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& Contae **Luimnigh**

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**Limerick** City  
& County Council

## **CORBALLY ACTIVE TRAVEL SCHEME, LIMERICK CITY, Co. LIMERICK**

**Project ID – 2577**

**Part 8 Planning Report**

**June 2023**



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## **1. INTRODUCTION**

### **1.1 BACKGROUND**

Ryan Hanley was commissioned by Limerick City & County Council (LCCC) to prepare a Part 8 Planning Pack for proposed Active Travel and Safe Routes to School works alongside Corbally Road in Corbally, Co. Limerick.

This report shall to provide supporting information regarding the application for Planning Permission for a proposed 3.5m wide and 140m long path to be constructed alongside Corbally Road in Corbally, Co. Limerick. This planning application is made under Part 8 of the Planning and Development Act 2001 (as amended).

### **1.2 PURPOSE OF THE REPORT**

The purpose of this Planning report is to describe the Corbally Active Travel project and to define the element of the works that relate to this Part 8 Planning application

This report will summarise the ecology and environmental assessments, trees, and hedgerows assessment, flooding assessment, land acquisition procedures, utilities assessment, and accommodation works associated with the proposed works.

## 2. SITE LOCATION, SITE DESCRIPTION, AND SITE CONTEXT

This site is located along south-eastern perimeter of Scoil Ide and St Munchin's College along Corbally Road in Corbally, Co. Limerick. This site shall allow for the redevelopment of a shared surface that extends from 50m south of the pedestrian entrance to Scoil Ide to 30m north of the entrance to St Munchin's College. In addition to this shared surface, it should be noted that a pedestrian crossing point 100m north of St Munchin's College shall be included as part of this project.

It should be noted that the portion of the path that extends along Scoil Ide shall be considered as a brownfield site while the portion of the path that extends along St Munchin's College shall be considered a greenfield site. In addition, the existing footpath on the southern side of the road will be resurfaced between Lanahrone Avenue junction and Shannon Drive junction.

This Part 8 Planning application relates to the development of a 3.5m wide shared path along the northern side of Corbally Road from a point 50m south of the pedestrian entrance of Scoil Ide to 30m north of the entrance to St Munchin's College as well as a pedestrian crossing point 100m north of the entrance to St Munchin's College. Refer to Figure 2.1.



**Figure 2.1: Area where the Part 8 Planning relates to on Corbally Road**

### 3. PROJECT DESCRIPTION

The proposed Corbally Active Travel Project works will take place on Corbally Road in Corbally, Co. Limerick.

#### 3.1 CORBALLY ROAD

The proposed design on Corbally Road will upgrade the existing footpaths by providing a dedicated 3.5m wide walking and cycling path on the Scoil Íde side of Corbally Road, and a 3.0m wide shared path on the opposite side.

The shared path on the school side of the road will connect from Mill Road through the grounds of Scoil Íde and continue eastwards along the edge of Corbally Road where it will connect into the existing cycle track at the entrance to Munchin's College.

The shared path will facilitate safe access to Scoil Íde National School for vulnerable road users. Segregation between the shared path and Corbally Road will be provided by varying finished surface levels and the introduction of soft landscaping features, including but not limited to low level planting areas on the road edge, a native Irish hedgerow species and native Irish tree species. Junction tightening at Roseville Gardens, Lanahrone Avenue and St Munchin's College will reduce vehicle speeds.

The new shared surface will encourage more cycling and walking along Corbally Road and reduce reliance on cars. The new path will give priority to pedestrians and cyclists, encouraging active forms of travel, reducing traffic congestion at peak times, and providing a positive addition to the community. There will be raised tables on Corbally Road to provide prioritised crossing locations, and to discourage speeding.

The proposed design will include:

- A new off-road shared pedestrian/cycle path with an average width of 3.5m connecting Mill Road to Corbally Road between Scoil Íde and Sunnyside Montessori;
- A redeveloped path with an average width of 3.5m along the northern side of Corbally Road from Scoil Íde to the primary road entrance to St Munchin's College;
- Resurfacing of the existing footpath along the southern side of Corbally Road from Lanahrone Avenue junction to Shannon Drive junction;
- 3 no. new raised pedestrian crossings along Corbally Road;
- New Junction tightening measures at Roseville Gardens junction, Lanahrone Avenue junction and St. Munchin's College junction to reduce vehicle speeds and increase safety for vulnerable road users;
- Realignment and widening of St. Munchin's Gates to facilitate 2-way traffic
- New low-level planting and soft landscaping features along Corbally Road.

#### 4. RELEVANT PLANNING HISTORY

A search of planning applications adjacent to the proposed work site on Corbally Road was carried out on Limerick City & County Council's planning website. These include:

File Number	Decision	Decision Date	Development Address	Development Description
218004	Part 8 Planning	07/05/2021	Mill Road Corbally, Limerick	An off-road shared pedestrian/ cycle facility of varying width along the eastern side of Mill Road.



## 5. LEGISLATIVE AND PLANNING POLICY CONTEXT

There are several legislative and planning policies to support the proposed Active Travel works at a national, regional, and local policy level as follows.

### National Policy Context:

#### 5.1 PROJECT IRELAND 2040 - NATIONAL PLANNING FRAMEWORK

Project Ireland 2040 - National Planning Framework (NPF) is the Government's high-level strategic plan for shaping the future growth and development for Ireland out to the year 2040. The NPF was adopted and published by the Government on 16th February 2018, as a strategy to replace the National Spatial Strategy, for the purposes of Section 2 of the Planning and Development Act 2000, as amended.

*National Policy Objective 27* seeks to ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.

*National Policy Objective 64* seeks to improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions.

The NPF strategy recognises the importance of Ireland's urban fabric and the need to support the sustainable growth of communities. The strategy includes improving local connectivity to principal communication (broadband), energy, transport, and community infrastructure in urban and rural areas.

The proposed Active Travel path along Corbally Road conforms with the NPF objectives by providing new infrastructure that promotes healthier lifestyles for the local community and a safer route to school for students attending Scoil Íde and St. Munchins.

### Regional Policy Context:

#### 5.2 REGIONAL SPATIAL AND ECONOMIC STRATEGY FOR SOUTHERN REGION (2020)

The Southern Regional Assembly has prepared a Regional Spatial and Economic Strategy (RSES) for the Southern Region. The RSES provides a long-term, strategic development framework for the future physical, economic, and social development of the Southern Region and includes Limerick.

The Limerick-Shannon Metropolitan Area Strategic Plan (MASP) which is part of the RSES has Objective 20 which states 'an objective to achieve a healthy, green, and connected Metropolitan Area through the preparation of a Metropolitan Open Space, Recreation and Greenbelt Strategy. This will require co-ordination between relevant stakeholders to deliver the sustainable development of parks, recreation, and high quality public open space in the Limerick-Shannon Metropolitan Area'.

The Limerick-Shannon MASP Policy Objective 7 includes delivering the ‘Implementation of improved public realm, walking and cycling routes and facilities.’

The Limerick-Shannon MASP Policy Objective 23 states ‘It is an objective to support the role of Limerick as a WHO Healthy City and seek investment in the delivery of recreation, environmental improvements, active travel, and health services infrastructure that retains and improves on this status’.

The proposed Corbally Active Travel project conforms with the RSES objectives by providing new public realm, active travel, and safe routes to school infrastructure that promotes safe and healthy recreation and commuting opportunities for local communities.

### 5.3 LIMERICK – SHANNON METROPOLITAN AREA TRANSPORT STRATEGY (MATS)

The Limerick – Shannon Metropolitan Area Transport Strategy (MATS) sets out the framework for the delivery of the transport system required to further the development of the Limerick Shannon Metropolitan Area as a hub of cultural and social development and regeneration.

Street networks should be designed to maximise connectivity between destinations to promote higher levels of permeability and legibility for all users, more sustainable forms of transport. In accordance with measure RS5 of Limerick – Shannon MATS, this project will address the significant regional road network constraints to reduce car traffic crossing Athlunkard Bridge on the Corbally corridor.

#### **Local Policy Context:**

### 5.4 LIMERICK DEVELOPMENT PLAN 2022-2028

The Limerick Development Plan (LDP) Objective TR P3 seeks to integrate land use and transport policies. It is a policy of the Council to support and facilitate the integration of land use and transportation policies ensuring the delivery of sustainable compact settlements served by sustainable modes of transport.

The LDP Objective TR P4 seeks to promote sustainable patterns of transport use. It is a policy of the Council to seek to implement in a positive manner, in cooperation with other relevant authorities and agencies, the policies of the NPF, RSES and the Department of Transport’s Smarter Travel, A Sustainable Transport Future 2009 – 2020 (and any subsequent updates), to encourage more sustainable patterns of travel and greater use of sustainable forms of transport, including public transport, cycling, and walking.

The LDP Objective TR P5 seeks to provide 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.

The LDP Objective TR P6 seeks to deliver transport infrastructure in line with national policy. It is a policy of the Council to support the delivery of transport infrastructure identified within the National Planning Framework, National Development Plan 2021-2030 (and any update) and the Regional Spatial and

Economic Strategy for the Southern Region and to support enhanced connectivity within Limerick and inter-urban connectivity within the regions.

The LDP Objective TR O5 - Limerick – Shannon Metropolitan Area Transport Strategy objective is to facilitate the implementation and delivery of the proposals that will be contained in the final Limerick Shannon Metropolitan Area Transport Strategy, in conjunction with the National Transport Authority, Transport Infrastructure Ireland and Clare County Council and other relevant stakeholders. This partnership will achieve successful integration between land use and transport planning, and targeted growth along high-quality public transport corridors and sustainable higher densities.

The LDP Objective TR O6 – Delivering Modal Split objective is to:

- a) Promote a modal shift away from the private car towards more sustainable modes of transport including walking, cycling, carpool and public transport in conjunction with the relevant transport authorities;
- b) Support investment in sustainable transport infrastructure that will make walking, cycling, carpool and public transport more attractive, appealing and accessible for all.

The LDP Objective TR O7 - Behavioural Change Measures objective is 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.

The LDP Objective TR O8 - Walking and Cycling Infrastructure objective is to:

- a) Improve and provide clear, safe and direct pedestrian linkages, cycle networks, including the greenways and primary segregated cycle routes, between the employment zones, shopping areas and residential areas throughout Limerick;
- b) Maintain and expand the pedestrian route network, infrastructure and where possible, retrofit cycle and pedestrian routes into the existing urban road network, to provide for accessible safe pedestrian routes within Limerick.

The LDP Objective TR O9 - Limerick Cycle Network objective is to implement in full, the Cycle Network, which will be set out in the final LSMATS, with priority given in the short term to delivering the primary cycle network and cycle routes serving schools.

The LDP Objective TR O42 - Roads and Streets objective is 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.

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The LDP Policy TR P7 for Sustainable Travel and Transport states 'It is a policy of the Council to support, facilitate and co-operate with relevant agencies to secure sustainable travel within Limerick and seek to implement the 10-minute city/town concept, promote compact growth and reduce the need for long distance travel, as a means to reduce the impact of climate change.

The proposed Corbally Active Travel project will support delivery of these objectives and aligns with the sustainable travel and transportation policy.

## **6. PLANNING ASSESSMENT**

### **6.1 ENVIRONMENTAL AND ECOLOGICAL REPORTS**

An Appropriate Assessment screening report has been completed for Corbally Road and a stage 2 Natura Impact Statement is not required for the proposed works.

An Environmental Impact Assessment screening report has been completed for Corbally Road and an Environmental Impact Assessment report is not required for this project.

### **6.2 FLOODING**

Ryan Hanley has reviewed the CFRAM flood zone maps for this location and the area is a low risk flood zone C (i.e. less than 1,000 year event for fluvial and less and 200 year event for tidal events). The Contractor's construction plan will include measures to deal with pluvial runoff and potential groundwater within trenches during the works.

### **6.3 LAND ACQUISITION**

LCCC are in negotiations with the Diocese of Limerick to purchase 724m<sup>2</sup> of land for the 2m wide path and 1.4m high stone wall, and a 5m strip of land to plant native Irish trees and hedgerows.

### **6.4 ACCOMMODATION WORKS**

The existing plaster finished boundary wall and metal barrier at the front of Scoil Íde will be taken down and replaced with a new stone boundary wall. New gates will be provided at existing entrances.

New mesh panel fencing will be erected around the Scoil Íde caretaker's enclosure at the south-western corner of the school grounds.

The existing columns at the entrance gate into St Munchins College will be moved so the distance between them will increase from 4m to 6m to permit two-way vehicular movement.

### **6.5 UTILITIES**

The existing utilities including public lighting, Eir, ESB, drainage and Uisce Éireann infrastructure do not require any alterations and they will be protected during the surfacing works.

### **6.6 NOISE**

The proposed works will be subject to working times of 08:00-18:00 during the week and 09:00-13:00 on Saturdays. Working outside this period will be prohibited. The works outside the school will be scheduled during school holidays. The works will produce short term noise associated with construction activities including excavations and breaking out, surface dressing, and deliveries to site.

## **7. CONCLUSION**

As outlined above, there is strong national, regional, and local policy support for this proposed project. In addition to following all relevant national and regional policy, significantly, the proposal fully accords with the policies and objectives of the Limerick Development Plan.

Having regard to the current use of the green field site with an existing path alongside Corbally Road, it is considered that the proposed shared path works will not have a negative impact on the visual amenity of the surrounding area, or the residential amenity of the residential properties in the vicinity. The proposed development is therefore in accordance with the proper planning and sustainable development of the area.