



Taisteal agus Iompar,
Comhairle Cathrach agus Contae Luimnigh,
Tuar an Daill,
Luimneach

Travel and Transportation,
Limerick City and County Council,
Dooradoyle,
Limerick

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11th November, 2015

To the Mayor and each member of the Metropolitan District

Re: Part VIII Planning Report - Parnell Street, Wickham Street and Davis Street

A Chomhairleoir, a chara,

I enclose herewith report prepared in accordance with Section 179(3) (a) of the Planning and Development Act 2000-2015 and Part VIII of the Planning & Development Regulations 2001-2015.

In accordance with Section 179(4) (b) of the above Act, it is proposed to proceed as indicated in Section 5 of this report.

Mise le meas

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KIERAN LEHANE
DIRECTOR of SERVICES
TRAVEL & TRANSPORT DEPARTMENT

Encl.

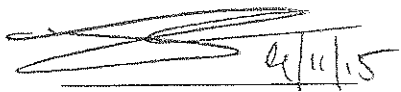
**PLANNING REPORT IN ACCORDANCE WITH
SECTION 179 3(a) OF THE PLANNING & DEVELOPMENT
ACT 2000 - 2015**

Re: Permission for the following:

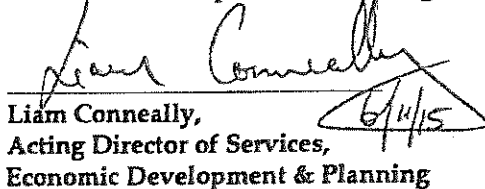
(1) urban realm & street improvement works in the vicinity of Colbert Station including Parnell Street, Wickham Street & Davis Street; (2) a new fully signalised junction at the intersection of Parnell St. & Upper Mallow St, including the realignment of Hyde Rd. Improved pedestrian and cyclist measures to be provided at the junction; (3) rationalisation of the existing signalised junctions at Hyde Rd/Lower Careys Rd/Lord Edward St/Sexton St/Upper Gerald Griffin St. & Parnell St. with the introduction of designated pedestrian crossings at various locations; (4) Provision of traffic calming measures by means of an at-grade controlled crossing in the form of a raised platform & Toucan crossing spanning the junction of Davis St. & Parnell St; (5) Extinguishment of two way vehicular travel on Davis St. & the introduction of a one way system travelling towards Colbert Station; (6) Provision of contra-flow cycle track along Davis St. from Parnell St. towards Pery St; (7) Provision of high quality paved footpaths and cycle facilities, bespoke public lighting and security measures, new street furniture, new urban landscaping measures including street trees and universal access design for mobility impaired road users; (8) Improved cyclist linkages throughout the scheme by means of new designated 1.75m cycle lanes and coordination with the Limerick City Coke Zero Bike Scheme docking stations within the area; (9) Improved pedestrian facilities by means of high quality pavement construction, addressing desire lines and providing controlled crossing points at various locations throughout the scheme; (10) Provision of regularised car parking throughout the scheme with short term dwell times to accommodate the local business community; (11) Provision of improved bus set-down facilities on both Parnell St. & Hyde Rd. for the existing city services including new bus shelters and Real Time Passenger Information; (12) Public amenity spaces to be developed at Russell Park, a pedestrian linkage area to Colbert Station and at Sexton St. junction. A landscaping and car parking plan for Russell Park is proposed which will complement the existing environment and will include 48 additional short term dwell car parking spaces, new public lighting, security measures and improved landscaping measures; (13) Upgrade of existing pedestrian laneways with improved public lighting, CCTV & pavement construction at Hunts Lane & Lady's Lane

At: Parnell Street, Wickham Street & Davis Street, Limerick

Planning Reference No. 15/8008



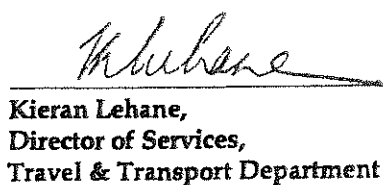
Jennifer Mc Nulty,
Executive Planner,
Economic Development & Planning



Liam Conneally,
Acting Director of Services,
Economic Development & Planning

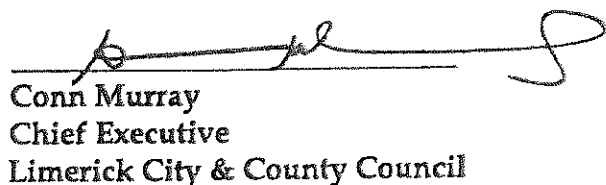


Stephane Duclot,
Acting Senior Planner,
Economic Development & Planning



Kieran Lehane,
Director of Services,
Travel & Transport Department

Pursuant to Section 179 3(a) of the Planning & Development Act 2000-2015, this report is submitted to the members of Limerick City & County Council. In accordance with Section 179(4) (b) of the above Act, it is proposed to proceed as indicated in Section 5 of this report.



Conn Murray
Chief Executive
Limerick City & County Council

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1.0 Foreword

This planning report has been prepared pursuant to Section 179 of the Planning & Development Act 2000-2015, and Part 8 of the Planning & Development Regulations 2001-2013.

2.0 Description of the nature and extent of the proposed development

The proposed works will be carried out on Parnell Street, Wickham Street, Davis Street, Upper Mallow Street, Hyde Road, Lower Careys Road, Lord Edward Street, Sexton Street, Upper Gerald Griffin Street, Russell Park, Hunt's Lane and Lady's Lane in Limerick City, in the vicinity of Colbert Train & Bus Station.

Under this planning application the Applicant, the Travel & Transport Department of Limerick City & County Council proposes the following:

- (1) Urban realm & street improvement works in the vicinity of Colbert Station including Parnell Street, Wickham Street & Davis Street;
- (2) A new fully signalised junction at the intersection of Parnell St. & Upper Mallow St, including the realignment of Hyde Rd. Improved pedestrian and cyclist measures to be provided at the junction;
- (3) Rationalisation of the existing signalised junctions at Hyde Rd/Lower Careys Rd/Lord Edward St/Sexton St/Upper Gerald Griffin St. & Parnell St. with the introduction of designated pedestrian crossings at various locations;
- (4) Provision of traffic calming measures by means of an at-grade controlled crossing in the form of a raised platform & Toucan crossing spanning the junction of Davis St. & Parnell St;
- (5) Extinguishment of two way vehicular travel on Davis St. & the introduction of a one way system travelling towards Colbert Station;
- (6) Provision of contra-flow cycle track along Davis St. from Parnell St. towards Pery St;
- (7) Provision of high quality paved footpaths and cycle facilities, bespoke public lighting and security measures, new street furniture, new urban landscaping measures including street trees and universal access design for mobility impaired road users;
- (8) Improved cyclist linkages throughout the scheme by means of new designated 1.75m cycle lanes and coordination with the Limerick City Coke Zero Bike Scheme docking stations within the area;
- (9) Improved pedestrian facilities by means of high quality pavement construction, addressing desire lines and providing controlled crossing points at various locations throughout the scheme;
- (10) Provision of regularised car parking throughout the scheme with short term dwell times to accommodate the local business community;

- (11) Provision of improved bus set-down facilities on both Parnell St. & Hyde Rd. for the existing city services including new bus shelters and Real Time Passenger Information;
- (12) Public amenity spaces to be developed at Russell Park, a pedestrian linkage area to Colbert Station and at Sexton St. junction. A landscaping and car parking plan for Russell Park is proposed which will complement the existing environment and will include 48 additional short term dwell car parking spaces, new public lighting, security measures and improved landscaping measures;
- (13) Upgrade of existing pedestrian laneways with improved public lighting, CCTV & pavement construction at Hunts Lane & Lady's Lane.

The plans and particulars went on public display from 16th of July 2015 to 28th of August 2015. Submissions and observations had to be submitted by 11th of September, 2015.

3.0 Likely implications, if any, with respect to the proper planning and sustainable development of the area

Limerick City Development Plan 2010 – 2016*

The CDP sets out the following with respect to acceptable development in the Land Use Zoning Matrix (Figure 15.1 pages 153-156):

The land use zoning in place for the identified site is as follows:

- Public Roads and Footpaths
- 1 City Centre Area
- 2(A) Residential
- 6(A) Public Open Space

Limerick 2030 – An Economic & Spatial Plan for Limerick

Section 4.1 City Centre Transformational Projects

These transformational projects have been defined as:

1. A 'World Class' Waterfront – a renaissance of Limerick's entire Waterfront;
2. The 'Limerick Cultural Centre' – an iconic destination building on the Waterfront;
3. 'Great streets' – a transformation of the City's three main streets – O'Connell Street, Catherine Street and Henry Street;
4. A new City Square/Plaza – to define the focal point or 'heart' of the City Centre;
5. A City Centre higher education campus – the creation of a multi-iversity combining facilities from Limerick Institute of Technology, University of Limerick and Mary Immaculate College in the heart of the City Centre;
6. Renewal of the Georgian Quarter – a concentrated programme to restore the Georgian part of the City to its former glory; and
7. Colbert Station renewal – a new public transport interchange and enhanced station environment

The public realm upgrade as proposed under this application is proposed to enhance the area surrounding Colbert Station. File Reference No. P14/1029 – for the re-development of Colbert Station transportation hub was granted permission in 2014 and work commenced in 2015. This redevelopment is one of seven key transformational projects as identified in *Limerick 2030 – An Economic & Spatial Plan for Limerick*.

**Please note 'Limerick City Council' is now Limerick City & County Council (LCCC) – this document was prepared before the amalgamation of the Local Authority.*

3.2 Habitats Directive Project Screening Assessment

Both construction and operating phases of the proposed development to be considered.

Construction Phase: N/A Are effects significant? N/A Are substantial works required: No Are effects significant? No Operating phase effects: Are effects significant? No	Ex-situ effects: Are effects significant? Yes/No Run-off: Are effects significant? Yes/No Abstraction: Are effects significant? Yes/No Displacement: Are effects significant? Yes/No
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Identification of Natura 2000 sites which may be impacted by the proposed development

1	Impacts on designated rivers, streams, lakes and fresh water dependant habitats and species e.g. bogs or otters -see abstraction/run off etc above.	<i>Is the development in the relevant catchment of or immediately up/downstream of a watercourse that has been designated as a Natura 2000 site?</i> Name of sites: Lower river Shannon Sac site.	No
2	Impacts on terrestrial habitats and species.-see area and disturbance/displacement effects above.	<i>Is the development within 1km of a SAC site with terrestrial based habitats or species?</i> Name of site:	No
3	Impacts on designated marine habitats and species.	<i>Is the development located within marine or intertidal areas or within 5 km of a SAC site whose qualifying habitats or species include the following habitats: Salmonid, Lamprey Mudflats, sandflats, saltmarsh, shingle, reefs, sea cliffs</i> Name of site: Lower river Shannon Sac site	No
4	Impacts on birds in SPAs-	<i>Is the development within 1km of a Special Protection Area</i> Name of site: No site	No

5	Cumulative effects	Would consideration of a number of significant projects nearby such as forested areas, quarries, wind energy together with the proposed development significantly increase the impacts listed above:	No
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An Appropriate Assessment Screening Report Prepared by Scott Cawley Ltd. The screening assessment concluded that the project will not have negative impacts or effects on any Natura 2000 sites.

The project will not impact on the European Natura 2000 sites. Accordingly, the Planning Authority is of the view that the development will not have any significant impacts on any Natura 2000 sites. Therefore an Appropriate Assessment (AA) is not considered necessary in this case.

The development has been subject of an Appropriate Assessment Screening in accordance with Article 6 (3) of the EU Habitats Directive (Directive 92/43/EEC) and the Planning & Development Acts 2000-2015.

3.3 Land Acquisition

As per Question 7 of the planning application form the Applicant states the following – the Applicant is the owner of the site.

3.4 Conclusion

The proposed development is considered to be acceptable in principal and would offer a positive asset to the City Centre Area as per the Schedule of Conditions hereby attached. It is considered that the proposed development is in accordance with policies of the *Limerick City Development Plan 2010 – 2016* and *Limerick 2030 – An Economic & Spatial Plan for Limerick*, and is therefore acceptable as per the requirements of proper planning and sustainable development of the area.

4.0 Submissions with respect to the proposed development

A total of 19 x No. written submissions/observations was received and are listed below:

LIST OF SUBMISSIONS RECEIVED	
SUB REF:	FROM:
1.	Environment Department LCCC – (Waste Management Section) – Received 24/08/15
2.	Limerick Smarter Travel LCCC – Received 18/08/15
3.	An Garda Siochana – Received 31/08/15
4.	An Taisce – Received 11/09/15
5.	Patsy & Margaret Nicholas – Received 09/09/15
6.	Eleanor Purcell – Received 09/09/15
7.	Pat Mc Enery – Received 08/09/15
8.	Parnell Plaza Entertainment Venue Billy Lane, Michael Ryan & Murrough O’Byrne – Received 31/08/15
9.	Michael Ryan, Albany Home Décor – Received 31/08/15
10.	Billy Lane, Haven Pharmacy – Received 31/08/15
11.	Seamus O’Connell, Progress Cleaners – Received 25/08/15
12.	Michael Butler – Received 20/08/15
13.	Carmel Martin, Mac Arthurs – Received 06/08/15
14.	Trader (Name Illegible), 38/39 Wickham Street – Received 06/08/15

15. Joe McKenna's – Received 11/09/15
16. Michelle Collins, The Railway Hotel – Received 11/09/15
17. Captain Tony O'Mara, The Order of Malta – Received 11/09/15
18. Una Collins – Received 11/09/15
19. Dr. Eimear O'Connor, Dr. Alicia Flynn, Dr. Stephen Roche & Dr. Finolla Malone c/o Fergal Cusack – Received 11/09/15

Submissions:

SUB (1) Environment Department LCCC – (Waste Management Section)

Submission description:

The submission received on the 24th of August, 2015, and the following issues were raised:

- Concern expressed in relation to dust and noise levels during construction. Hours of construction to be limited to 08.00 to 17.00hrs Monday to Friday and 9.00 to 14.00hrs on Saturday. A noise limit is requested on the use of generators if used during construction.

Planning Authority Comment: *Noted* – Please see Appendix 1 - report prepared by the Applicant Travel & Transport Department in response – 03/11/15

SUB (2) Limerick Smarter Travel LCCC

Submission description:

The submission received on the 18th of August, 2015, and the following issues were raised:

- Concern expressed in relation to conflict points between cyclists and vehicles exiting and entering Colbert Station and at the junction of Lord Edward Street and Upper Mallow Street.
- Concern expressed in relation to the current speed limit of 50mph on the street and the possibility of reducing it to 30kph.

Planning Authority Comment: *Noted* – Please see Appendix 1 - report prepared by the Applicant Travel & Transport Department in response – 03/11/15

SUB (3) An Garda Siochana

Submission description:

The submission received on the 31st of August, 2015, and the following issues were raised:

- The proposals are welcomed by An Garda Siochana in relation to the provision of facilities for cyclists, safer facilities for pedestrians and the one way traffic system proposed for Davis Street.
- Consultation with An Garda Siochana is suggested for the location of CCTV cameras.

Planning Authority Comment: *Noted* – Please see Appendix 1 - report prepared by the Applicant Travel & Transport Department in response – 03/11/15

SUB (4) An Taisce

Submission description:

The submission received on the 11th of September, 2015, and the following issues were raised:

- The introduction of surface car parking at Russell Park is not considered to be a progressive use of public land. Reroute traffic in an anticlockwise direction around Russell Park by the closure of traffic to Lord Edward Street that will benefit motorists and pedestrians. Footpaths widths on Parnell not acceptable.
- Queries the provision of a second lane on Parnell Street and requests a revision to remove one of the lanes. Provision for set down of taxis inadequate.

Planning Authority Comment: *Noted* – Please see Appendix 1 - report prepared by the Applicant Travel & Transport Department in response – 03/11/15

SUB (5) Patsy & Margaret Nicholas, Nicholas Bar, Upper Gerald Griffin Street, Limerick

Submission description:

The submission received on the 10th of September, 2015, and the following issues were raised:

- The inclusion of Upper Gerald Griffin Street as part of the scheme.

Planning Authority Comment: *Noted* – Please see Appendix 1 - report prepared by the Applicant Travel & Transport Department in response – 03/11/15

SUB (6) Eleanor Purcell, Cahills, No. 47 Wickham Street, Limerick

Submission description:

The submission received on the 9th of September, 2015, and the following issues were raised:

- Inclusion of Wickham Street in the development, traffic flows, narrow lane widths, vehicular emissions and narrow footpaths.

Planning Authority Comment: *Noted* – Please see Appendix 1 - report prepared by the Applicant Travel & Transport Department in response – 03/11/15

SUB (7) Pat Mc Enery, No. 36 Parnell Street, Limerick

Submission description:

The submission received on the 8th of September, 2015, and the following issues were raised:

- Generally in favour of the scheme, Questioned the cycle lane on Davis Street v Mallow Street, Insufficient parking on Davis Street, Questioned shorter dwell times for parking in the area, suggested the location of the loading bays was inappropriate, In favour of the one-way on Davis Street but questioned the direction of travel and questioned the location of the disabled parking space.

Planning Authority Comment: *Noted* – Please see Appendix 1 - report prepared by the Applicant Travel & Transport Department in response – 03/11/15

SUB (8) Billy Lane, Michael Ryan & Murrough O'Byrne, Parnell Plaza Entertainment Venue, 41, 42 & 43 Parnell Street, Limerick

Submission description:

The submission received on the 31st of August, 2015, and the following issues were raised:

- Disruption to business during construction.
- Elimination of the convenient current drop off and pick up due to double parking and the impact on their business.
- Cycle lanes on both streets not practical to traders.

Planning Authority Comment: *Noted* – Please see Appendix 1 - report prepared by the Applicant Travel & Transport Department in response – 03/11/15

SUB (9) Michael Ryan, Albany Home Décor

Submission description:

The submission received on the 31st of August, 2015, and the following issues were raised:

- The submission welcomes the improvements to the streetscape. The unique system of trading on Parnell Street is outlined where it is stated that Parnell Street is the last trading street in Limerick city with customers dropping into the various shops and quickly loading up and driving away assisted by the current double parking on the street.
- The submission states that the proposed scheme will have a detrimental effect on this current system of trading.
- The main concerns relate to the loss of parking on the street and the introduction of a cycle lane.
- The submission outlines that the removal of parking on one side of the street and the provision of cycle facilities will not facilitate the quick drop off and pick up that is currently in operation on the street.

Planning Authority Comment: *Noted* – Please see Appendix 1 - report prepared by the Applicant Travel & Transport Department in response – 03/11/15

SUB (10) Billy Lane, Haven Pharmacy

Submission description:

The submission received on the 31st of August, 2015, and the following issues were raised:

- The submission welcomes the proposed project and makes an appeal for access to their business not to be disrupted, and the impact that the project may have on rates for LCCC. Some of the pharmacy customers are elderly with restricted mobility. It is outlined that additional parking in Russell Park will not be of use to those customers.

Planning Authority Comment: *Noted* – Please see Appendix 1 - report prepared by the Applicant Travel & Transport Department in response – 03/11/15

SUB (11) Seamus O'Connell, Progress Cleaners

Submission description:

The submission received on the 25th of August, 2015, and the following issues were raised:

- This submission is concerned with loss of parking and the impact on business.

Planning Authority Comment: *Noted* – Please see Appendix 1 - report prepared by the Applicant Travel & Transport Department in response – 03/11/15

SUB (12) Michael Butler, Beneficiary of Pearse Estate, Woodbook House, Clooney Cross, Quin, Co. Clare

Submission description:

The submission received on the 20th of August, 2015, and the following issues were raised:

- This submission objects to the proposed scheme on the basis that lands were taken from the Pearse Estate by compulsory purchase by the City Council dating back to the 1940's. The submission also refers to the future access to Jackman Park and that the Pearse Estate owns the leasehold interest to Jackman Park.

Planning Authority Comment: *Noted* – Please see Appendix 1 - report prepared by the Applicant Travel & Transport Department in response – 03/11/15

SUB (13) Carmel Martin, Mac Arthurs, Thomas Street, Limerick

Submission description:

The submission received on the 6th of August, 2015, and the following issues were raised:

- Inclusion of Wickham Street in the development, traffic flows, narrow lane widths, vehicular emissions and narrow footpaths.

Planning Authority Comment: *Noted* – Please see Appendix 1 - report prepared by the Applicant Travel & Transport Department in response – 03/11/15

SUB (14) Name Illegible, 38/39 Wickham Street, Limerick

Submission description:

The submission received on the 6th of August, 2015, and the following issues were raised:

- The submission expresses disappointment at the proposed plans and in particular Wickham Street. Concerns are expressed in relation to the traffic volumes on the street and the deterioration of the footpaths.

Planning Authority Comment: *Noted* – Please see Appendix 1 - report prepared by the Applicant Travel & Transport Department in response – 03/11/15

SUB (15) Joe McKenna's, 54-56 Parnell Street, Limerick

Submission description:

The submission received on the 11th of September, 2015, and the following issues were raised:

- Requirement for a loading bay outside Joe McKenna's and the location of the bicycle lane is inappropriate.

Planning Authority Comment: *Noted* – Please see Appendix 1 - report prepared by the Applicant Travel & Transport Department in response – 03/11/15

SUB (16) Michelle Collins, Owner/Manager, The Railway Hotel, Parnell Street, Limerick

Submission description:

The submission received on the 11th of September, 2015, and the following issues were raised:

- Location of the disabled parking space on Parnell Street, the need for the loading bay outside 32-33 Parnell Street was questioned, request made to change the contra-flow cycle lane on Davis Street to Mallow Street and finally the removal of the One-Way system on Davis Street.

Planning Authority Comment: *Noted* – Please see Appendix 1 - report prepared by the Applicant Travel & Transport Department in response – 03/11/15

SUB (17) Captain Tony O'Mara, The Order of Malta – Received 11/09/15

Submission description:

The submission received on the 11th of September, 2015, and the following issues were raised:

- Objection to the cycle lanes on Davis Street as it reduces parking, parking requirements for residential tenants close to their domestic dwellings, cycle lane on Mallow Street is more appropriate than Davis Street.

Planning Authority Comment: *Noted* – Please see Appendix 1 - report prepared by the Applicant Travel & Transport Department in response – 03/11/15

SUB (18) Una Collins, No. 28 Davis Street, Limerick

Submission description:

The submission received on the 11th of September, 2015, and the following issues were raised:

- Objection to the cycle lanes on Davis Street as it reduces parking, parking requirements for residential tenants close to their domestic dwellings, cycle lane on Mallow Street is more appropriate than Davis Street.

Planning Authority Comment: *Noted* – Please see Appendix 1 - report prepared by the Applicant Travel & Transport Department in response – 03/11/15

SUB (19) Dr. Eimear O'Connor, Dr. Alicia Flynn, Dr. Stephen Roche & Dr. Finola Malone c/o Fergal Cusack, No. 26 Barrington Street, Limerick

Submission description:

The submission received on the 11th of September, 2015, and the following issues were raised:

- The submission requests the inclusion of Augustinian Lane in the proposed development. It further requests restricted access, designated parking spaces, bespoke public lighting, yellow box hatching, CCTV surveillance and surface repair works.

Planning Authority Comment: *Noted* – Please see Appendix 1 - report prepared by the Applicant Travel & Transport Department in response – 03/11/15

*Noted
L. Conolly 4/11/15.*

5.0 Action taken by Local Authority

It is proposed to proceed with the development in accordance with the information submitted on file dated the 3rd of November, 2015 and the details and specifications contained in this report.

1. The development shall be carried out in accordance with the plans and particulars lodged with the application, on the 10/08/15 and the report received by the Planning Authority on 03/11/15, except as may otherwise be required in order to comply with the following conditions.

Reason - In order to clarify the development to which this permission applies.

2. A Construction Management Plan, which shall be submitted to, and agreed in writing with, the Planning Authority prior to commencement of development. This plan shall provide details of intended construction practice for the development, including hours of working, noise and traffic management measures and off-site disposal of construction/demolition waste.

Reason - In the interests of public safety and residential amenity

3. All aspects of the development proposed adjoining Colbert Station shall merge with the new public realm works proposed for the new Plaza Area granted planning permission under File Reference Number P14/1029 in terms of finishes and materials.

Reason - In the interest of orderly development

4. All aspects of the development that are proposed in any Architectural Conservation Area shall comply with the requirements of the LCCC Conservation Officer in the report submitted to the Planning Authority on 03/11/15.

Reason - In the interest of orderly development

Appendix 1:

To **Stephane DuClot**
Senior Planner

Re Part 8 report Planning Ref 15-8008 Parnell Street, Wickham Street and Davis Street

I refer to attached report from Carmel Lynch in relation to the above.

In general during meetings concerning the Part 8 process with the public there was a welcome for the streetscape improvements to be provided by the project.

A total of nineteen written submissions were received following publication of the scheme under the Part 8 process. This feedback has been very valuable and will lead to some adjustments to the project.

The responses in Ms. Lynch's report contain commitments to:

- Minimise disruption during the construction phase of the project
- Review parking locations -- particularly in relation to locations of disabled parking
- Take on board comments from traders in relation to parking duration; however further action on this item would involve the revision of the parking byelaws and approval of Councillors to same.
- Retention of loading bay outside 41 Parnell Street and to review possible additional loading bays
- Examine whether to footpath widths in Davis Street can be adjusted
- Review whether the scheme could be extended further along Upper Gerald Griffin Street in order to continue a unity of footpath treatment as far as William Street.

It is important to note that further consultations were led prior to the Part 8 process and this feedback helped inform the design process.

It should also be noted that not every person who contacted the Council during the Part 8 process made a formal submission. One change agreed during that phase of the process as a result of consultations with individuals and businesses was to adjust the road details along Hyde Road near the Railway station in order to reduce the impact on turning movements into a number of businesses.

The scheme as proposed will, when adjusted to take account of the commitments above, result in a greatly improved urban space along Parnell Street and adjoining streets.

A handwritten signature in dark ink, appearing to read 'D. Brennan', written over a horizontal line.

DONAL BRENNAN

Senior Engineer

Travel and Transportation

Jennifer McNulty
Executive Planner
Planning Department

03rd November 2015

Re : Part 8 Report - Planning Ref:15-8008
Parnell Street, Wickham Street and Davis Street

A total of 19 no. submissions were received by the deadline of 11th September 2015 for the Part 8 for Parnell Street, Davis Street and Wickham Street. The project went on public display on the 16th July 2015 in accordance with Part XI of the Planning and Development Acts 2000-2014 and Part 8, Article 81 of the Planning and Development Regulations 2001-2013.

This report outlines the response to each of the submissions. A number of the submissions are in duplicate with the majority of the issues contained within the submission from Parnell Plaza. Submissions were received from the following traders:

- (1) Parnell Plaza, 41-43 Parnell Street
- (2) Albany Home Décor, 60 Parnell Street
- (3) Haven Pharmacy, 33 Davis Street
- (4) Progress Cleaners, Parnell Street
- (5) Michael Butler, Woodbrook House, Quin
- (6) Trader, 38-39 Wickham Street
- (7) Order of Malta, 7a Davis Street
- (8) Carmel Martin Mac Arthurs, Thomond Street
- (9) Pat McEnery, 36 Parnell Street
- (10) Eleanor Purcell, Cahills, 47 Wickham Street
- (11) Patsy Nicholas Bar, Upper Gerald Griffin Street
- (12) Joe McKenna's, 54-56 Parnell Street
- (13) Cusack & Associates
- (14) Michelle Collins, Railway Hotel, Parnell Street
- (15) Una Collins, 28 Davis Street
- (16) An Taisce
- (17) An Garda Síochána
- (18) Environment Department, Limerick City & County Council
- (19) Limerick Smarter Travel

1. Parnell Plaza, 41-43 Parnell Street dated 22nd August 2015

While this correspondence has been submitted on headed Parnell Plaza paper, it is signed by Billy Lane of Haven Station Pharmacy, Michael Ryan of Albany Home Interiors and Murrough O'Byrne of Parnell Plaza Entertainment Venue.

The general consensus in the correspondence is that the project is generally welcomed. The signatories met with the majority of traders on Parnell Street and Davis Street. The traders that are represented in this submission are:

1. Fine Wines
2. Charlie St George
3. Luigi Fish and Chip Shop
4. No. 45
5. Dempsey's Pharmacy
6. Georges Fruit and Veg Shop
7. Barber Shop
8. Rio's Fish and Chip Shop
9. Joe McKenna's Hardware and Hire Shop
10. Car Parts Motor Factors
11. Cash Convenience Shop
12. Limerick Animal Welfare
13. Albany Paint and Decorate Shop
14. Meed Beauty
15. Denis Wrenn Butcher
16. Best Barber
17. Jonnie Cash
18. Computer Technology Centre
19. Asian and Arabic Food Shop
20. Progress Dry Cleaning
21. Diamond Nails
22. Devils Ink
23. Fruit and Veg Pims
24. St. Bernadette's Credit Union
25. Murphy's Bar

The general concerns relate to:

- disruption to business during construction.
- elimination of the convenient current drop off and pick up due to double parking and the impact on their business.
- cycle lanes on both streets not practical to traders.

Response: -

Disruption - Every effort will be made to minimise disruption during construction of the project. The project will be phased with the concerns of the traders in mind and the

need to maintain access to the various premises during construction. The Council will liaise with the traders immediately prior to construction and throughout construction by means of a project liaison officer in order to alleviate concerns in relation to disruption to business.

Double Parking - The Council are aware of the function of the street, current double parking on the street and the convenience of same. The Council are considering the introduction of 1 hour parking on Parnell and Davis Street that will provide for a quicker turn around of spaces on Parnell Street and Davis Street. The Council are also committed to addressing the number of car parking spaces available as part of the redevelopment. As part of the project, the Council has provided an environmentally friendly car park at Russell Park in lieu of the spaces lost on Parnell Street and Davis Street to compensate for the loss elsewhere and the quantum of this parking loss versus gain approximately balances.

Cycle lanes – It is national policy to promote smarter travel in all the regional cities. An example of such is the recent introduction of the city bike scheme. Cycle lanes are provided in all projects to promote and encourage cycling as a viable alternative mode of transport in the city and this principle applies to the redesign of Parnell Street and Davis Street. The design of the project provides safer facilities for both cyclists and pedestrians within the central core of Limerick that will encourage more cyclists on our city streets and less of a dependency on cars as a means of transport. This design aims to emphasise smarter travel infrastructure in the vicinity of the City's transportation hubs, such as Colbert Station.

The submission specific to Parnell Plaza requests the following:

1. Disability Parking – Provide minimum two disability parking spaces outside the entrance to Parnell Plaza and ramp the footpath to accommodate wheelchair access.

Response: – Disability Parking is provided in line with the requirements of the current Planning and Development Act where new development occurs. In the location of redevelopment, limited space exists and the Council's objective is to maximise the available space for all road users by considering land uses, social integration and transport objectives. Disability parking is provided in the vicinity of Parnell Plaza and the design of the scheme is mobility impaired friendly. The Council will review the location of this proposed disability bay as part of the detailed design process

2. Loading Bays - Retain loading bay outside 41 Parnell Street

Response: – The proposed design aims to retain parking outside number 41 Parnell St. The Council as part of the detailed design process will review the layout of all

loading bays along Parnell Street and may include additional loading bays should they be deemed necessary.

3. Double Parking - Allow double parking on the street as it is the life blood of the street. Double parking allows older customers to be dropped off early evening and collected later in the evening

Response: – The Council accepts and recognises the function of the street as it currently exists. The Council has undertaken transportation studies to identify the transportation needs of the City with the objective of promoting social integration, business development, employment and a welcoming environment for visitors. The studies mentioned above have identified Parnell Street as a transportation link given its proximity to Colbert Station. In addition, these studies have highlighted the current under-utilisation of the street's available transportation capacity. The Council proposes to maximise this available transportation capacity whilst maintain parking for the local traders and other stakeholders along the route.

4. Vehicle Parking – Provide one hour parking during the day rather than 2 hour parking. Do not decrease number of car parking spaces on the Parnell Street. Customers park on Parnell Street and Colbert station car park for convenience. Maximise vehicle access to the city centre.

Response: – The Council, during the feasibility stage, undertook parking studies to identify the needs of the area. This feasibility study highlighted the loss of on-street parking in the vicinity of Colbert Station, Davis Street and the surrounding environs. In order to address this issue the Council proposes to provide in excess of 50 additional parking spaces within Russell Park. This car park is within 100m of the entrance to the Parnell Plaza. This car park will be provided with lighting for the safety of the users of the car park. In relation to accessing the city centre by car, the Council will endeavour to facilitate the requirement for cars to be able to access the city centre while also promoting alternative modes of transport. There is a balance that needs to be achieved in terms of sustainable modes of transport and providing facilities for cyclists and pedestrians.

5. Cycle Lanes – Provide two way cycle path to and from the city centre through Hunts Lane and in general use the lanes for cycle routes in the city.

Response: – The Council is investigating an overall cycle network plan for the City and is working closely with the Smarter Travel Office to deliver this plan. Hunts Lane may be considered as part of this plan; however, at present it does not form part of this development.

6. Bus Stops – Welcomes proposal in relation to buses on the street.

7. Lighting – Welcomes proposals in relation to lighting.

8. During Development – (a) Appoint Contractor with proven track record, (b) Provide 24 hour security, (c) Maintain 2 way flow of traffic and maintain access on the street at all times and (d) Consult with business owners before and throughout works by appointing a go-to person for liaison purposes.

Response: – The Council has an obligation to appoint a contractor with a proven track record and who is financially capable of completing the project. The contractor will be responsible for security of the site throughout the construction period. A traffic management plan will be required for the project that will address the requirements of maintaining traffic flows and access during the construction of the works. The business owners will be consulted before and throughout the works regarding their concerns and in particular in relation to maintaining traffic flow and access along the streets. The Council will appoint a go-to person who will assist in this regard. The project will enhance the visual aspect on Parnell Street, Davis Street and Wickham Street. This coupled with the current works at Colbert Station will create a vibrancy that will provide much needed benefits to traders, customers, visitors and tourists wishing to contribute to the economic revival of Limerick City.

2. Albany Home Décor, 60 Parnell Street dated 24th August 2015

The submission cautiously welcomes the improvements to the streetscape. The unique system of trading on Parnell Street is outlined where it is stated that Parnell Street is the last trading street in Limerick city with customers dropping into the various shops and quickly loading up and driving away assisted by the current double parking on the street. The submission states that the proposed scheme will have a detrimental effect on this current system of trading. The main concerns relate to the loss of parking on the street and the introduction of a cycle lane. The submission outlines that the removal of parking on one side of the street and the provision of cycle facilities will not facilitate the quick drop off and pick up that is currently in operation on the street.

Response: – Please see earlier response on loss of parking and cycling facilities.

The submission welcomes large elements of the project and makes comment under 14 points as follows:

1. Public Realm – Welcomed
2. Signalised junction at Parnell Street/Upper Mallow Street with improved pedestrian and cyclist facilities – Facilities for cyclist and pedestrians welcomed.
3. Rationalisation of junction at Hyde Road/Lower Carey's Rd and other junctions – Welcomes rationalisation of junctions but comments on the dereliction of housing in the area that will detract from the enhancements being proposed.

Response: – The Limerick Regeneration Office have proposals to refurbish the apartments on Hyde Road. This will enhance the visual aspect of the apartments in the area.

4. Traffic calming measures of raised platform and toucan crossing – Welcomed

5. One way traffic on Davis Street – The submission states that Davis Street is not a primary route to the city centre and not the most inviting of streets.

Response: – Davis Street provides the shortest connectivity for pedestrians to the City Centre from Colbert Station. It is intended that the footpaths will be widened to cater for and give greater prominence to pedestrians going to and from the station. It is recognised that Davis Street has great potential and will attract particular businesses to the area in the future. The photomontage provided for the street demonstrates this potential.

6. Contra-flow cycle track on Davis Street – The submission questions the logic in providing a cycle track on Davis Street and suggests Reeves Path as a more suitable route.

Response: – It is necessary to provide cycle facilities for our projects in order to promote more sustainable modes of transport. This is only one element in the overall sustainable transport requirements. The proposed cycle track forms part of an overall cycle strategy for the city streets.

7. Provision of high quality footpaths, lighting, street furniture, security measures, urban landscaping and access for the mobility impaired – Welcomed.
8. Improved cyclist linkages – The submission questions the provision of cycle lanes and the impact that they will have for business on the street.

Response: – Please see response to point 6 above.

9. Improved pedestrian facilities – Welcomed
10. Provision of car parking with short term dwell time – Please see earlier general response to Albany Home Décor.
11. Improved bus set down facilities – Welcomed
12. Public amenity spaces at Russell Park, Colbert Station and Sexton Street – Welcomed
13. Upgrade of pedestrian lanes, Hunts Lane and Lady's Lane – Welcomed
14. Works to Davis Street in vicinity of Newtown Pery Architectural Conservation Area - Welcomed

3. Haven Pharmacy, 33 Davis Street dated 24th August 2015

The submission is on behalf of a number of traders, some of which are included in the first submission above. The submission welcomes the proposed project and makes an appeal for access to their business not to be disrupted, and the impact that the project may have on rates for the City Council. Some of the pharmacy customers are elderly with restricted mobility. It is outlined that additional parking in Russell Park will not be of use to those customers.

Response: – As part of the solution to the loss of parking on the streets, the Council are proposing that the current 2-hour parking be replaced with 1-hour parking. The Council also commits to policing the 1-hour parking on Parnell Street and Davis Street to ensure that there is a quick turn-around of spaces on these streets.

The submission comments further under four headings as follows:

(i) Relocate cycle lane

Response: - The Council must provide cycling facilities as part of their projects. Extending the cycle track the entire length of Mallow Street is outside the scope of this project. Please also refer to earlier comments under cycle lanes.

(ii) Retain 2-way traffic on Davis Street

Response: – The introduction of a one-way system on Davis Street was chosen given the need to facilitate all road users (Pedestrian, Cyclist, Parking and Vehicular Access), its direct linkages with the City Centre, and the volume of vehicular traffic which it caters for. The full analysis of the design decisions are detailed in the project feasibility report.

(iii) Introduce Pay and Display parking meters with 1-hour parking.

Response: – The Council has previously considered the introduction of pay and display parking meters. The Council will consider the introduction of 1-hour parking in lieu of the current 2-hour parking and the policing of same to compensate for loss of parking on Parnell Street and Davis Street.

(iv) Locate footpath on other side of Davis Street

Response: – The Council will consider the proposal of relocating the footpath to the other side of the street.

Other considerations – The time frame for this project is that it is intended that construction will commence in the second quarter of next year. Disruption and consideration of access to trading premises is dealt with elsewhere in this report.

4. Progress Cleaners Limited

This submission is concerned with loss of parking and the impact on business.

Response: – Please see earlier responses on parking provision and proposed 1-hour parking for Parnell Street.

5. Michael Butler, Woodbrook House, Quin

This submission objects to the proposed scheme on the basis that lands were taken from the Pearse Estate by compulsory purchase by the City Council dating back to the 1940's. The submission also refers to the future access to Jackman Park and that the Pearse Estate owns the leasehold interest to Jackman Park.

Response: – This submission is in relation to property ownership and compensation matters that are outside the scope of this Part 8. This correspondence has been referred to the Council's Property Section and also the Limerick Regeneration Office as the entrance to Jackman Park relates to the refurbishment of the Hyde Road apartments.

6. Trader 38/39 Wickham Street

The submission expresses disappointment at the proposed plans and in particular Wickham Street. Concerns are expressed in relation to the traffic volumes on the street and the deterioration of the footpaths.

Response: – The current proposals provide for the upgrade of the footpaths on Wickham Street. The works required on the street are limited in that it is not possible to widen the footpaths as it is necessary to maintain the two lanes for traffic purposes.

7. Order of Malta, 7a Davis Street

Issues raised: Consider relocating footpath and cycle track to other side of Davis Street. Concern expressed regarding possible restriction to traffic flows due to proposed one way traffic on Davis Street while accessing their premises. A request for "no parking" and yellow box zone outside the entrance to premises.

Response: - It is not feasible to relocate the cycle track to the other side of the street as this would require cyclists from Lord Edward Street to cross the junction at Davis Street. The relocation of the widened footpath to the other side of the street can be considered at detailed design stage. The line-markings and signage for the scheme will be fully developed during the detailed design stage of the project.

8. Carmel Martin Mac Arthurs, Thomond Street

Issues raised: Inclusion of Wickham Street in the development, traffic flows, narrow lane widths, vehicular emissions and narrow footpaths.

Response: - The Council, as part of its feasibility study considered the inclusion of Wickham Street in the proposed development. Options such as improving / increasing the footpath width, reducing the two lane arrangement to one and reducing / redistributing traffic flows were all considered and ruled out on various grounds. Wickham Street forms a vital transport link to William Street and overall strategic transportation network for the City. Following detailed analysis, the two lane

arrangement is required to alleviate traffic congestion particularly at PM peak times. At off-peak times it provides loading and unloading facilities to the local traders. Further details are provided in the project feasibility study.

9. Pat McEnery, 36 Parnell Street

Issues Raised: Generally in favour of the scheme, Questioned the cycle lane on Davis Street v Mallow Street, Insufficient parking on Davis Street, Questioned shorter dwell times for parking in the area, suggested the location of the loading bays was inappropriate, In favour of the one-way on Davis Street but questioned the direction of travel and questioned the location of the disabled parking space.

Response: - Proposed cycle lanes were considered on Mallow Street as an alternative option but, given the desire lines, linkages with Colbert Station, land usage and the vehicular traffic volumes, Davis Street was shown to be a more appropriate design solution. The full analysis of the design options are considered in the project feasibility report.

The Council during the feasibility stage undertook parking studies to identify the needs of the area. This feasibility study highlighted the loss of on-street parking in the vicinity of Colbert Station, Davis Street and the surrounding environs. In order to address this issue, the Council proposes to provide in excess of 50 additional parking spaces within Russell Park. This car park is within 100 metres of Davis Street.

The Council, as part of this scheme will consider the implementation of a pilot parking scheme to promote short term dwell parking to encourage a shorter turn-around of spaces on the street for business. This will be addressed at the detailed design stage of the project.

The Council as part of the detailed design process will review the layout of all loading bays along Parnell Street and include additional loading bays should it be deemed necessary.

The introduction of a one-way system on Davis Street was chosen given the need to facilitate all road users (Pedestrian, Cyclist, Parking and Vehicular Access), its direct linkages with the City Centre and the volume of vehicular traffic which it caters for. The direction of travel along Davis Street was chosen to maximise the available parking, reduce traffic movements at the intersection of Davis Street / Parnell Street and to facilitate better traffic flows on Parnell Street by the removal of the right turning manoeuvres. The full analysis of the design decisions are detailed in the project feasibility report.

The Council considers that the locations of proposed disabled parking spaces is flexible and will consider their relocation in light of the submission provided.

10. Eleanor Purcell, Cahills, 47 Wickham Street

Issues raised: Inclusion of Wickham Street in the development, traffic flows, narrow lane widths, vehicular emissions and narrow footpaths.

Response: - The Council, as part of the feasibility study considered the inclusion of Wickham Street in the proposed development. Options such as improving : increasing the footpath width, reducing the two lane arrangement to one and reducing / redistributing traffic flows were all considered and ruled out on various grounds. Wickham Street forms a vital link to William Street and overall strategic link in the City's overall transportation network. The two lane arrangement is required to alleviate traffic congestion in the network particularly at PM peak times. At off-peak times it provides loading and unloading facilities to the local traders.

11. Patsy Nicholas Bar, Upper Gerald Griffin Street

Issues raised: The inclusion of Upper Gerald Griffin Street as part of the scheme.

Response: - The Council accepts that Upper Gerald Griffin Street is a strategic transportation link in the City's network. Unfortunately, the scope of this scheme ends at Sexton Street. Should additional funding become available, the Council will consider the expansion of the scheme to include the surrounding streets.

12. Joe McKenna's, 54-56 Parnell Street

Issues raised: Requirement for a loading bay outside Joe McKenna's and the location of the bicycle lane is inappropriate.

Response: - The Council and the design team, as part of the Part VIII process met with Mr. McKenna to discuss the proposed development. A commitment was provided to Mr. McKenna to include a loading bay outside his property. The proposed design drawings will be altered to include a loading bay as part of the detailed design process. At the meeting with Mr. McKenna, the location of the proposed cycle infrastructure was discussed and explained. The Council highlighted that the cycle lane was designed in accordance with current best practice (National Cyclist Manual) and that this option was chosen to maximise the available on-street parking along Parnell Street.

13. Cusack & Associates

Issues raised: Submission on behalf Dr. Eimear O'Connor, Dr. Alicia Flynn, Dr. Stephen Roche and Dr. Finola Malone of the Parnell Street Surgery. The submission requests the inclusion of Augustinian Lane in the proposed development. It further requests restricted access, designated parking spaces, bespoke public lighting, yellow box hatching, CCTV surveillance and surface repair works.

Response: - The Council, as part of the detailed design process for the redevelopment of Parnell Street will consider the feasibility of including Augustinian

Lane in the proposed development and will investigate the inclusion of the above measures in consultation with the stakeholders.

14. Michelle Collins, Railway Hotel, Parnell Street

Issues raised: Location of the disabled parking space on Parnell Street, the need for the loading bay outside 32-33 Parnell Street was questioned, request made to change the contra-flow cycle lane on Davis Street to Mallow Street and finally the removal of the One-Way system on Davis Street.

Response: - The Council considers that the location of the Disabled Parking Space is flexible and will consider its relocation in light of the submission provided by the Parnell Plaza and the Railway Hotel. The location of the Loading Bay outside numbers 32 and 33 Parnell Street was provided to facilitate the removal of the Loading Bay from the centre of the carriageway at the same location. The Council will consult with the local stakeholders during the detailed design stage to investigate the most appropriate location for this Loading Bay.

A cycle lane was considered on Mallow Street as an alternative option but given the desire lines, linkages with Colbert Station, land usage and the vehicular traffic volumes, Davis Street was shown to be a more appropriate design solution. The full analysis of the design options are considered in the project feasibility report.

The introduction of a one-way system on Davis Street was chosen given the need to facilitate all road users (Pedestrian, Cyclist, Parking and Vehicular Access), its direct linkages with the City Centre, and the volume of vehicular traffic which it caters for. The full analysis of the design decisions are detailed in the project feasibility report.

15. Una Collins

Issues raised: Objection to the cycle lanes on Davis Street as it reduces parking, parking requirements for residential tenants close to their domestic dwellings, cycle lane on Mallow Street is more appropriate than Davis Street.

Response: - Under the current proposal, parking still remains on the left hand side of Davis Street. The Council, as part of this scheme, is considering the implementation of a pilot parking scheme to promote short term dwell parking to encourage a shorter turn-around of spaces on the street for business.

The Council during the feasibility stage undertook parking studies to identify the needs of the area. This feasibility study highlighted the loss of on-street parking in the vicinity of Colbert Station, Davis Street and the surrounding environs. In order to address this issue, the Council proposes to provide in excess of 50 additional parking spaces within Russell Park. This car park is within 100 metres of the entrance to the Davis Street.

A cycle lane was considered on Mallow Street as an alternative option but given the desire lines, linkages with Colbert Station, land usage and the vehicular traffic volumes, Davis Street was shown to be a more appropriate design solution. The full analysis of the design options are considered in the project feasibility report.

The introduction of a one-way system on Davis Street was chosen given the need to facilitate all road users (Pedestrian, Cyclist, Parking and Vehicular Access), its direct linkages with the City Centre and the volume of vehicular traffic which it caters for. The full analysis of the design decisions are detailed in the project feasibility report.

16. An Taisce

Issues raised: The introduction of surface car parking at Russell Park not a progressive use of public land. Reroute traffic in an anticlockwise direction around Russell Park by the closure of traffic to Lord Edward Street that will benefit motorists and pedestrians. Footpaths widths on Parnell not acceptable. Queries the provision of a second lane on Parnell Street and requests a revision to remove one of the lanes. Provision for set down of taxis inadequate.

Response

The introduction of a number of car parking spaces on a portion of Russell Park is to provide for the loss of car parking on Parnell Street and Davis Street. The car parking provided represents a small portion of Russell Park and will be provided as an environmentally friendly car park. The remainder of Russell Park will be landscaped and walkways provided throughout the green area as per the drawings for the project. This upgrade of Russell Park will provide a public amenity area that will complement the surrounding area and Peoples Park and provide a public space that is balanced to the needs of the surrounding area.

The request to reroute the traffic in an anti-clockwise direction around Russell Park by the closure of Lord Edward Street to vehicular traffic will result in traffic congestion along Parnell Street at a future date. The project has been designed to cater for future traffic that will be diverted onto Parnell Street when the proposed pedestrianisation of a section of O'Connell Street will take place. The predicted traffic levels have been modelled and two lanes of traffic are required to circulate around Russell Park in order to maintain traffic flows at peak times. The closure of Lord Edward Street at the Mallow Street junction was considered at the initial design stage as this would have provided for greater linkage with Peoples Park which was an objective of the project from the outset. It was also an objective of the project to provide for greater footpath widths on Parnell Street. The competition for road space by the various modes of transport and the requirement to design for future proposals for Limerick City has resulted in the footpath widths for Parnell Street.

The taxi set down area is being provided for under the proposals for Colbert Station by Irish Rail. The Travel & Transport Department have been working in collaboration

with Irish Rail on achieving the best possible design solution for both Colbert Station and Parnell Street. This has resulted in the taxi set down area being provided for in Irish Rail lands which can be seen in the proposals by Irish Rail. This will remove the taxis from the street and provide for greater safety for pedestrian access to and from the station building.

17. An Garda Síochána

Issues raised: In general, the proposals are welcomed by An Garda Síochána in relation to the provision of facilities for cyclists, safer facilities for pedestrians and the one way traffic system proposed for Davis Street. Consultation with An Garda Síochána is suggested for the location of CCTV cameras.

Response

During the detailed design stage for the project, An Garda Síochána will be consulted in relation to the location of the CCTV cameras. This will ensure that the cameras are located in the most suitable locations to maximise security for the area.

18. Environment Department, Limerick City & County Council

Issues raised: Concern expressed in relation to dust and noise levels during construction. Hours of construction to be limited to 08.00am to 17.00pm Monday to Friday and 9am to 2pm on Saturday. A noise limit is requested on the use of generators if used during construction.

Response:

The requested limit on the hours of work can be provided for under the construction contract. It is acknowledged by the Environment Department that there may be situations where work may be required at night time but this will be limited to where it is not possible to carryout such works during normal construction hours. The request in relation to minimising dust levels and noise levels for local residents can also be provided for under the contract.

19. Limerick Smarter Travel

Issues raised: Concern expressed in relation to conflict points between cyclists and vehicles exiting and entering Colbert Station and at the junction of Lord Edward Street and Upper Mallow Street. Concern also expressed in relation to the current speed limit of 50mph on the street and the possibility of reducing it to 30kph.

Response

The conflict points between cyclists and vehicles and the consequent colour of the cycle track will be addressed at the detailed design stage of the project. The design of the cycle track must comply with the National Cycle Manual in this regard. The

project has been designed in the context of the current speed limit regime in an urban area and to reduce current conflicts while maintaining traffic flows in the city.

In order to collect as much local information as possible, the Council undertook a detailed and comprehensive non-statutory public consultation information gathering process prior to the official Part VIII planning application. This proved beneficial to all stakeholders as it allowed the Council and the design team to fully understand local issues. The Council wishes to thank the local interest groups, business community and residents for all their input during both the non-statutory and statutory public consultation processes. In addition, the Council welcomes all the submissions, observations and comments received and would like to thank those for taking the time to comment on the proposed redevelopment.



Carmel Lynch
Senior Executive Engineer

**PLANNING REPORT
CONSERVATION OFFICE
LIMERICK CITY AND COUNTY COUNCIL**

Date: November 3, 2015

Re: Part 8 Process for the following:

(1) urban realm & street improvement works in the vicinity of Colbert Station including Parnell Street, Wickham Street & Davis Street; (2) a new fully signalised junction at the intersection of Parnell St. & Upper Mallow St, including the realignment of Hyde Rd. Improved pedestrian and cyclist measures to be provided at the junction; (3) rationalisation of the existing signalised junctions at Hyde Rd/Lower Careys Rd/Lord Edward St/Sexton St/Upper Gerald Griffin St. & Parnell St. with the introduction of designated pedestrian crossings at various locations; (4) Provision of traffic calming measures by means of an at-grade controlled crossing in the form of a raised platform & Toucan crossing spanning the junction of Davis St. & Parnell St; (5) Extinguishment of two way vehicular travel on Davis St. & the introduction of a one way system travelling towards Colbert Station; (6) Provision of contra-flow cycle track along Davis St. from Parnell St. towards Pery St; (7) Provision of high quality paved footpaths and cycle facilities, bespoke public lighting and security measures, new street furniture, new urban landscaping measures including street trees and universal access design for mobility impaired road users; (8) Improved cyclist linkages throughout the scheme by means of new designated 1.75m cycle lanes and coordination with the Limerick City Coke Zero Bike Scheme docking stations within the area; (9) Improved pedestrian facilities by means of high quality pavement construction, addressing desire lines and providing controlled crossing points at various locations throughout the scheme; (10) Provision of regularised car parking throughout the scheme with short term dwell times to accommodate the local business community; (11) Provision of improved bus set-down facilities on both Parnell St. & Hyde Rd. for the existing city services including new bus shelters and Real Time Passenger Information; (12) Public amenity spaces to be developed at Russell Park, a pedestrian linkage area to Colbert Station and at Sexton St. junction. A landscaping and car parking plan for Russell Park is proposed which will compliment the existing environment and will include 48 additional short term dwell car parking spaces, new public lighting, security measures and improved landscaping measures; (13) Upgrade of existing pedestrian laneways with improved public lighting, CCTV & pavement construction at Hunts Lane & Lady's Lane

Location: Parnell, Davis, and Wickham Streets, Limerick

Area: LIMERICK CITY WEST

Ref. No.: 15/8008

Site Visited: During pre-application advisory briefings in late 2014 and subsequent to the Notification received that the proposal was on public display.

Definition: In considering this report and its contents, the reader is advised to bear in mind at all times that, in S. 2 of the Planning and Development Act, 2000, a Protected Structure is defined as follows:

A "structure" means any building, structure, excavation, or other thing constructed or made on, in or under any land, or any part of a structure so defined, and-

(a) where the context so admits, includes the land on, in or under where the structure is situate, and

(b) in relation to a protected structure or proposed protected structure, includes-

- (i) the interior of the structure,
- (ii) the land lying within the curtilage of the structure [curtilage is taken to be the parcel of land immediately associated with that structure or in use for the purposes of the structure, e.g. gardens and coach-houses, coal cellars (including those beneath footpaths and roads)],
- (iii) any other structures lying within that curtilage and their interiors, and
- (iv) all fixtures and features which form part of the interior or exterior of any structure or structures referred to in *subparagraph (i) or (iii)*".

Comments: The proposed development involves the settings and amenities of the following Protected Structures:-

City Reg.	Name	Location
28	Tait Memorial Clock	Davis Street / Pery Street Junction
270	Railway Station	Parnell Street
406	Railway Hotel	Parnell Street
356	Convent / Chapel	Sexton St. / Upper Gerald Griffin St.

and those of the following which are identified as being of heritage value by the National Inventory of Architectural Heritage and included in their inventory for Limerick City and as such are the subject of Ministerial Recommendations under the provisions of Section 53 of the Planning and Development Act, 2000-

Ref. No.	Name	Location
21518015	Terraced House	12 Davis Street
21518016	End of terrace house	7 Davis Street
21518020	Commercial Premises	Roches St. (formerly 'Cycle World')
21518021	Former Warehouse	Roches Street ('Estuary Wholesale')
21518050	End of terrace house	Wickham Street
21518052	Commercial Premises	27 Wickham Street ('Carmody's')

In addition, portion of the development lies within the boundary of ACA1A, South City Centre and Newtown Pery Architectural Conservation Area.

I have visited the site and have examined the documentation submitted in support of the proposal.

I am satisfied that the proposed changes are compatible with the fabric and character of the Protected Structures and that the proposed development will not have a detrimental impact upon the Protected Structures settings and amenities. In fact, there will be a positive planning gain for the area once the works, as presented, are completed.

The minimal use of street signage, as set out in the drawings placed on public display, is welcomed. Too often the proliferation of signage detracts from areas of interest and significance but this is avoided here.

I recommend that the following Conditions be included in the Chief Executive's Report:

A/. The development is subject to the design proposals set out in the documentation placed on public display.

Reason- To protect the architectural heritage in the interests of the common good and the proper planning and sustainable development of the area.

B/. All uprights, posts, and so forth, installed to take signage, finger posts, traffic lights, belisha beacons, and so forth, shall be installed having due regard to property lines. Every effort shall be made to ensure that signage and other hard infrastructure installed shall not obscure or interfere with views of buildings, particularly those with shopfronts.

Reason- To protect the architectural heritage in the interests of the common good and the proper planning and sustainable development of the area.

C/. All elements of significance of the fabric, fixtures and features of Protected Structures, other buildings of heritage significance, and pertaining to the amenities of the Architectural Conservation Area are to be protected against damage during the course of the works. Any shields or protective barriers erected or installed must be wholly reversible without loss of material, or damage to the structure, in accordance with the Principles of Conservation.

Reason – To protect the architectural heritage in the interests of the common good and the proper planning and sustainable development of the area.

D/. Four weeks prior to the commencement of works a Construction Management Plan, which shall deal comprehensively with all relevant matters including the provision of a contractor's compound- information should be provided on the nature of the finishes for the boundary fence envisaged. There should be an assessment of any implications for the built heritage that this may have, and put forward mitigations. The removal of the compound and the cleanup of its location after the project is completed should also be dealt with.

Reason – To protect the architectural heritage in the interests of the common good and the proper planning and sustainable development of the area.

E/. All contractors and sub-contractors engaged to work on the project are to be briefed on the significance of the site as a protected structure and the extent, and remit, of Part IV [Architectural Heritage] of the Planning and Development Act 2000 (as amended) and that all statutory and regulatory provisions in respect of the legislation are to be observed.

Reason – To protect the architectural heritage in the interests of the proper planning and sustainable development of the area.

F/. Prior to works commencing a briefing document addressing all issues relevant to the built heritage within the project boundary shall be drafted and agreed with the Conservation Officer.

Reason – To protect the architectural heritage in the interests of the proper planning and sustainable development of the area

G/. An Archival Standard Photographic Record of the works shall be made. This record shall include: photographs taken before, during, and after the completion of each stage of the works programme. Copies of the final report, including photographs and all other relevant records, are to be retained by the project promoter and made available as and when required.

Reason – To protect the architectural heritage in the interests of the proper planning and sustainable development of the area

Tom Cassidy,
Conservation Officer

Part VIII 15-8008

Parnell Street, Wickham Street & Davis Street,

Travel & Transportation, Limerick City & County Council

I have examined the Part VIII documents. The scheme should have no impact on any known archaeological monuments.

Sarah McCutcheon

Executive Archaeologist

Limerick City & County Council

23.09.2015

