site layout plans
- Road layout and design drawings
- Associated technical documents relevant to road infrastructure and access.

During the review process, certain items were identified where further or revised documentation and drawings will be required. The applicant has acknowledged these requirements and has formally committed to providing the necessary updated information prior to the commencement of the development.

Furthermore, the applicant has confirmed that additional documentation and relevant certifications including as-built records, compliance documentation, and final design certifications will be submitted upon completion of the development.

Following a technical assessment of the materials submitted at this stage and having regard to the applicant's commitment to supply outstanding documentation at the appropriate milestones, the Roads Section confirms that it is satisfied with the submission at this stage of the Part 8 process.

Subject to the applicant's fulfilment of the agreed pre-construction and post-construction submission requirements, the Roads Section has no further objection to the progression of the Part 8 Application based on the information currently available.

Mayors
Response:

NA

SUB Noise Assessment

Received Date: 12/03/2026

From: LCCC Environment Section

Notes that the noise and vibration report is satisfactory subject to the mitigation measures identified in same.

4.0 Habitats Directive Project Screening Assessment

Appropriate Assessment Screening Reports have been prepared by Enviroplan Consulting Ltd. for both the northern and southern sites. The screening process assessed the potential for the proposed development to give rise to any significant effects on European Designated Sites. Based on the characteristics of the proposed works, the nature of the receiving environment, and the absence of any meaningful pathways for impact, the reports conclude that the development is not likely to result in significant effects on any European Site.

Having reviewed the findings, the Executive is satisfied that the nature, scale, and location of the proposed development, combined with the established urban context, ensures that no adverse effects on the conservation status of any SAC or SPA would arise, whether individually or in combination with other plans or projects. As a result, the preparation of a Stage 2 Natura Impact Statement is not required.

5.0 Environmental Impact Assessment Screening

Environmental Impact Assessment (EIA) Screening Reports have been prepared for both the northern and southern sites. These reports examined whether the proposed developments meet any of the mandatory thresholds for EIA and whether, in the absence of such thresholds, the characteristics, location, or potential impacts of the projects would give rise to a real likelihood of significant environmental effects.

The screening exercises note that the proposed developments are of modest scale, comprising infill residential construction within an established suburban environment. The sites are already influenced by surrounding housing estates, transport infrastructure, and urban land uses. No part of either development falls within a class of project listed in Schedule 5, Part 1 of the Planning and Development Regulations 2001 (as amended). It is noted that Part 2 class 10(b)(i) refers to; "Construction of more than 500 dwelling units.", the proposed development is residential development and is considered sub-threshold for mandatory EIA in this instance.

On the basis of the scale, nature, and context of the developments, and having regard to the conclusions of the screening assessments, the Executive is satisfied that there is no real likelihood of significant effects on the environment. Accordingly, the preparation of an Environmental Impact Assessment Report (EIAR) is not required for either the northern or southern site.

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:

**Policy HO P1 Implementation of the Housing Strategy, including the
Housing Need Demands Assessment**

It is a policy of the Council to facilitate the implementation and delivery of the Housing Strategy and Housing Need Demand Assessment (HNDA) 2022 – 2028, to meet the increasing projected population, changing household size and housing needs, including social and affordable housing requirements of Limerick over the lifetime of the Plan

Objective HO O1 Social Inclusion

It is an objective of the Council to ensure that new developments are socially inclusive and provide for a wide variety of housing types, sizes and tenure, in suitable locations, throughout Limerick, to cater for the demands established in the Housing Strategy and the Housing Need Demand Assessment.

Objective HO O2 Density of Residential Developments

It is an objective of the Council to:

- a) Promote, where appropriate, increased residential density in the exercise of its development management function and in accordance with Table 2.6 Density Assumptions per Settlement Hierarchy in Chapter 2: Core Strategy and the Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities and the accompanying Urban Design Manual, DEHLG, May 2009.
- b) Encourage increased densities that contribute to the enhancement of a town or village by reinforcing street patterns or assisting in re-development of backlands and centrally located brownfield sites.

Policy CS P2 Compact Growth

It is a policy of the Council to support the compact growth of Limerick City Metropolitan Area, towns and villages by prioritising housing and employment development in locations within and contiguous to existing City and town footprints where it can be served by public transport and walking and cycling networks, to ensure that development proceeds sustainably and at an appropriate scale, density and sequence, in line with the Core Strategy Table 2.7.

Policy CGR P1 Compact Growth and Revitalisation

It is a policy of the Council to achieve sustainable intensification and consolidation, in accordance with the Core Strategy, through an emphasis on revitalisation and the delivery of more compact and consolidated growth, integrating land use and transport, with the use of higher densities and mixed-use developments at an appropriate scale on brownfield, infill, backland, state-lands and underutilised sites within the existing built footprint of Limerick’s City, Towns and Villages.

Objective HO O5 Apartments

It is an objective of the Council to encourage an increase in the scale and extent of apartment development, particularly in proximity to core urban centres and other factors including existing public transport nodes, or locations where high frequency public transport can be provided, close to locations of employment and a range of urban amenities including parks/ waterfronts, shopping and other services.

Objective HO O3 Protection of Existing Residential Amenity

It is an objective of the Council to ensure a balance between the protection of existing residential amenities, the established character of the area and the need to provide for sustainable new development.

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.

Land Use Zoning – Existing Residential

The site is zoned Existing Residential the objective of which is to provide for residential development, protect and improve existing residential amenity.

Purpose: This zone is intended primarily for established housing areas. Existing residential amenity will be protected while allowing appropriate infill development. The quality of the zone will be enhanced with associated open space, community uses and where an acceptable standard of amenity can be maintained, a limited range of other uses that support the overall residential function of the area, such as schools, crèches, doctor’s surgeries, playing fields etc.

National Guidance:

- National Planning Framework – Ireland 2040
- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities, 2024.
- Planning Design Standards for Apartments Guidelines for Planning Authorities, 2025
- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, 2009, and the accompanying Urban Design Manual
- The Planning System and Flood Risk Management, 2009
- Urban Development & Building Heights Guidelines for Planning Authorities, 2018
- Part V of the Planning and Development Act 2000 - Guidelines issued by the Minister for Housing, Planning, Community and Local Government under section 28 of the Planning and Development Act 2000
- Appropriate Assessment Guidelines for Planning Authorities
- Quality Housing for Sustainable Communities Guidelines (2007 as updated)
- Development Management Guidelines for Planning Authorities

7.0 Appraisal

Principle of Development

The proposed development consists of new residential units on lands at Ros Mór, Crossagalla, under the ownership of Limerick City and County Council. The Council’s overarching policy direction places strong emphasis on delivering high-quality housing as part of creating sustainable, inclusive communities. This aligns with Policy HO P1,

which seeks to implement the Housing Strategy and Housing Need Demand Assessment to meet evolving population and household needs across Limerick.

The site is zoned Existing Residential in the Limerick Development Plan 2022–2028, the objective of which is “*to provide for residential development, protect and improve existing residential amenity.*” This zoning supports appropriate infill development within established neighbourhoods, ensuring new housing integrates sensitively while enhancing the overall residential function of the area. The proposed scheme meets this intent by utilising serviced urban lands and contributing positively to the surrounding suburban context.

The proposal also aligns with Objective HO O1, which requires new developments to be socially inclusive and to provide a mix of housing types in suitable locations. As an infill project within an existing suburban network, the development supports Policy CS P2 and Policy CGR P1, both of which promote compact growth, consolidation, and sustainable intensification within the built footprint of the city. The development makes effective use of serviced land close to existing amenities, employment, and transport connections, consistent with the national compact settlement and urban regeneration agenda.

In this policy context, the development is considered acceptable in principle. It aligns with local and national planning objectives for compact growth, sustainable residential development, and high-quality urban design, and represents an appropriate and efficient use of zoned residential lands within an established suburban environment.

Density

The proposed development comprises 13 units on a 0.383-hectare site, which equates to a residential density of approximately 33.9 units per hectare. This density is broadly consistent with the Development Plan provisions for established suburban areas and sits within the range supported by policies promoting compact growth and sustainable residential development.

The layout achieves an appropriate balance between delivering a higher-quality, efficient use of serviced land and ensuring that existing residential amenity is maintained in accordance with Objective HO O3. The arrangement of units respects the established urban form, provides suitable separation distances to adjoining properties, and responds sensitively to the physical constraints of the site, including boundary treatments and existing development patterns.

Overall, the proposed density is considered appropriate for this location, facilitating sustainable infill development while safeguarding the character and amenity of the surrounding residential area.

Design & Layout:

The proposed development comprises the construction of 13 residential units across two separate but complementary sites at Ros Mór, Crossagalla. The development has been designed as a sensitive suburban infill scheme that integrates with the established

residential pattern of the surrounding Derrynane and Meadows estates while optimising the use of serviced urban land.

Northern Site

The northern parcel accommodates 8 units, delivered within two distinct building forms:

- **Block A – Duplex Building:**
A compact, two-storey duplex block providing 4 apartments, arranged to create an active edge within the estate and to sit comfortably alongside the scale and character of existing dwellings.
- **Block B – Terraced Housing:**
A row of 4 two-storey houses, designed with coherent building lines and façade treatments that respect the prevailing architectural rhythm of the area.

This layout ensures a clear internal hierarchy, legible circulation routes, and appropriate separation distances from adjoining properties.

Southern Site

The southern parcel accommodates 5 units, comprising:

- 1 detached, single-storey dwelling, positioned to respond to boundary conditions and minimise visual and amenity impacts on neighbouring properties.
- 4 semi-detached dwellings, arranged in two paired units, reflecting the established domestic scale and pattern of the Meadows estate.

The southern layout makes efficient use of the available site depth, ensuring adequate private amenity space for each unit while maintaining clear pedestrian and vehicular access.

The architectural approach places emphasis on ensuring the proposed development integrates with the existing residential character of the surrounding estates. Building height, massing, and materials have been considered so that the scheme sits comfortably within its suburban context and respects the established pattern of development. I note that the layout has also been designed to create a legible street presence, with dwelling frontages arranged to promote natural surveillance and active engagement with the public realm. Internally, the orientation and configuration of units have been developed to maximise natural daylight and privacy while providing functional and attractive private amenity spaces. Principles of universal design have been incorporated throughout, supporting accessibility and ensuring the development is inclusive for residents of varying mobility needs.

Each dwelling benefits from its own private garden, while additional soft landscaping has been introduced to enhance visual amenity, soften boundaries, and reinforce the mature suburban character of Ros Mór. The landscaped elements also contribute to the environmental performance of the development, working alongside the sustainable drainage strategy, which includes attenuation features, soakaways, permeable paving, rain gardens, and petrol interceptors integrated into the wider engineering design.

Together, these measures support both the ecological and functional quality of the scheme.

Overall, the design responds sensitively to the physical characteristics and constraints of both sites, including their boundaries, relationship with neighbouring dwellings, and natural changes in level. The resulting layout represents an efficient infill development that respects existing residential amenity, aligns with Objective HO O3, and contributes to compact growth in accordance with the housing, settlement, and design policies of the Limerick Development Plan.

Residential Amenity

The proposed development has been designed to ensure that the residential amenity of existing and future occupants is fully protected. The scale and height of the buildings across both the northern and southern sites are modest, with all units presented in two-storey forms consistent with the surrounding Derrynane and Meadows estates. Given this suburban context, the height and massing of the proposed units are not considered overbearing, nor do they give rise to concerns relating to overlooking or overshadowing.

Generous separation distances have been maintained between the proposed dwellings and existing neighbouring properties. The terraced and duplex units on the northern site are positioned to avoid direct overlooking of adjoining gardens, while boundary treatments and the orientation of windows further ensure the privacy of existing homes. Similarly, on the southern site, the detached and semi-detached dwellings have been carefully arranged to maintain comfortable visual separation from adjacent houses within the Meadows estate. The overall design approach ensures that the development integrates sensitively with established residential patterns and avoids undue impacts on outlook or daylight.

Given the low building heights, the separation distances achieved, and the orientation of the units, the development will not result in material overshadowing of neighbouring properties or their associated amenity spaces. Private amenity areas for each new dwelling have been provided in accordance with best practice, ensuring adequate sunlight availability, privacy, and usability throughout the year. The layout also ensures appropriate passive surveillance of shared surfaces and pedestrian routes, enhancing both safety and amenity for future residents.

In summary, the proposed development delivers a high standard of residential amenity while safeguarding that of the surrounding community. The scale, layout and design have been informed by the existing suburban character, ensuring that the scheme sits comfortably within its context and aligns with the principles of Objective HO O3, which seeks to balance the protection of existing amenities with the delivery of sustainable new housing.

Compliance with the Design Standards for Apartments, Guidelines for Planning Authorities (2025)

It is necessary to consider the detailed design of the proposed apartment blocks having regard to the requirements of both local planning policy and the 'Planning Design Standards for Apartments Guidelines for Planning Authorities, 2025'. In this respect, it is of particular relevance to note that where specific planning policy requirements are

stated in the Guidelines, these are to take precedence over any conflicting policies or objectives contained in the Limerick Development Plan. Therefore, in accordance with Section 3.0 of the Guidelines the subject scheme is appraised with regard to compliance with the relevant planning policy requirements set out in the Guidelines in relation to the following:

Apartment floor areas – It is considered that each of the proposed apartment units have a stated floor area which exceeds the minimum requirements of the Guidelines. The development as proposed accords with this requirement.

Dual aspect ratios - The amount of sunlight reaching an apartment significantly affects the amenity of its occupants. The Guidelines note that *for building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise further discretion to consider dual aspect unit provision at a level lower than the 25% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects* and therefore it is a specific planning policy requirement that in suburban or intermediate locations the minimum number of dual aspect apartments to be provided in any single apartment scheme will be 25%. Each apartment meets the dual aspects requirement – 100% compliance.

Floor to ceiling height – The suggested minimum floor to ceiling height, consistent with good room design, the use of standard materials and good building practice is generally 2.4m. In relation to ground floors, it is a policy requirement that ground level apartment floor to ceiling heights shall be a minimum of 2.7m. The floor areas of all floors range from between 2.4m to 2.8m at ground and first floor level. This is considered acceptable.

Apartments to stair/lift core ratios – The number of lift and stair cores is principally governed by the dual aspect ratios and should be determined by balancing the financial cost of providing and maintaining lift and stair cores and with appropriate building circulation and compliance with Building Regulations, particularly in relation to accessibility and fire safety. The proposal includes for two centrally located stair cores which complies with the requirement.

Storage spaces – The schedule of accommodation demonstrates that these comply with the minimum space requirements set out in Appendix 1 of the guidelines.

Amenity space - Appendix 1 of the Apartment Guidelines indicate a minimum of 5m² for private amenity space. As set out in the Housing Quality Assessment and floor plan drawing, all apartments meet and go above the required minimum standard, with rear garden spaces ranging from 45sqm to 127sqm.

Aggregate floor areas/dimensions for certain rooms – As per the drawings submitted the apartments proposed meet the required aggregate floor areas for kitchen/living/dining room and bedrooms.

Having regard to the above, the Executive is satisfied that the proposed development complies with the relevant Section 28 Guidelines and with the policies and objectives

of the Limerick Development Plan and any issues raised by way of third party objector have been addressed.

Access & Parking:

Vehicular access to both the northern and southern sites will be provided directly from the existing road network within the Meadows estate, using a designated access point designed in accordance with TII and LCCC Roads Section requirements. Pedestrian access will be available from the public footpath network serving the Meadows estate. The previous pedestrian route with steps in the southern plot has been removed following third party submissions (appendix 1).

In line with the requirements of LCCC Roads Section, the detailed design stage will incorporate all required road and footpath standards, including compliance with TII Specifications for footpaths, kerbing and pavement construction, the preparation of Stage 2 and Stage 3 Road Safety Audits where required, and the preparation of a site-specific Traffic Management Plan prior to commencement of development. Footpaths within the development will be constructed to a minimum width of 1.8 m, include tactile paving at crossing points, and follow the specified kerb upstand and dishing requirements. All road markings and signage will conform to the Traffic Signs Manual and IS EN 1436. As per the Roads Department comments on the 24th March, same are satisfied that subject to fulfilment of the agree pre-connection and post-construction submission requirements, they have no objection to the progression of the Part 8 proposal.

A total of nine on-site car parking spaces is proposed in the northern portion of the scheme, including one mobility-impaired space, with additional informal parking opportunities accommodated through the layout. The Roads Section's requirements regarding inspection notifications, construction standards, and Road Opening Licences will be addressed as part of the final engineering design in collaboration with the appointed civil and electrical engineers.

Overall, the Executive is satisfied that the proposed access arrangements and parking provision comply with the policies and development management standards of the Limerick Development Plan, and that all Roads Section requirements will be incorporated at detailed design stage.

Materials & Finishes:

The material palette includes smooth painted render, brickwork, concrete roof tiles, aluminium/high performance PVC window and door systems in a grey finish. Roofs to all dwelling types utilise concrete tiles on trussed rafters, with matching aluminium fascias, soffits, gutters and downpipes providing a unified appearance and high resistance to weathering. The apartments include additional detailing such as stainless steel and glass balustrades, powder-coated aluminium panels, and masonry detailing to define entrances and circulation areas. These components contribute to a refined elevation treatment that enhances legibility and overall visual quality. This is considered visually acceptable.

Bin Storage:

Secure external bin storage area is proposed for future residents' access only and is located in convenient locations throughout the scheme.

Bike Parking:

A total of six bicycle parking spaces are proposed across the two sites. Four of these spaces are located adjacent to the entrance of the apartment building within a secure, weather-protected structure, ensuring convenient access for residents. Under Table DM 9(a), the requirement for the apartment element equates to one space per unit (for dwellings of three bedrooms or fewer) along with one visitor space per two units, resulting in a total requirement of six spaces for the apartment block.

Given that both the individual house units and apartment units benefit from private garden areas and ample secure storage capacity within their curtilage, the overall provision of six dedicated bicycle spaces is considered sufficient to meet the operational needs of the development. The proposed arrangements therefore are considered acceptable in this instance.

Boundary Detail:

The boundary treatment for the northern site consists of a combination of masonry walls and metal railings, designed to provide privacy, security, and an appropriate interface with adjoining properties and public areas. Along several plot divisions and outer edges, 2.1-metre and 2.4-metre concrete block walls with a nap plaster finish and cast-in-situ pointed capping are proposed, providing robust enclosure and effective screening between dwellings and neighbouring boundaries

In locations where level changes occur, low-level retaining walls with concrete capping are incorporated, maintaining a consistent visual appearance while addressing on-site gradients.

Towards the front of the dwellings, the northern site incorporates low brick walls with steel railings fixed on top, delivering a softer boundary condition that enhances passive surveillance and integrates with the streetscape. In addition, access to side and rear gardens is facilitated through galvanised steel gates with acetylated timber infill panels, designed with a powder-coated finish for longevity and fitted with secure locking mechanisms. The rear boundary adjoining the railway line is retained as a metal palisade fence, ensuring safety and continuity with existing infrastructure. Overall, the northern boundary treatments present a coherent, robust and visually appropriate series of edges for the apartments and houses.

Boundary treatments on the southern site similarly rely on durable concrete block construction and controlled landscaping to define private gardens and shared interfaces. The rear and side boundaries to individual dwellings are enclosed by 2.1-metre-high rendered concrete block walls, complete with capping and nap finishes, providing a secure and visually consistent edge to adjoining properties.

The southern site also includes retaining walls where necessary to address level changes between plots, using smooth-finished concrete with a nap-finished block wall built above and finished with cast-in-situ concrete capping. Side access gates are provided in the same specification as the northern site: galvanised steel frames with timber boards, treated with translucent finish to ensure durability. Combined with soft landscaping used to subdivide private gardens internally, the southern boundary

treatments ensure high levels of privacy for new residents while maintaining a well-presented and unified appearance along the estate's external edges.

Public Lighting:

The proposed development has been reviewed by the Roads Section, who require that a full Public Lighting Design be prepared and submitted for written agreement with Limerick City and County Council prior to construction. The lighting design shall comply in full with LCCC's Public Lighting Specification, including column types, lantern specifications, photometric performance, energy efficiency standards and uniformity requirements.

Flood Risk:

The site is not located in an identified flood zone.

Surface Water Disposal

Surface water from all hard surfaces will drain to the on-site SuDS system, which includes attenuation/soakaway units, silt traps and Class 1 bypass hydrocarbon separators to ensure effective treatment prior to infiltration. Permeable paving, rain gardens, bioretention areas and tree pits form part of the SuDS strategy, with attenuation sized for the 1-in-100-year event plus climate change.

The LCCC Roads Section has requested full hydraulic simulation modelling using an approved software system at detailed design stage. All SuDS components will be constructed in full compliance with LCCC's Surface Water and SuDS Specification, including required notifications for inspection, final certification by the Consulting Engineer and provision of GIS-ready as-constructed records. With these measures implemented, the proposed SuDS system is considered robust, compliant and capable of sustainably managing runoff from the development.

Noise

Given the northern site's immediate proximity to the Limerick to Limerick Junction railway line, LCCC's Environment Section recommended that a Noise and Vibration Impact Assessment accompany the application. A detailed assessment was subsequently undertaken by MKO (Noise & Vibration Report, dated 11th March 2026). The study evaluated both airborne railway noise and groundborne vibration in accordance with relevant WHO guidance.

The MKO assessment confirms that groundborne vibration levels are low, with the highest PPV recorded well below thresholds associated with cosmetic or structural damage, and below levels typically associated with perceptible vibration or complaints. In terms of airborne noise, while railway pass-by events generate elevated short-duration noise levels, the overall site noise risk is classified as low under ProPG due to the limited number of night-time events and the presence of effective acoustic design measures within the scheme. These include the proposed 2.4 m block wall along the northern boundary, the layout and orientation of dwellings, and the provision of mechanical ventilation, which reduces reliance on open windows for thermal comfort. Predicted internal noise levels demonstrate compliance with ProPG and BS 8233 criteria in the windows-closed scenario, with standard thermal glazing sufficient to meet internal LAeq and Lnight requirements.

The report notes that, should the optional WHO-based target of 45 dB LAFmax for individual night-time train events be applied, enhanced acoustic glazing would be required in a limited number of railway-facing bedrooms. While this is not mandatory for compliance with ProPG, the Environment Section, who are satisfied overall with the noise and vibration report, has recommended the installation of enhanced glazing to minimise the potential for future noise-related complaints. Having regard to the established acoustic environment and the fact that residential development has previously been permitted at this location, I am satisfied that, subject to implementation of the recommended mitigation measures, the proposed development will achieve an acceptable internal and external acoustic environment without giving rise to undue impacts on residential amenity.

Architectural Conservation/Archaeology

The site is not within the vicinity of a recorded monument or an architectural conservation area.

Services

The proposed development will connect to existing Uisce Éireann water and wastewater infrastructure, with a pre-connection enquiry confirming that both services are feasible subject to minor local extensions. Water will be supplied via a new 110 mm HDPE main connecting to the existing network at Ros Mór Road, with individual metered 25 mm services provided to each dwelling. Wastewater will be collected by a gravity foul sewer network discharging to the existing public system, with sufficient downstream capacity identified. Surface water will be managed through a SuDS-based system comprising attenuation/soakaway tanks, controlled discharge, permeable paving and bioretention features. Overall, the engineering assessment confirms that the development can be adequately serviced without the need for upgrades to public infrastructure.

Construction Environmental Management Plan (CEMP)

A Preliminary Construction Environmental Management Plan (CEMP) has been prepared for the proposed development and will be further refined prior to commencement of works. The CEMP sets out measures for traffic and delivery management, environmental protection, waste control, surface-water management, site operations and communication procedures. It includes protocols for controlled vehicle movements, dust and noise mitigation, spill response, stockpile management, sediment control, off-site disposal of materials, and daily monitoring of surface-water run-off during excavation and construction. The plan also provides for construction-stage welfare facilities, secure site hoarding, construction staff parking, and the appointment of an Environmental Officer responsible for ensuring compliance with all environmental measures.

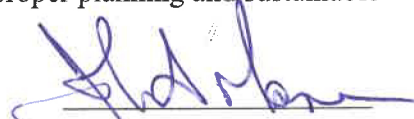
Conclusion

In conclusion, the proposed development represents a suburban infill scheme that makes efficient use of serviced residential land within the established neighbourhoods of Ros Mór, Derrynane and the Meadows. The proposal aligns with the *Existing Residential* zoning objective of the Limerick Development Plan 2022–2028, which

seeks to provide for residential development while protecting and enhancing existing amenity. The scheme supports the wider aims of compact growth by introducing appropriately scaled housing at a location which has been identified for residential development by Limerick City and County Council.

The design responds sensitively to local character and the engineering and environmental assessments demonstrate that the development can be safely and sustainably serviced. Internal submissions from Roads, Environment and other departments have been addressed, with all required detailed design measures - such as road safety audits, public lighting specifications, SuDS modelling and construction management controls - to be implemented at the next stage.

Overall, the proposal delivers housing while respecting the established suburban context and ensuring protection of existing residential amenity. The Executive is satisfied that the development accords with the policies and objectives of the Limerick Development Plan 2022–2028 and constitutes proper planning and sustainable



Mr. John Moran

Mayor

Limerick City & County Council

Date: 2 April 2026

Appendix 1 –

Modification to Ros Mor B showing redacted pedestrian access and steps. Pedestrian access only to Ros Mor A

