

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

Re: Part 8 Proposal for the following:

The proposed development at the Main Street of Adare as well as sections of the L1423 Station Road. including:

Works to the Public Realm along Main Street and the approaches to Main Street including along the N21 and Station Road, the works will include the following:

- Widening and improving footpaths in the village core and village approach routes,
- Construction of 3no. controlled, 2no. uncontrolled new pedestrian crossings and upgrades to existing crossings to improve pedestrian connectivity and road safety,
- New public lighting scheme on Main Street,
- New landscaping and sustainable drainage systems, including tree pits and rain gardens,
- New street furniture including age friendly seating and new bins,
- Replacement of signage,
- New traffic calming features included Gateway Treatments, reducing the N21 road width and introduction of various landscaping features.

The scheme involves work in the Adare Architectural Conservation Area

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 objective of the project is to improve mobility within the village, enhance pedestrian accessibility, improve the public realm space and deliver a traffic calmed environment.

Under this Part 8, the Applicant, Transport & Mobility Directorate, Limerick City & County Council, proposes the following:

- Improve pedestrian environment on Main Street and make it safer for pedestrians and cyclists of all ages
- Attract and retain visitors and businesses.
- Make Main Street visually more welcoming and attractive for residents and visitors.
- Create opportunities for sitting, resting and relaxation.
- Improve crossing facilities for pedestrians.
- Make a green, sustainable Main Street that is climate adapted.
- Create a sense of place and improve lighting.
- Make Main Street more flexible for different uses, such as events.
- Reduce Street clutter, especially signage.
- Develop a cohesive strategy for street furniture and replace cracked paving.
- Create seasonal differences.
- Improve connection of Town Park to Main Street

The project will deliver a safer and more pleasant environment for all road users and seeks to respond to the Objectives as outlined. Improved pedestrian facilities will provide a more permeable and connected village for pedestrians, particularly for mobility and visually impaired users. The new landscaping features will ensure that the project is designed to align with appropriate sustainable, green design standards and guidelines. The improvements will provide a suitable and inclusive village environment, reflective of Adare's Heritage and Tourism background.

This will be accomplished through the following interventions:

- Widening and upgrading footpaths within the village core and along approach routes, with revised widths where required.
- Provision of new controlled and uncontrolled pedestrian crossings, including upgraded traffic signal aspects, to enhance pedestrian connectivity and road safety.
- Introduction of traffic calming measures along Main Street and the N21, including gateway treatments, reduced traffic lane widths, buildouts, table-top crossings, and carriageway resurfacing.
- Modified car parking arrangements along Main Street and Station Road.
- Installation of a new public lighting project along Main Street.
- Provision of new landscaping and sustainable drainage features, including tree pits, rain gardens, and new landscaped areas.
- Installation of new street furniture, including age-friendly seating and litter bins.
- Replacement and consolidation of signage with a consistent, high-quality design, together with new road markings.
- Undergrounding of overhead services, including telecommunications and ESB infrastructure.
- Repositioning of gullies and associated drainage works within the site extents.

- All associated accommodation and ancillary works necessary to deliver the project.

Site Location

The proposed project is located in Adare Village. The village is situated on the N21, with Station Road and Blackabbey Road connecting to it along Main Street. The construction of the Adare Bypass section of the Foynes to Limerick Road is currently underway and, upon the completion of this, the N21 through Adare Village will be declassified as a national road, significantly reducing traffic volumes travelling through the village. This project encompasses the Main Street of Adare as well as sections of the L1423 Station Road as set out in Figure 1 below.

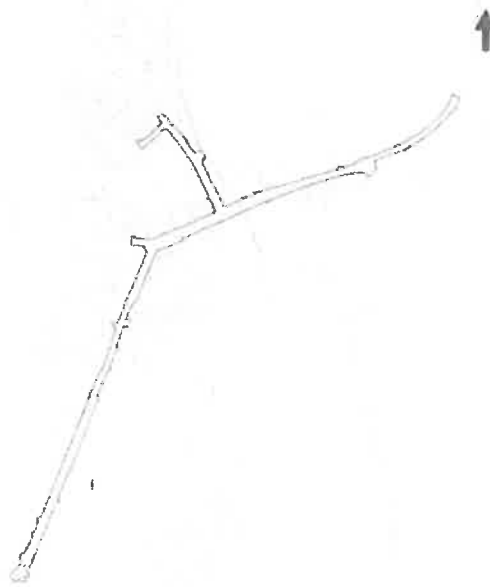


Fig 1 – Site Location

2.1 Public Consultation:

The plans and particulars went on public display from the 26th of January 2026 up to the 24th of February 2026. Submissions and observations were invited up to the 10th of March 2026.

3.0 Submissions with respect to the proposed development

A total of 15no. written submissions/ observations were received and are listed below with responses provided:

1. Michael and Mary Collins.pdf
2. James Collins (Adare Pharmacy) .pdf
3. Bridie Collins.pdf
4. Uisce Eireann.pdf
5. Noelle Hogan Chambers.pdf
6. Henry Vokes.pdf
7. ACT Adare Community Trust.pdf
8. Marie Cribbin.pdf
9. Dianne McDonogh.pdf
10. TII.pdf
11. Patricia Lavin.pdf
12. Brendan Doran.pdf
13. Leo Dillon.pdf
14. Diarmuid FitzGerald.pdf
15. Gillian Sheehy.pdf

SUB (1) Michael and Mary Collins

Submission Summary:

The submission raises concern about the removal of existing parking spaces and the lack of clarity regarding alternative parking to support residents, businesses, and delivery vehicles. Parking is considered essential for the sustainability of local businesses, for accommodation located above businesses, and for encouraging family members to continue living in the village. There is also concern that, given the village is surrounded by farms and agricultural businesses, the narrowing of streets to accommodate wider footpaths may obstruct agricultural traffic, particularly during harvest periods, and that heavy goods vehicles require safe passage through the village. Stakeholders have requested a clear timeline for the works and expressed concern about potential loss of business income during construction, with suggestions that some works could be carried out at night to reduce disruption and maintain customer access. Questions were also raised regarding funding and responsibility for maintaining proposed planting, planters, and trees, including potential risks such as foliage blocking drains and the general upkeep of new planting and public realm features.

Mavor's response:

The scheme is designed to minimise the loss of on-street parking, with any reduction in parking bays offset through the provision of spaces within the Heritage Car Park. The project seeks to balance enhanced pedestrian facilities with parking requirements, while ensuring continued provision for service and delivery access. Roads will be maintained to accommodate necessary vehicles, and large vehicle movements have been considered, supported by tracking studies to ensure appropriate access. A construction programme will be developed following the appointment of a contractor, with works anticipated to take place from mid-2026 to Easter 2027. The programme will be carefully phased and sequenced to minimise disruption, while maintaining temporary access to local businesses and properties throughout the construction period. The completed scheme will be maintained by the local authority in line with established maintenance procedures. Planting will be selected in accordance with the landscape plan, ensuring species are appropriate in scale and suited to an urban environment, while also minimising potential drainage impacts.

SUB (2) James Collins (Adare Pharmacy)

Submission Summary:

The submission expresses support for the proposed two 15-minute set-down spaces outside Adare Pharmacy to assist customers with mobility issues, young children, and those requiring quick access to medication and nearby retail. Stakeholders request clear signage for these spaces while minimising additional street furniture, suggesting that the spaces be marked on the road surface with only a single sign on the footpath. Concerns were raised regarding the enforcement of the 15-minute limit and the reduction of approximately 10 parking spaces on Main Street, noting that only a limited increase in spaces is planned at the Heritage Centre car park. The anticipated increase in visitor and local traffic following the bypass and major events, such as tourism growth and the village's increased profile, may further increase parking demand. It was suggested that the public realm plan should include at least 50 additional parking spaces within close proximity to Main Street, and that any additional parking at the Heritage Centre be completed and operational prior to commencement of works on Main Street. While support was expressed for footpath upgrades with high-quality paving, concerns were raised that proposed footpath widening may be excessive unless it accommodates additional infrastructure such as cycle paths. Requests were also made that paving be consistent with recently installed surfaces near the village fountain and the entrance to the Dunraven Arms Hotel car park.

Mavor's response:

At present, Adare does not have parking control byelaws and operates as a largely self-regulating parking environment. Signage will comply with traffic regulations,

and minimal street furniture will be used where possible. Parking byelaws do not form part of the Part 8 scheme. The scheme aims to minimise the loss of on-street parking. Any reduction in parking bays arising from the Part 8 configuration will be offset by the provision of spaces within the Heritage Car Park. Traffic and parking demand have been considered in the design, in line with the LTP and LAP, with Limerick City and County Council currently delivering additional parking at the Heritage Car Park. The current plan focuses on enhancing the public realm and improving pedestrian access, with any loss of parking on Main Street accommodated within the Adare Heritage Car Park. Construction phasing will be carefully coordinated to minimise disruption. Footpath widths have been designed to enhance pedestrian safety and accessibility. During the optioneering stage, cycle lanes were explored; however, priority was placed on delivering high-quality pedestrian infrastructure as part of the scheme. The design incorporates high-quality materials, with efforts made to ensure visual consistency with existing paving, in accordance with the Adare Urban Realm Plan.

SUB (3) Bridie Collins

Submission Summary:

The submission highlights the importance of ensuring that footpath materials and finishes respect the historic and heritage character of the village. Suggestions were made to incorporate the Acorn detail from the Adare brand as street art within footpaths, and for lamp posts, signage, and street furniture (bins, seating) to reflect a heritage-sensitive style. Requests include placing a bin in front of the Dunraven Arms Hotel, avoiding cobble-lock or other difficult-to-maintain surfaces, and ensuring that flower pots are located near water sources with input from Adare Tidy Towns. The bus shelter in front of the park should be delivered as part of the project using the heritage design prepared by Active Travel, with the existing shelter at the Heritage Centre replaced with a heritage-style shelter. Proposed trees on Main Street were considered inappropriate, with a preference expressed for smaller native and pollinator-friendly species, and some grass margins are suggested to be replaced with low-growing pollinator ground cover such as creeping thyme, chamomile, and erigeron. The footpath between the new and old Manor gates should be widened and resurfaced to a higher standard, with Rathkeale Road footpaths finished to the same standard as Main Street.

Concerns regarding construction include maintaining access to businesses, offices, and homes, with clear communication throughout the works. Requests were made to install electricity and water supply in the park to facilitate future events and to include additional pedestrian crossings at Lena's Corner roundabout and connecting roads. Road signage should indicate parking behind the Heritage Centre, and a full audit of the Heritage Centre car park should be undertaken to maximise parking spaces.

Support was noted for the 15-minute set-down space outside the chemist, while ensuring accessible parking is not directly in front of residential homes.

Additional streetscape improvements recommended include providing loading bays where appropriate on Main Street, Rathkeale Road, and Station Road; installing electric vehicle charging points; incorporating public sculpture funded through arts or infrastructure programmes; widening Rathkeale Road footpaths; and improving pedestrian access for Embury Close residents to shops and services. Other requests include resurfacing Dove Cote Lane, safety improvements on Station Road, upgrading the footpath from Manor Court to railway gates while reusing limestone edgers elsewhere in the village, and ensuring street lighting is sufficiently bright for pedestrian safety. Submissions also emphasised uniform bins in visible locations, prevention of A-board signs and unlicensed street furniture obstructing footpaths, improving access to Adare Library, upgrading the water refill station, and establishing a pedestrian-priority corridor from Scoil Naomh Iosaf to Holy Trinity Abbey Church via Rathkeale Road and Main Street. Additional seating on Main Street was welcomed provided it matches the heritage style.

Mayor's Response:

The proposed materials palette and finishes have been selected to reflect the village character, while providing durability, in accordance with the Adare Urban Realm Plan. Where feasible, design elements may incorporate village branding; however, such proposals are outside the scope of this Part 8 scheme. All design elements will align with the Urban Realm Plan, with bin styles and locations to be finalised at detailed design stage in accordance with established desire lines. Materials have been chosen to be durable and low maintenance. Planting will be provided in line with the landscape design, including SUDS planting, with species selected to be suitable for an urban environment and, where appropriate, low maintenance. Trees will be urban-friendly and sympathetic to the streetscape, with their extent coordinated with public lighting requirements. No additional unfixed flower pots or planter boxes are proposed as part of this scheme. Pathway improvements, including works along Rathkeale Road and between the new and old Manor gates form part of the design and will be delivered using asphalt and/or concrete finishes. Pedestrian access will be maintained throughout the works, and pedestrian priority measures form a key element of the overall scheme.

A construction programme will be prepared following the appointment of a contractor, with works anticipated from mid-2026 to Easter 2027. Construction phasing will be carefully managed to minimise disruption, and a communication point of contact will be provided for businesses, offices, and residents, with coordination through the LCCC Municipal District Office. Requests relating to additional pedestrian crossings at the roundabout, Adare Library access, advertising boards, and other similar items are noted but fall outside the scope of this Part 8 scheme. New crossing facilities will be provided at suitable nearby locations, supported by the traffic assessment undertaken. The LCCC District Office will

review resurfacing requirements for Dovecote Lane and assess the condition of existing footpaths where relevant. Proposed parking arrangements ensure that existing vehicle access is maintained. The scheme also seeks to minimise the loss of on-street parking, with any reduction offset by the provision of spaces within the Heritage Centre Car Park. Public lighting will be designed in accordance with applicable standards, and safety improvements are incorporated throughout the scheme. Proposed seating will be, consistent with the character of the village and the Adare Urban Relam Plan. While electric vehicle charging points are not included within the current Part 8 scope, ducting will be installed to facilitate future provision.

Bus shelter improvement works are outside the scope of this Part 8 scheme, the project team however will liaise with the Active Travel Department with regard to the Bus Stop Enhancement Programme delivery. Requests for the provision of electricity and water supply in the village park are outside the scope of this Part 8 scheme. A review of existing signage will take place during the detailed design process. Provision of loading bays where feasible will be dealt with during the detailed design process. Provision of a public sculpture is outside the scope of this Part 8 scheme. Footpath upgrade works from Manor Court to the railway gates is outside the Scope of this Part 8

SUB (4) Uisce Éireann

Submission Summary:

No proposals for new water or wastewater connections are included in the current application. Existing wastewater sewers (150–300 mm) and watermains (75–200 mm) run both longitudinally and across the proposed public realm area. All development works interacting with existing watermains or wastewater sewers along Main Street (N21) and the approach roads must comply with Uisce Éireann Standard Details and Codes of Practice. Building over Uisce Éireann assets is not permitted. Where diversion, resetting, or raising of manholes or valve covers is required, written Confirmation of Feasibility (COF) must be obtained from Uisce Éireann prior to commencement of works. A schedule of crossings and separation distances must be agreed for any new surface water drainage relative to existing water and wastewater infrastructure. If a connection to the public network is required, a formal connection agreement with Uisce Éireann must be completed before development begins. Adequate separation distances must be maintained between the proposed works and existing public infrastructure, ensuring that public drinking water sources and abstraction infrastructure are not impacted. Any new water or wastewater infrastructure installed as part of the development must comply with Uisce Éireann developer services standards and codes of practice.

Mayor's Response:

The design assumes that existing water and wastewater connections are adequate, with any potential new connections to be assessed during detailed design. No formal new connections are currently required as part of the works. The design team will

take account of the location of existing utilities when planning construction. All works will comply with statutory requirements, and the design avoids building over public water or wastewater assets. Necessary approvals, including Confirmation of Feasibility (COFs), will be obtained where required. Separation distances will be maintained in accordance with best practice and statutory requirements, with appropriate measures in place to protect water sources. All new installations will comply with relevant standards and codes of practice.

SUB (5) Noelle Hogan Chambers

Submission Summary:

Property owners on the north side of Main Street broadly support the Adare Public Realm Upgrade but have raised concerns regarding aspects of the design affecting their property. The property includes an archway providing the only vehicular access from Main Street to the rear, which serves residential parking at Blackabbey Mews. Planning permission (Reg. Ref. 11332, 2011) requires that these rear parking spaces be used for residential purposes, making continued access essential. The archway is also occasionally used for light machinery and vehicles required for property maintenance and servicing. Drawings and the Landscape Architect Masterplan show a cross-hatched box across the entrance/archway, which may represent a clearway or no-parking zone; however, the legend and supporting details do not clearly explain its intended function. The Construction Environmental Management Plan lists various works but does not specifically reference maintaining access to existing properties or residents' parking. The Road Safety Audit notes existing double yellow lines on Main Street and recommends reviewing whether these parking restrictions will remain. Owners are concerned that the design documentation does not clearly demonstrate protection of the long-standing vehicular access to the rear and request that future versions of the design explicitly confirm that access and associated street parking arrangements will be maintained.

Mayor's Response:

Noted; the design aims to balance public realm improvements with the need to maintain property access. Existing access will be maintained during and after construction, with temporary access arrangements accommodated throughout the works. Cross-hatched areas shown on the drawings denote traffic management zones in accordance with standard practice and reflect existing parking prohibition zones, rather than restricting private access. A Construction Environmental Management Plan (CEMP) will guide access management during construction, and parking restrictions will be reviewed to balance safety with continued access. All access arrangements will be maintained in line with statutory requirements, and future design updates will confirm the continued protection of property access.

SUB (6) Henry Vokes (Adare Pharmacy)

Submission Summary:

Submissions raise concerns regarding the exact positioning of the proposed pedestrian crossing at the L1422 / N21 junction relative to nearby houses. Residents object to a crossing being located directly outside living room windows and front doors due to potential impacts on privacy and residential amenity. There is also concern that flashing amber beacons associated with the crossing may shine into bedrooms because of the road angle. Footpaths along the L1422 should not be widened, according to submissions, and residents fear that widening while retaining roadside parking could create traffic bottlenecks, particularly given the heavy traffic on the L1422, which includes haulage, manufacturing vehicles, and agricultural machinery travelling to the Deer Park entrance. Concern was also expressed regarding the displacement of parking caused by the loss of spaces on Main Street and nearby streets, potentially pushing visitor parking into residential areas, and exacerbating existing issues with illegal parking on footpaths outside homes that block access. Suggestions include replacing the main pedestrian crossing with a timed stop-and-go traffic light system without a central refuge island. Submissions also highlight concern regarding the long-term maintenance of proposed public realm features, such as trees, seating, and rain gardens, noting that poor maintenance of existing public areas has previously led to slip hazards from leaves, moss, and weeds.

Mayor's Response:

The proposed pedestrian crossing location at the L1422 / N21 junction has been determined based on detailed safety and traffic flow studies. At this location, an uncontrolled crossing is proposed, with placement in accordance with standard road safety guidelines. Traffic modelling and vehicle tracking assessments have been undertaken and confirm that the arrangement is appropriate at the L1422 / N21 junction (Blackabbey / Main Street). The design accommodates heavy traffic movements, including haulage, manufacturing vehicles, and agricultural machinery. The crossing type has been selected to balance safety and pedestrian convenience. The scheme aims to minimise the loss of on-street parking. Any reduction in parking bays resulting from the Part 8 configuration will be offset by the provision of spaces within the Heritage Car Park. Parking byelaws do not form part of the Part 8 scheme, and there are currently no byelaws in place in Adare, although Limerick City and County Council may consider such controls in the future. Maintenance of the completed scheme will be undertaken by the local authority, with Adare public realm works maintained by Limerick City and County Council in accordance with existing maintenance procedures.

SUB (7) ACT Adare Community Trust

Submission Summary:

ACT welcomes the investment in the Adare Public Realm Plan, recognising its importance for the village ahead of the Ryder Cup and as a post-bypass visitor destination. ACT supports traffic calming measures and additional pedestrian crossings but has raised concerns regarding the positioning of certain crossings, including the pedestrian crossing near the bank and park being potentially too close to the church-park crossing, and the Station Road crossing near Aunty Lena's, which could be moved slightly further from the roundabout to avoid abrupt stopping when turning. Support was expressed for the proposed reconfiguration of parking along Station Road due to current safety concerns, though concern remains regarding the removal of car parking spaces and the need to expedite additional spaces at the Heritage Centre car park. Suggestions include creating a bus drop-off/pick-up area at the Heritage Centre with buses parking elsewhere, introducing a paid parking scheme to prevent long-term parking by airport bus users and employees, and providing designated disabled parking outside Adare Pharmacy. ACT also notes that parking demand is likely to increase after the bypass due to tourism, business expansion, and commuting employees.

ACT supports new heritage-sensitive street lighting, including brighter lights at pedestrian crossings, and suggests including EV charging points on electric poles to align with national targets for electric vehicles. Safety and accessibility concerns were raised regarding a dangerous step on the footpath between Earls & Pearl's and Collins Pub, and maintenance issues caused by trees along footpaths, particularly leaves creating slip hazards in autumn and during storms. Additional trees on Main Street were noted as potentially increasing maintenance requirements and obstructing heritage sightlines, with emphasis on preserving clear views of Adare Village Hall, particularly in light of upcoming renovations. Environmental objectives were suggested to be achieved through wildflower planting and biodiversity measures along approach roads and boundary walls rather than additional trees. ACT also supports improved signage, additional seating (especially age-friendly seating), and new bins designed to prevent access by birds such as crows. Overall, there is concern regarding the scale and placement of proposed tree planting.

Mavor's Response:

Noted; the plan aims to enhance the village for both residents and visitors. Traffic calming measures and additional pedestrian crossings are included as part of the design. Crossing locations have been determined through safety and traffic studies, with placement in accordance with standard design guidelines and aligned with pedestrian desire lines. The parking layout has been revised to improve safety. Traffic and parking demand have been considered in the design. Fifteen-minute set-down spaces are included to improve accessibility, with the potential for accessible parking bays to be reviewed at detailed design stage. Proposals relating to bus infrastructure

lie outside the scope of this Part 8 scheme. Public lighting and enhanced illumination at pedestrian crossings form part of the design proposals. While EV charging points are not included within the current Part 8 scheme, ducting will be installed to facilitate future provision, with further consideration by Limerick City and County Council in due course. Within the scheme extents, footpath improvements will be undertaken to address existing trip hazards. Tree planting will be reviewed in line with LCCC tree policy, ensuring species are urban-friendly and sympathetic to the streetscape, with layout coordinated alongside public lighting requirements. Biodiversity measures, including SUDS features and planting proposals, are incorporated within the landscape design. Seating and signage improvements are included, with bin design to follow standard specifications.

SUB (8) Marie Cribbin (Adare Pharmacy)

Submission Summary:

Submissions request the installation of a new footpath along the L1422 at Curraghbeg, Adare, where the existing footpath currently ends. The road provides access to the local GAA pitch and is frequently used by pedestrians, including children, creating safety concerns due to a blind bend near the hurling field and a narrow section of road where two vehicles cannot easily pass. Heavy goods vehicles accessing a nearby freight company also regularly use the road, and vehicles often mount road margins or enter driveways to pass one another, increasing the risk to pedestrians. Submissions note that the lack of safe walking space exposes pedestrians to danger throughout the day, particularly as traffic has increased due to railway works and bypass construction. The proposed footpath would support active travel and reduce reliance on cars for children and residents. Engagement with the council began in 2022, and a proposed footpath route was agreed with council engineers. Two affected residents previously signed agreements allowing boundary and entrance adjustments to facilitate the footpath. Responsibility for the project has now transferred from the Rathkeale engineering office to the Active Travel team, with a request that the works be completed as soon as possible due to safety concerns.

Mayor's Response:

These suggested design proposals lie outside the scope and delivery of the current Part 8 Urban Realm Project. The scheme focuses on enhancing pedestrian safety within its defined extents, in line with broader Active Travel objectives. Traffic volumes and vehicle movements, including large and agricultural vehicles, have been assessed as part of the wider transport planning, and the design provides for safe pedestrian access along included routes. Construction works will be carefully phased and sequenced to minimise disruption. A construction programme will be developed following the appointment of a contractor, with works anticipated from mid-2026 to Easter 2027. The design has been informed by stakeholder engagement, and delivery will be managed by Limerick City and County Council in coordination with the

appointed contractor. Requests relating to works outside the Part 8 scheme extents will be considered separately by the relevant council teams.

SUB (9) Dianne McDonogh

Submission Summary:

Submissions welcome the investment in the village but raise concerns that construction works may disrupt the day-to-day operation of Adare Manor Hotel and Sean Collins's Bar. The proposed green buffer and tree planting along the Adare Manor boundary wall may pose risks to structures if inappropriate species are used. Drawings relating to works near the Dunraven entrance were noted as lacking sufficient detail to fully assess impacts, with the proposed layout appearing to move the existing kerb line and set tactile paving back from its current alignment. Submissions emphasise the importance of protecting the historic character of the Adare Manor entrance, including landscaping features, jostle stones, and limestone piers, and express concern regarding the compatibility of new paving with existing materials at the entrance. Suggestions include removing the parking space outside the premises and extending the double yellow line parking restriction. Submissions also stress the importance of maintaining services and utilities, including telecommunications, water, and wastewater, and raise concern that tree planting and changes to street lighting could impact these utilities. There is a clear request that the protection of all services and utilities to Adare Manor be guaranteed during construction.

Mayor's Response:

Access for deliveries will be maintained during construction works, with phasing carefully planned to minimise disruption to local businesses, including Adare Manor Hotel and Sean Collins's Bar. Selected tree species along the Adare Manor boundary wall will be appropriate for the urban environment. Urban realm upgrade works will encompass the existing access, with the design extended through the junction and urban realm materials employed in line with the overall project. Kerb realignment and tactile paving changes are designed to improve pedestrian safety and accessibility. New paving materials will complement existing finishes, protecting the character of the Dunraven entrance. No changes to existing road markings are proposed at this location. Utilities, including telecommunications, water, and wastewater services, will be maintained throughout construction. Utility locations will be taken into account during tree planting and street lighting installation, with protective measures implemented to ensure all services remain fully operational during the works.

SUB (10) TII

Submission Summary:

Submissions note that the proposed Part 8 works include alterations to the N21 national road within Adare. Transport Infrastructure Ireland (TII) advises that such works require the preparation of a Design Report in accordance with TII Publication DN-GEO-03030 (Design Phase Procedure for Road Safety Improvement, Urban Renewal, and Local Improvement Schemes). TII has indicated that no record of a Design Report has been submitted for the proposed alterations to the national road. The Design Report should demonstrate adherence to national road design standards while complementing DMURS (Design Manual for Urban Roads and Streets) principles. The objective is to safeguard the strategic function of the national road network and ensure safety for all road users. TII requests that their observations be considered in the assessment and determination of the project and that any necessary revisions to address their concerns be incorporated into the scheme design before the determination of the Part VIII proposal.

Mavor's Response:

Noted; works include improvements to pedestrian crossings, parking, and the public realm along the N21 corridor and Station Road. A Design Report has been submitted to TII, and the design as shown in the Adare Public Realm Project has been agreed with TII Road Safety. Extensive pre-consultation with TII Road Safety was undertaken to ensure the scheme aligns with TII's design guidance and feedback. The design aims to balance compliance with national road standards and DMURS urban design objectives, delivering urban realm improvements while maintaining the strategic function of the N21. Safety audits have been undertaken as part of the design process, and TII's observations are noted in the project documentation.

SUB (11) Patricia Lavin

Submission Summary:

Submissions express strong overall support for the proposed public realm improvements, noting benefits for traffic management, pedestrian safety, parking pressures, and visual quality. Specific concerns were raised regarding parking and access at Abbey View. Submissions request the removal of the parking space immediately adjacent to the Abbey View exit to improve sightlines and reduce the risk of vehicle conflict, noting that the final parking bay entering Abbey View is too close to the junction, which may obstruct visibility and encourage informal parking. The lack of a dedicated loading bay was highlighted as creating safety risks, with delivery vehicles having to reverse into Abbey View. A pedestrian crossing was requested at or near the Abbey View entrance due to high pedestrian activity, including schoolchildren, families, older residents, and visitors. Parking outside Adare Iron Works and No. 1 Abbey View was identified as obstructing visibility for residents and customers. Submissions suggest the extension of double yellow lines and installation of bollards up to No. 3 Abbey View, mirrored across the road, to discourage unsafe or informal parking. Emphasis is placed on balancing parking

provision for residents, businesses, and visitors with the need to maintain safe sightlines and access.

Mayor's Response:

Support for the public realm improvements is noted. The scheme aims to minimise the loss of on-street parking. Any reduction in parking bays resulting from the new Part 8 scheme configuration will be offset by the provision of spaces within the Heritage Car Park. Parking strategy has been designed to accommodate residents, businesses, visitors, and delivery vehicles while maintaining safe sightlines and access, through the rationalisation of the existing layout and the provision of kerblines, buildouts and bollards. The provision of a loading bay, where feasible will be dealt with during the detailed design process.

Requests for additional pedestrian crossings or modifications beyond the proposed layout are not currently warranted and therefore lie outside the scope and delivery of this Part 8 scheme. Parking byelaws do not form part of the Part 8 scheme; currently, no byelaws exist in Adare, though Limerick City and County Council may consider controls in the future.

SUB (12) Brendan Doran

Submission Summary:

Submissions strongly recommend completing the Adare Bypass prior to commencing the Public Realm works to avoid major traffic disruption, citing examples where minor road repairs have caused severe congestion affecting emergency services and general traffic. While supportive of improvements, submissions emphasise the desire to retain the historic charm of Adare and note that the village does not require a full "transformation" for events such as the Ryder Cup. Footpaths were highlighted as requiring repair or resurfacing to improve safety for pedestrians, residents, and visitors. Submissions express concern that proposed trees on Main Street are unnecessary and may obstruct views, shed leaves, damage gullies, create slippery surfaces, and harm footpaths, noting that leaf and debris accumulation is already a hazard, particularly between the Dunraven Arms and the Church of Ireland. Finally, concern was raised regarding the arrows indicating off-street parking on the privately owned field adjacent to the park.

Mayor's Response:

The construction work programme will be carefully phased, including careful sequencing of works. The construction phasing programme will be made available once a works contractor has been appointed. This Adare Public Realm scheme is designed to provide pedestrian and road safety improvements in line with the Local Area Plan, Adare Urban Realm Plan, and Local Transport Plan, while maintaining the existing village character. Footpath improvements are included in the scheme to address existing safety issues. Trees will be reviewed to align with LCCC tree policy. Species selected will be urban-friendly, sympathetic to the urban realm, and

coordinated with proposed public lighting. No works are proposed on the Dunraven Arms to Church of Ireland roadway or footpaths, and no off-street parking on privately owned land is included as part of this scheme.

SUB (13) Leo Dillon

Submission Summary:

Submissions express overall support for the proposed public realm improvements but note that the scheme is considered minimal, focusing primarily on resurfacing footpaths and adding a limited number of trees, without broader ambitions for transformation. No timeline for implementation was indicated, raising questions as to whether works are intended to be completed ahead of the Ryder Cup 2027. The current road design is seen as prioritising cars, maintaining a largely car-centric layout, with on-street parking from the roundabout to the Adare Manor entrance blocking key views and assets. Footpaths are considered narrow (approximately 2.15m), and the current 50 km/h speed limit has not been actively addressed, with submissions suggesting that a reduction to 30 km/h could enhance pedestrian safety. Concerns were raised regarding street clutter and potential over-signage, with requests for clearer reduction strategies. The number and location of pedestrian crossings were questioned, with some proposed crossings, such as outside Bill Chawkes, seen as unsafe due to their positioning on bends. The design of village gateway points was also criticised as inconsistent with Department of Transport guidance. Submissions noted the absence of continuous footpaths, indicating that car movement is prioritised over pedestrian safety, and that the “Brand Adare” identity is not reflected in the current public realm or signage, with recently installed totem signs failing to incorporate branding.

Mayor’s Response:

Noted. The Adare Public Realm scheme focuses on safety, accessibility, and public realm improvements within the available project budget. A construction programme will be provided once a contractor is appointed, with works phased from mid-2026 to Easter 2027. An implementation schedule will be developed once all approvals are finalised. The design balances vehicle access with pedestrian safety and amenity. On-street parking proposals closely match the existing configuration, with adjustments at the southern extent offset northward as shown in the scheme design layouts. Proposed parking and footpath widths comply with DMURS and traffic guidance. A reduced speed environment will be created through traffic calming measures. Limerick City and County Council is currently reviewing speed limits where appropriate, with the existing 30 km/h limit for the village core under consideration as part of Phase 2 of the 2023 speed limit review. Street furniture and signage will reflect the village character and comply with the Adare Urban Realm Plan. Existing signage will be consolidated during detailed design, with unnecessary items removed. Proposed pedestrian crossing locations have been carefully selected and audited through Road Safety Audits, traffic modelling, and relevant guidance. Gateway

locations are consistent with DMURS recommendations and TII safety reviews. The scheme prioritises pedestrian safety, providing appropriate facilities from Manor Fields to Adare Manor, while maintaining the strategic function of the N21. Branding will be incorporated where feasible, in keeping with the Adare Urban Realm Plan.

SUB (14) Diarmuid FitzGerald

Submission Summary:

Submissions note that no proposed improvements are planned directly in front of Adare Boys National School, with the existing pedestrian crossing and footpaths remaining unchanged. Observations indicate that some motorists do not respond appropriately to the crossing, despite the high volume of pedestrians, particularly schoolchildren. Submissions request improved visibility and safety measures at this location to enhance protection for pedestrians.

Mayor's Response:

Noted. Current pedestrian crossing and footpaths in front of Adare Boys National School are considered adequate under existing standards. Existing facilities will be reviewed as part of detailed design, with enhanced traffic calming, school zone implementation, and appropriate interventions considered where feasible.

SUB (15) Gillian Sheehy

Submission Summary:

Submissions note that vehicles continue to park at the end of the footpath on Blackabbey Road despite existing double yellow lines. This creates blind spots for drivers exiting Broad Street and raises safety concerns for both motorists and pedestrians.

Mayor's Response:

Noted; the MD Office will review traffic control at this location as the Blackabbey Road lies outside the scope and delivery of this Part 8 scheme.

4.0 Habitats Directive Project Screening Assessment

An Appropriate Assessment Screening Report has been undertaken by MHL & Associates Ltd for the proposed development which examined the impacts the proposed development may have on any nearby European Designated Sites. There is a potential groundwater connection with the Lower River Shannon SAC. A hydrological distance of approximately 519m occurs from when the Gortaganniff River passes through the project boundary and enters the River Maigue. The Lower River Shannon SAC is present at the point the Gortaganniff enters the Maigue and continues downstream until the Shannon Estuary. The project area encompasses existing roadways, footpaths and built areas of Adare village. It is an already developed environment, with the proposed

works, in most cases occurring over the existing footprint of the N21 and associated footpaths.

While construction and demolition works may result in some pollutants and dust occurring, and pollutants entering the stream, reasonable construction measures will be carried out in line with the CEMP. There will be no water discharges into the stream as there is an existing storm water and foul water system present. To manage rainwater runoff, a soakaway is to be installed while runoff from the hard standing area will be managed on site by means of porous asphalt/grasscrete and soft landscaping. Excavation works are limited to a max depth of 1.2m which are considered shallow and unlikely to achieve groundwater strike.

Standard measures are considered sufficient to protect the local and wider environment. These works are small in scale and routine in nature, and measures to avoid discharge to the local watercourses will be undertaken, as is standard in these routine works. Hence, during the construction phase of these minor works, it is not anticipated that there will be any likely significant effects on the QIs of the Lower River Shannon SAC arising via surface water pathways.

The report concluded that as the current project has been determined to not have likely significant effects on QIs/SCIs of the Natura 2000 sites within the ZoI; there is no potential for other plans or projects to act in combination with the proposed project to result in likely significant effects on Natura 2000 sites.

A report from the Council's Heritage Officer dated 31/03/2026 outlines agreement with the screening conclusion that the possibility of significant effects on the nearby Natura 2000 sites can be excluded. Progression to stage 2 is unnecessary.

It is therefore considered that given the nature and scale of the works and the nature of the existing surrounding urban environment, the development as proposed should not exercise a significant effect on the conservation status of any SAC or SPA either alone or in combination with other plans or projects and therefore a Stage 2 NIS is not necessary.

5.0 Environmental Impact Assessment Screening

An EIA Screening Report has been undertaken by JBA Consulting Ltd on behalf of Limerick City & County Council for the proposed development and assesses whether the proposed development falls within any project categories as set out in Annexes I and II of the Directive. Annex 1 projects automatically require EIA while projects failing into Annex II require EIA if they meet or exceed a given threshold. The development as proposed does not fall under Annex I projects but has been assessed against under category 10 (infrastructure projects) within Annex II.

The EIA screening concludes that the development as proposed was assessed under category 10(b) of Schedule 5, Part 2 of the Planning and Development Regulations and notably the following sections:

(iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere. (In this paragraph, “business district” means a district within a city or town in which the predominant land use is retail or commercial use.)

The assessment concludes that the development does not fall under any of the categories above. The proposed development is in a built-up area and consists of minor works. Therefore, an EIAR has not been automatically triggered for this proposed development

To determine whether the development may fall under the category of sub-threshold development, with the potential to give rise to significant environmental effects, a screening exercise was undertaken. During construction, typical impacts such as noise, dust, traffic disruption, and the generation of small amounts of waste are to be expected. These are typical construction phase impacts and will be mitigated against by environmental operating plans devised by the on-site contractor, following best practice guidance. It has been concluded that the proposed development does not fall under the category of sub-threshold development, and thus an EIAR is not required.

A report from the Council’s Heritage Officer dated 31/03/2026 outlines agreement with the screening conclusion and agree that the project does not fall under Schedule 5 and that the requirement for EIA does not arise. Also as noted above, the limited scale and nature of works within an already modified urban environment which further lessens the potential for effects and the need for a subthreshold assessment. EIA is therefore not required.

The development does not fall within any of the threshold or sub-threshold requirements for a mandatory EIA as specified in Section 5 of the Planning and Development Regulations 2001 (as amended). Having regard to the size of the development, located within a modified environment, it is considered that the development as proposed does not require the preparation of an Environmental Impact Assessment Report.

6.0 Key Policy Provisions

Limerick Development Plan, 2022-2028:

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

Policies and Objectives

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

It is an objective of the Council to: a) Ensure that all developments are designed to the highest quality with respect to the principles of place making, universal design and

public realm including the guidance set out under the Urban Design Manual – A Best Practice Guide (2009) and the Design Manual for Urban Roads and Streets (2013) the Whole of Government National Disability Inclusion Strategy (NDIS) 2017-2022 and the 2020 DMURS Interim Advice Note – Covid 19 Pandemic Response. b) Prepare and facilitate implementation of Public Realm Plans for settlements including Limerick City, Adare and Rathkeale. c) Ensure the construction of the highest quality and innovative designed buildings, in particular on the approaches to Limerick City, along the Riverfront/Quays, on important street corners or junctions, corner sites, the end of vistas and gateways, Town Centres and the edges of public squares or open space.

Policy TR P5 Sustainable Mobility and Regional Accessibility

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

Objective TR O7 Behavioural Change Measures

It is an objective of the Council to:

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

Objective TR O42 Roads and Streets

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

Objective TR O52 Directional Signage

It is an objective of the Council to facilitate the provision of directional signage for amenities, tourist attractions and local attractions and along cycle and pedestrian routes, at appropriate locations throughout Limerick, in accordance with planning and traffic regulations.

Adare Local Area Plan 2024-2030

Policy TCF 1 Town Centre First:

It is a policy of the Council to

- a) Support the implementation of the Town Centre First policy in Adare in creating a viable, vibrant and attractive village centre to live, work and visit while also functioning as the service, social, cultural and recreational hub for the local community through the enhancement of the village's rich architectural heritage and enhancement of the public realm in line with the Public Realm Plan included as Volume 2 in this Plan.
- b) Capitalise on the infrastructural investments in the village that support the Town Centre First programme within the lifetime of this Plan and seek further opportunities to promote Adare as a viable, vibrant and attractive village centre to live, work and visit, fulfilling its role as the service, social, cultural, economic and recreational hub for the local community and hinterland sensitive to the villages rich architectural heritage and improved public realm.
- c) Promote high quality place-making and public realm, in accordance with the Limerick Development Plan 2022-2028, including the Development Management Standards, any replacement thereof and any relevant Section 28 Guidance. All development shall demonstrate climate resilience measures to climate proof critical infrastructure.
- d) Ensure the highest quality of public realm and urban design principles are applied in the village centre, and the opportunity areas are identified in this Plan.
- e) Ensure development proposals are designed in such a manner as to enhance the village centre and should give due consideration to: Site context, surrounding built heritage, climate resilience, connectivity/permeability, public realm improvements, adaptability, privacy, amenity, parking provision.

Opportunity Site 4

Site Description: Public Realm upgrades Main Street.

Adare has the potential to develop a high-quality pedestrian area in the commercial core that can act as a destination space. This is key to enable the village to attract and retain new residents and visitors, thereby improving the overall vitality of the village.

Project Type 1: Transport, Sustainable Mobility and Parking

Deliver Adare Transport Plan within the lifetime of the plan to consider transport and sustainable mobility (including car parking, coach parking and public realm upgrades). The Transport Plan should consider the following options and should be subject to relevant Environmental Assessments

- Heritage Centre Carpark reconfiguration

- Explore options for the development of a new off road carpark
- Develop a coach strategy
- Prioritise pedestrian & cycle movement on the Avenue and consider new carpark facilities for residents if required
- The developments of the Western approach scheme & install storm water services. Provide for high quality public realm at Rathkeale Road in front of Village Park. Pedestrian routes to be provided from Village Hall to Ballingarry Junction.
- The enhancement of pedestrian and cycle connectivity along station road & planting of new trees
- New public realm to main street from the Cottages to Village Hall – note: can be developed in phases. Full scheme implementation contingent on off street carpark and bypass being delivered.
- Explore pedestrian connections from Main Street to Desmond Castle, Adare & Adare Golf Club
- Ensure completion of pathway connection to GAA Club
- Provide provision for pedestrian walking route and cycle route connecting Blackabbey Road to N21 via Deerpark housing scheme
- Provide new cycle & pedestrian link from Village Park to the Avenue

Adare LAP 2024-2030 – Volume 2 - Public Realm

Objective SCSI O8 –

Incorporate specific facilities and amenities that would promote exercise and movement as well as rest and relaxation in a natural way and in a variety of settings.

Public Realm Strategic Objective PR-SO1

Public Realm Principle - Progressive & Dynamic

Implications for the Public Realm

- Attract and retain visitors and businesses through improving public realm settings to retail offer, creation of quality public spaces
- Utilisation of Adare brand in wayfinding

Development Plan Strategic Objective Alignment

- S01: Grow Limerick’s economy and create opportunity through maximising the potential for development through the promotion and enhancement of the competitive advantages of Limerick

PR-SO4 • SO4: Protect the unique character of Limerick. Support and facilitate revitalisation and consolidation of the City, towns and villages, through public realm and place-making initiatives. Ensure the highest quality of public realm and urban design principles are applied to all new developments, including the construction of landmark buildings in appropriate locations

7.0 Appraisal

Principle of Development

This development is for Works to the Public Realm along Main Street and the approaches to Main Street including along the N21 and Station Road. The design aims to achieve the objectives as set out in the Limerick Development Plan 2022-2028 and the Adare Local Area Plan 2024–2030, which prioritise sustainable growth, environmental conservation, economic vitality, high-quality urban design, and climate resilience. By widening and upgrading footpaths, introducing controlled and uncontrolled pedestrian crossings, and implementing traffic calming measures—including gateway treatments, buildouts, table-top crossings, and reduced lane widths—the project actively lowers speeds through design, prioritises pedestrian and cyclist safety, enhances connectivity and permeability, and creates shared spaces that encourage social interaction, gathering, and contemplation. The proposal would enhance the vibrancy, accessibility, biodiversity, safety, and amenities along Adare Main Street and Station Road through improvements to public spaces and it would result result in a more attractive destination for both residents and tourists by

Ecology

This report consists of a Preliminary Ecological Appraisal (PEA). It concludes that with the inclusion of the recommendations made in the report to the project CEMP with measures for local water protection, and pollution control, warm spectrum lighting as part of the public realm and provision for root protection that the project will not have significant effects on the local environment or statutory or non-statutory nature conservation sites.

Flooding

JBA Consulting has undertaken a Site-Specific Flood Risk Assessment for the proposed public realm enhancement scheme. The proposed development site is located within the village of Adare and lies within the floodplain of the River Maigue and its tributaries. It is at risk from both fluvial and tidal flooding, as well as pluvial (surface

water) flooding. There is a local stream to the west of the site but as per the CFRAM mapping there has been no flooding issues recorded with regard to same.

The proposed development is partially located within Flood Zone A and B, according to the guidelines set out by the OPW, The Planning System and Flood Risk Management - Guidelines for Planning Authorities (OPW, 2009), the development type - public realm enhancements - is not considered highly vulnerable to flooding. The road route itself would be highly vulnerable, but the proposed works are primarily cosmetic in nature and no significant changes to ground or levels are proposed in the Flood Zone and the works are not intended to manage or mitigate the wider impacts of flooding and/or improve climate change resilience. As such, the proposals will not have any significant impact on tidal/fluviial flooding risk to surrounding lands. Furthermore, the improvements to the management of rainwater through the new sewer and incorporation of some SuDS measures will have a positive benefit on the quality and quantity of runoff. A report from the Flood Section (TMPR) received on 01/04/2026 outlines no objection on the grounds of flood risk.

Landscape

A Landscape Report (and Plan) has also been prepared for the proposed project. It describes how that existing landscape features on the site, together with the proposed landscaping project, will contribute to an urban landscape, whilst providing valuable NBS which benefit biodiversity.

An arboricultural assessment of the site confirms the presence of numerous trees, many of which are mature and make a positive contribution to the character and visual amenity of the surrounding streetscape. The proposed works have been designed to avoid the removal of existing trees. Appropriate tree protection measures will be implemented in accordance with applicable standards, including the approved tree protection strategy and associated method statements, to ensure retained trees are safeguarded and potential impacts are minimised throughout the construction period.

Archaeology & Built Heritage

An Archaeological and Built Heritage Assessment of Adare public realm upgrade project has been prepared on behalf of MHL & Associates.

The proposed scheme partially lies within the zone of notification for the historic town of Adare (LI021- 032001). There are 11 archaeological sites or monuments located within the study area, with the nearest recorded monument comprising Trinitarian Abbey (LI021-032008) situated to the immediate north. It is recommended that any excavation below the modern formation level (est. 300mm) is avoided/limited within the northern half of Main Street in the vicinity of the abbey to avoid/reduce any potential negative impact to the medieval road surface preserved beneath. It is recommended that any groundworks (associated with proposed lighting, tree planting, drainage, road

resurfacing) undertaken within the zone of Adare Public Realm Upgrade Project 2026, Archaeological and Built Heritage Assessment Adare, co. Limerick 26 IAC Archaeology notification for the historic town, LI021-032001, be subject to archaeological monitoring under licence from the National Monuments Service. If archaeological remains are uncovered during the course of works, further mitigation, such as preservation in situ or by record (excavation) may be required. Any further mitigation would need to be carried out in consultation with the National Monuments Service and the Limerick County Archaeologist.

In terms of Architectural Heritage, the proposed scheme is located within the Architectural Conservation Area for Adare, with 56 Protected Structures and 52 structures listed in the National Inventory of Architectural Heritage, present in the study area. One of these, a culvert (868) lies within the proposed development area, however the property boundaries for many border the scheme. The following measures are proposed to avoid negative impacts on the Architectural Heritage of the village:

- Impact to the culvert (RPS 868) is to be avoided through design and that all works in the vicinity of the culvert are monitored by an archaeologist at the time of construction to ensure this is the case.
- Any deep excavations, below the modern formation level of Station Road (est. 300mm) are to be monitored by an archaeologist under licence from the National Monuments Service at the time of construction to record any potential canal fabric.
- Suitable precautionary measures are to be undertaken throughout the construction phase of the scheme to avoid indirect impact from passing machinery or storage of materials, such as protective hoarding and set-back buffers around sensitive constraints.
- The Construction Management Plan is to be prepared in full cognisance of the Cultural Heritage constraints identified in this report, and appropriate protective measures are established prior to construction phase.

Traffic and Pedestrian Permeability

The design proposes to manage traffic including widening and repaving the footpaths, realigning the carriageways, redesigning street junctions and pedestrian crossings. The traffic and parking strategy is designed to prioritise pedestrians over vehicles and create a more vibrant economic environment by enhancing pedestrian mobility. Street furniture and planting is proposed within dedicated shared surface zones ensuring a safer and more inclusive environment for all. New pedestrian crossings are proposed at Blackabbey junction and the Adare Main Street and Rathkeale Road junction, it is considered that same will provide a safe and more accessible public realm and as a result support local business. A report from the Active Travel Section a planned active travel scheme along Blackabbey Road (L1422) from Adare Village towards the western end of the village will link into the proposed public realm scheme at the village hall. The application has been reviewed by the Roads section and a report received on 14/04/2026 outlines that following agreement with the applicant that further or revised documentation and drawings required will be provided prior to the commitment of works and where relevant upon completion of the development. The Roads Section is satisfied with the submission at this stage of the Part 8 process.

Surface Water

Surface water will continue to be managed by the existing drainage network, supplemented by SuDS measures to attenuate runoff and improve water quality, in line with Adare Local Area Plan Objective IU 04(c) and (d).

OCEMP (outline Construction Environmental Management Plan)

The application is accompanied by an OCEMP. It details the best practice methods and principles that are to be followed for the management of construction waste. The site development contractor will be responsible for developing a Waste Management Plan.

Utilities

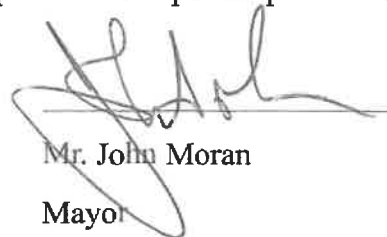
The existing sewer and watermain networks within Main Street and the N21 are to remain in-situ, with possible minor rehabilitation works required pending condition surveys. During construction, some interactions with existing utilities may occur. These will be limited in duration and extent, with no permanent effects likely. No significant impacts on utilities are expected.

Conclusion

In conclusion, the proposed interventions will deliver safer, more accessible, inclusive, and attractive public spaces, supporting sustainable mobility, economic vitality through tourism, resident quality of life, heritage preservation, and climate resilience, while aligning with the strategic vision of the Adare Local Area Plan 2024–2030 and with the policies and objectives of the Adare Local Area Plan (2024-2030) and the Limerick Development Plan (2022-2028). This balance between heritage sensitivity and demonstrates a thoughtful integration that supports the sustainable development goals of the region.

8.0 Conclusion

Having regard to the foregoing evaluation and the reasons and considerations as set out, the proposal is in accordance with the policies and objectives of the Adare Local Area Plan (2024-2030) and of the Limerick Development Plan (2022 – 2028) and the proper planning and sustainable development of the area. Pursuant to Section 179(3)(a) of the Planning and Development Act 2000 it is recommended to the Elected Members of Limerick City & County Council that the proposed development proceed with as proposed.



Mr. John Moran

Mayor

Limerick City & County Council

Date: 30/4/26,

Limerick City & County Council

Re: Part 8 Proposal for the following:

Reference PT8LL337– The proposed development will consist of works to the Public Realm along Main Street and the approaches to Main Street including along the N21 and Station Road in Adare, Co. Limerick. The works will include the following:

- Widening and improving footpaths in the village core and village approach routes,
- Construction of 3no. controlled, 2no. uncontrolled new pedestrian crossings and upgrades to existing crossings to improve pedestrian connectivity and road safety,
- New public lighting scheme on Main Street,
- New landscaping and sustainable drainage systems, including tree pits and rain gardens,
- New street furniture including age friendly seating and new bins,
- Replacement of signage,
- New traffic calming features included Gateway Treatments, reducing the N21 road width and introduction of various landscaping features.

The scheme involves work in the Adare Architectural Conservation Area

Appropriate Assessment (AA) Screening Determination

Pursuant to the requirements of the above Limerick City & County Council is proposing the development as described above at along Main Street and the approaches to Main Street including along the N21 and Station Road in Adare, Co. Limerick.

The plans and particulars were placed on public display from the 26th of January 2026 up to and including 24th of February 2026, and submissions and observations were invited up to the 10th of March 2026, in accordance with the requirements of the Part XI of the Planning and Development Act, 2000 (as amended) and Part 8 of the Planning and Development Regulations, 2001 (as amended).

Having regard to Article 6 of the Habitats Directive 92/43/EEC and (inter alia) the Department of Housing Planning Community and Local Government's Appropriate Assessment of Plans and Projects in Ireland Guidance for Planning Authorities (2010), screening of the development for Appropriate Assessment was carried out by MHL & Associates Ltd on behalf of the Transportation and Mobility Directorate of Limerick City and County Council.

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

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

Order: That Limerick City & County Council as the Competent Authority having considered the Appropriate Assessment Screening Report prepared by MHL & Associates Ltd makes a determination that, when considered either alone or in combination with other plans or projects, a Stage 2 Appropriate Assessment will not be required to accompany the proposal for the reinstatement of the walking trail and associated works at along Main Street and the approaches to Main Street including along the N21 and Station Road in Adare, Co. Limerick.



Mr. Pat Daly

Director General

Limerick City & County Council

Date: 29/4/26

Limerick City & County Council

Re: Part 8 Proposal for the following:

Part 8 proposal, Reference PT8LL337– The proposed development at the Main Street of Adare as well as sections of the L1423 Station Road. including:

Works to the Public Realm along Main Street and the approaches to Main Street including along the N21 and Station Road, the works will include the following:

- Widening and improving footpaths in the village core and village approach routes,
- Construction of 3no. controlled, 2no. uncontrolled new pedestrian crossings and upgrades to existing crossings to improve pedestrian connectivity and road safety,
- New public lighting scheme on Main Street,
- New landscaping and sustainable drainage systems, including tree pits and rain gardens,
- New street furniture including age friendly seating and new bins,
- Replacement of signage,
- New traffic calming features included Gateway Treatments, reducing the N21 road width and introduction of various landscaping features.

The scheme involves work in the Adare Architectural Conservation Area

Environmental Impact Assessment (EIA) Screening Determination

Pursuant to the requirements of the above Limerick City & County Council is Public Realm along Main Street and the approaches to Main Street including along the N21 and Station Road, the works will include the following:

- Widening and improving footpaths in the village core and village approach routes,
- Construction of 3no. controlled, 2no. uncontrolled new pedestrian crossings and upgrades to existing crossings to improve pedestrian connectivity and road safety,
- New public lighting scheme on Main Street,
- New landscaping and sustainable drainage systems, including tree pits and rain gardens,
- New street furniture including age friendly seating and new bins,
- Replacement of signage,
- New traffic calming features included Gateway Treatments, reducing the N21 road width and introduction of various landscaping features.

The scheme involves work in the Adare Architectural Conservation Area

In accordance with Article 120(1)(b)(i) of the Planning and Development Regulations 2001, as amended, the Local Authority has carried out a screening for environmental impact assessment of the proposal. Having regard to the information specified under Schedule 7A of the Planning and Development Regulations 2001, as amended, and based on an examination of the nature, size and location of the development, it is determined that there is no likelihood of significant effects on the environment arising from the proposed development. Nonetheless, a person may, within 4 weeks beginning on the date of the publication of this notice, apply to An Coimisiún Pleanála, 64, Marlborough Street, Dublin 1, D01 902. Limerick City and County Council has carried out an Appropriate Assessment (AA) Screening Report and it has been

determined that a full Appropriate Assessment is not required in respect of this proposed development

The plans and particulars were placed on public display from the 26th of January 2026 up to and including 24th of February 2026, and submissions and observations were invited up to the 10th of March 2026, in accordance with the requirements of the Part XI of the Planning and Development Act, 2000 (as amended) and Part 8 of the Planning and Development Regulations, 2001 (as amended).

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

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

The subsequent EIA Screening Report concludes that the development has been assessed under the environmental criteria outlined in Schedule 5 of the Planning and Development Regulations 2001, as amended, and a sub-threshold EIAR is not required as the proposal is substantially below relevant mandatory EIA thresholds (public realm works over a distance of 1.4km) and located within an existing urban context. The proposed development will not have any significant impacts on the environment given the size of the site and the scale of development. All recommended mitigation measures and standard practices will be employed throughout the construction phase of the development to ensure that the proposed development will not create any significant impacts on the quality of the surrounding environment.

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

Order: That Limerick City & County Council as the Competent Authority having considered the EIA Screening Report prepared by JBA Consulting, makes a determination that an Environmental Impact Assessment will not be required to inform the proposal for public realm works at Main Street of Adare as well as sections of the L1423 Station Road.



Mr. Pat Daly

Director General

Limerick City & County Council

Date:

29/4/20