

4th December 2015

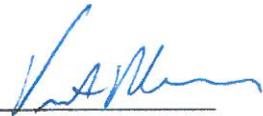
To: The Mayor and Each Member of the Metropolitan District Council

Re: Part VIII Procedure – Rhebogue Neighbourhood Greenway

Dear Mayor and Councillors,

I enclose the Chief Executives Report prepared pursuant to Section 179 of the Planning & Development Act 2000-2014 and Part VIII of the Planning & Development Regulations 2001-2013 in respect of the above proposal for your consideration.

It is proposed to proceed as indicated in the Planning Report.

Signed: 

Vincent Murray
Acting Director of Service
Travel & Transportation

**PLANNING REPORT IN ACCORDANCE WITH
SECTION 179 3(a) OF THE PLANNING AND
DEVELOPMENT ACT 2000 – 2014**

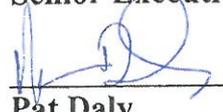
Re: Infrastructural improvements on the Rhebogoe Road and Hymee's Boreen to include:

- Speed reduction from a 50km speed limit zone to a 30km speed limit zone;
- Provision of a gateway/ entry treatment at the Old Dublin Road/ Rhebogoe Road junction;
- Provision of 1.5 metre wide cycle lanes to both sides of a section of Rhebogoe Road (from its junction with Old Dublin Road to south of its junction with Cluainte na Réabóige);
- Provision of a reduced carriageway width to include a 5.0 metre wide carriageway along Rhebogoe Road (from its junction with Cluainte na Réabóige, to where the existing road becomes a one-way street), and along the extent of Hymee's Boreen;
- Introduction of traffic calming measures including tabletop junction treatments at seven junctions, and four raised tables;
- Provision of a shared surface through the existing rail overbridge, including raised tables on both approaches;
- Provision of sections of new footpath, and widening of others, on Rhebogoe Road and Hymee's Boreen, as required and where possible,
- Provision of new street lighting,
- Revised signage & road markings and all associated site works

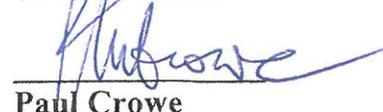
At: Rhebogoe Neighbourhood Greenway – Rhebogoe Road & Hymee's Boreen
Limerick

Planning Reference no. 14-8005


Stephane Duclot
Senior Executive Planner


Pat Daly
Director of Services
Economic Development and
Planning


Gerry Sheeran
Senior Planner


Paul Crowe
Director of Travel and
Transportation

Pursuant to Section 179 3(a) of the Planning & Development Act 2000-2014, this report is submitted to the members of Limerick City and 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 and County Council

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1.0 Foreword

This planning report has been prepared pursuant to Section 179 of the Planning and Development Act 2000-2014, and Part 8 of the Planning and Development Regulations 2001-2013.

2.0 Description of the nature and extent of the proposed development

The proposed development is located on Rhebogue Road & Hymee's Boreen area.

The area is characterised by urban and sub-urban development including roads and rail infrastructure. The site is relatively flat within an area zoned residential in the Limerick City Development Plan. A short section of the route runs adjacent to lands zoned as District Centre.

The proposed development forms part of the LST (Limerick Smarter Travel) Route 3 and forms part of the link between Limerick City and University of Limerick via the R445 Dublin Road. The proposal intends to improve safety for pedestrians and cyclists in the Rhebogue area. The development will consist of the following;

- Speed reduction from a 50km speed limit zone to a 30km speed limit zone;
- Provision of a gateway/ entry treatment at the Old Dublin Road/ Rhebogue Road junction;
- Provision of 1.5 metre wide cycle lanes to both sides of a section of Rhebogue Road (from its junction with Old Dublin Road to south of its junction with Cluainte na Réabóige);
- Provision of a reduced carriageway width to include a 5.0 metre wide carriageway along Rhebogue Road (from its junction with Cluainte na Réabóige, to where the existing road becomes a one-way street), and along the extent of Hymee's Boreen, introduction of traffic calming measures including tabletop junction treatments at seven junctions, and four raised tables;
- Provision of a shared surface through the existing rail overbridge, including raised tables on both approaches;
- Provision of sections of new footpath, and widening of others, on Rhebogue Road and Hymee's Boreen, as required and where possible, new street lighting, revised signage & road markings and all associated site works

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

The route is located on lands which are primarily zoned as Residential in the current Limerick City Development Plan 2010-2016. It should be noted that the site does not come within any flood risk area set out in Map 2 - Flood Risk Areas (Limerick City Development Plan).

3.1 Relevant Policies and Objectives

The Limerick City Development Plan 2010-2016 sets out the following:

Policy TR.1 Strategic Transportation Issues

'It is the policy of Limerick City Council to implement the objectives and strategies of the National Development Plan, Transport 21, Smarter Travel and any other transport plans that may arise during the lifetime of this development plan including the proposals contained in Mid-West Area Strategic Plan and Public Transport Feasibility study.'

'Smarter Travel

Smarter Travel is a new government policy which sets out a long-term plan to achieving a sustainable transport system for Ireland. The plan outlines how this can be achieved through a range of actions such as encouraging modal shift away from the car, promoting fuel efficiency and new technology, and improved planning. The plan recognises that current transport and travel trends in Ireland are unsustainable, and that if we continue with present policies, congestion will get worse, transport emissions will continue to grow, economic competitiveness will suffer and quality of life will decline.'

'The goals of Smarter Travel are to:

- Improve quality of life and accessibility to transport for all and, in particular, for people with reduced mobility and those who may experience isolation due to lack of transport.
- Improve economic competitiveness through maximising the efficiency of the transport system and alleviating congestion and infrastructural bottlenecks.
- Minimise the negative impacts of transport on the local and global environment through reducing localised air pollutants and greenhouse gas emissions.
- Reduce overall travel demand and commuting distances travelled by the private car.
- Improve security of energy supply by reducing dependency on imported fossil fuels.
- The key targets of Smarter Travel are to reduce work-related commuting by car from 65% to 45%, and increase other modes such as walking, cycling, public transport and car pooling to 55%.'

Policy TR.2 Integrating Land Use & Transportation Policies

‘It is the policy of Limerick City Council to promote and deliver a sustainable and integrated transportation and land use management system for Limerick City. Limerick City Council will complete and implement the recommendation of the Mid-West Area Strategic Plan (MWASP).’

Policy TR 5 Enhancement of Road Infrastructure

It is the policy of Limerick City Council to maintain and enhance the planning, design and maintenance of the transportation and roads infrastructure in the City to ensure improved safety, growth, social inclusion and amenity for all road users.

Policy TR 8 Traffic Calming

‘It is the policy of Limerick City Council to implement traffic calming measures in appropriate areas throughout the City.’

Policy TR 9 Cycling and Walking

‘It is the policy of Limerick City Council to prioritise the promotion of safe facilities for Pedestrians and Cyclists throughout the City’

Policy TR 11 Traffic Management Control

‘It is the policy of Limerick City Council to enhance the traffic management provision by: ... That all traffic management and traffic calming schemes be designed and constructed as per Department of Transport guidelines embracing the philosophy of catering for all road users by managing the road network so that fair access is afforded to all.’

3.2 Habitats Directive Project Screening Assessment

Habitats Directive Project Screening Assessment Screening for Appropriate Assessment

Construction Phase: improvement works Are effects significant: No Are substantial works required: No Operating phase effects: Limited and localised Are effects significant: No	Ex-situ effects: n/a Are effects significant: n/a Run-off: surface water run-off collected by road gullies and discharged to existing storm drain facilities, considered adequate. Are effects significant: No Abstraction: None Displacement: None
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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: Name of sites: Lower Shannon SAC	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>	Yes
3	Impacts on designated marine habitats and species.	<i>Is the development located within marine or intertidal areas or within 5 km of an SAC site whose qualifying habitats or species include the following habitats: Salmonid, Lamprey Mudflats, Sandflats, Saltmarsh, Shingle, Reefs, Sea Cliffs</i> Lower Shannon SAC.	Yes
4	Impacts on birds in SPAs-	<i>Is the development within 1km of a Special Protection Area</i>	Yes
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

Conclusion

Overall it is considered that the development as proposed should not exercise a significant effect on the conservation status of any SAC and SPA and therefore and Appropriate Assessment is not considered necessary. It should also be noted that, as part of this application, an Appropriate Assessment Screening has been carried out and arrived to the same conclusion that an Appropriate Assessment is not required.

3.3 Land Acquisition

All lands required for the development are in the control of Limerick City and County Council.

3.4 Conclusion

It is considered that the construction of the proposed development is in accordance with the Limerick City Development Plan 2010-2016 and the proper planning and sustainable development of the area. Taking into consideration the nature and scale of the proposed development, it is deemed acceptable at this location

4.0 Submissions with respect to the proposed development

A total of 2 no. written submissions/observations was received and is listed

LIST OF SUBMISSIONS RECEIVED		
SUB REF	FROM	Date received
	A. Fire and Rescue Service, Limerick City and County Council	12/09/14
	B. An Garda	16/10/14

Sub A- Fire and Rescue Service, Limerick City and County Council

Submissions description

- The Senior Assistant Chief Fire Officer states the following:
 1. *We have no objection to the route as proposed as it does not preclude access for Fire Service vehicles in the event of an emergency.*
 2. *We would appreciate the opportunity to discuss the design of the raised tabletops/ramps with you at the design phase vis-a-vis approach gradients, etc, as they can affect Fire Service vehicles during an emergency response.'*

Planning Departments Comments

The Planning Authority notes the above.

Sub B- An Garda Siochana

Submissions description

- An Garda Siochana states the following;
'The Gardai have examined the proposals and agree that they are appropriate for the development being undertaken in the area.'

Planning Departments Comments

The Planning Authority notes the above.

5.0 Action taken by Local Authority

It is proposed to proceed with the development in accordance with the drawings, details and specifications contained in this report.