



Comhairle Cathrach
& Contae **Luimnígh**

Limerick City
& County Council

Athnuachana Luimnígh
Comhairle Cathrach agus Contae Luimnígh
Maigh Rois | Baile an Róistigh
Luimneach

Limerick Regeneration
Limerick City and County Council
Moyross | Roxboro
Limerick

EIRCODE: V94 EH90

7 October 2024

To: The Cathaoirleach and Each Member of the Metropolitan District of Limerick

Re: Part 8 Planning report for Southside Connectivity Project

A Chomhairleoir, a chara,

I enclose herewith the Mayor's report prepared in accordance with Section 179 3(a) of the Planning and Development Act 2000 (as amended) and Part 8 of the Planning and Development Regulations 2001 (as amended) in respect of the proposed development listed above.

In accordance with Section 179 4(b) of the above Act, it is proposed to proceed as indicated in Section 8 of this report.

Is mise le meas,

Joe Delaney
Director of Services
Regeneration, Sports and Recreation Directorate

Memo

To: Mr John Moran, Mayor

From: Vincent Murray, Director of Services, Planning, Environment and Place Making

Date: 03/09/2024

Re: Part 8 Proposal for the Southside Connectivity Project, Reference PT8LL93 – Development at Roxborough Road, Childers Road and Synge Drive, within the townlands of Rathbane North and Galvone, Limerick. The proposed development will consist of:

- New and upgraded footpaths;
- New cycle tracks and shared surfaces;
- Removal of existing boundaries along both sides of Roxboro Road, on north side of Synge Drive and south side of Childers Road;
- Installation of new boundaries at the above locations;
- Adjustments to the parking layout within the LEDP campus;
- Relocation of the O’Malley Park grotto to corner of Roxboro Road and Synge Drive junction; and,
- Associated public realm and landscaping works.

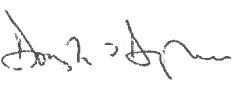
Dear Mayor,

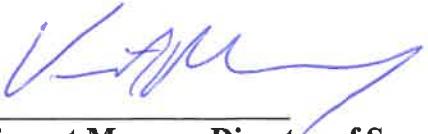
Please find attached for your consideration report prepared in accordance with Section 179 of the Planning and Development Act 2000 (as amended) in respect of the proposed Part 8 for the Southside Connectivity scheme. Development to Roxborough Road, Childers Road and Synge Drive, Limerick within the townlands of Rathbane North and Galvone, Limerick.

The proposal prepared by the Regeneration, Sports and Recreation Directorate has been evaluated taking into consideration all submissions received. It is concluded that the proposed development is in accordance with the objectives of the Limerick Development Plan 2022 - 2028, and the proper planning and sustainable development of the area.

It is recommended that the proposed development be recommended to the Elected Members of Limerick City & County Council for their approval.

Signed: 
Jennifer Collins, Executive Planner

Signed: 
Donogh O Donoghue, Senior Executive Planner

Signed: 
Vincent Murray, Director of Services, Planning, Environment and Place Making

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

Re: Part 8 Proposal for the following:

Development at Roxborough Road, Childers Road and Synge Drive, within the townlands of Rathbane North and Galvone, Limerick. The proposed development will consist of:

- New and upgraded footpaths;
- New cycle tracks and shared surfaces;
- Removal of existing boundaries along both sides of Roxboro Road, on north side of Synge Drive and south side of Childers Road;
- Installation of new boundaries at the above locations;
- Adjustments to the parking layout within the LEDP campus;
- Relocation of the O'Malley Park grotto to corner of Roxboro Road and Synge Drive junction; and,
- Associated public realm and landscaping works.

1.0 Introduction

This report has been prepared pursuant to Section 179 of the Planning & Development Act 2000 (as amended), and Part 8 of the Planning & Development Regulations 2001 (as amended).

2.0 Description of the nature and extent of the proposed development

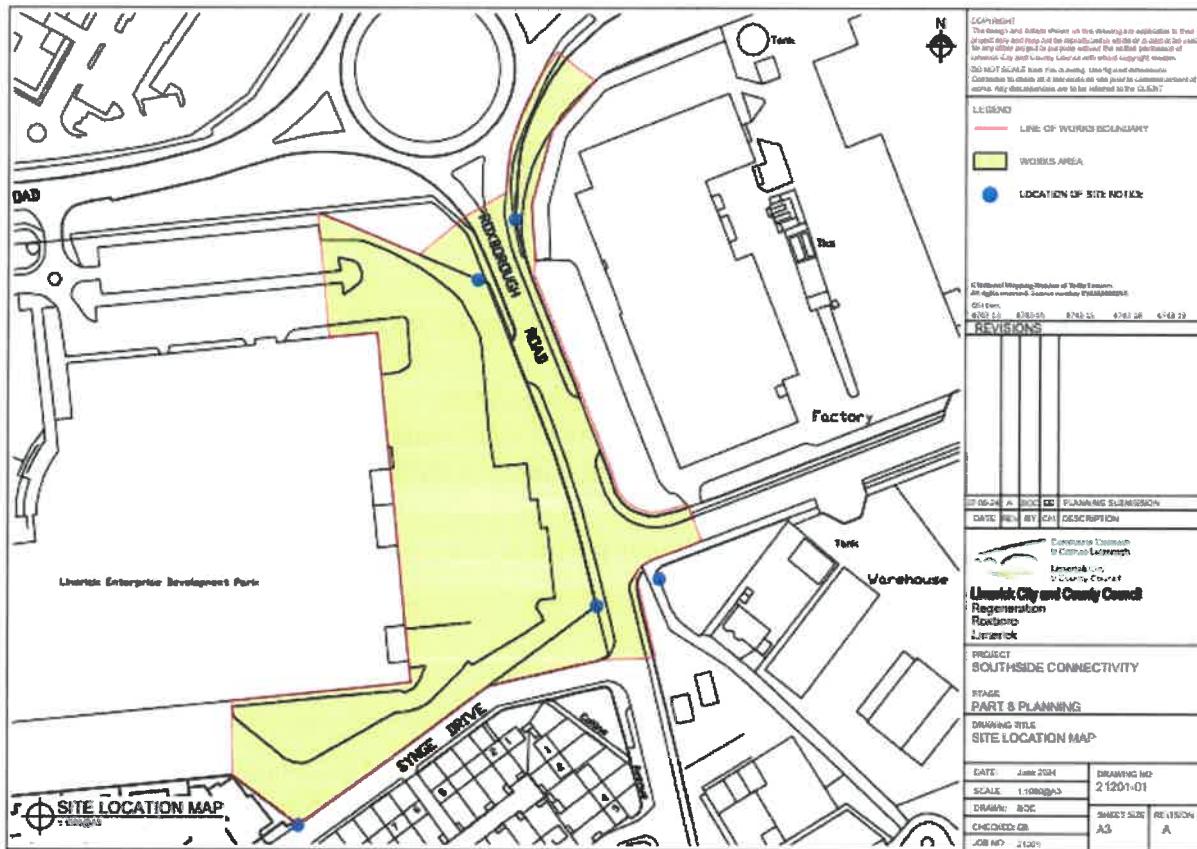
Development at Roxborough Road, Childers Road and Synge Drive, Limerick within the townlands of Rathbane North and Galvone. The proposed development will consist of:

- New and upgraded footpaths;
- New cycle tracks and shared surfaces;
- Removal of existing boundaries along both sides of Roxboro Road, on north side of Synge Drive and south side of Childers Road;
- Installation of new boundaries at the above locations;
- Adjustments to the parking layout within the LEDP campus;
- Relocation of the O'Malley Park grotto to corner of Roxboro Road and Synge Drive junction; and,
- Associated public realm and landscaping works.

2.1 Site Location:

The project site is located along Roxborough Road, Childers Road and Synge Drive, Limerick. The proposed development area is located along public roads and within lands owned by Limerick Enterprise Development Partnership and VPK Packaging.

Site Location Map



2.2 Public Consultation:

The plans and particulars were placed on public display from the 13th June 2024 up to and including 11th July 2024. Submissions and observations were invited for the duration of the public display period and up to 4pm on 25th July 2024.

3.0 Submissions with respect to the proposed development:

A total of 4no. written submissions/observations were received and are listed below:

No.	Name
1	Connor Nieves
2	Niall O'Callaghan, Chief Executive, Limerick Enterprise Development Partnership
3	Conor Buckley, Chairperson, Limerick Cycling Campaign
4	Uisce Eireann

SUB (1) Connor Nieves

Submission Summary:

The submitter supports the development and is in favour of any attempt to increase accessibility and enhance pedestrianisation solutions in Limerick.

Mayor's Response:

I thank Conor Nieves for the submission and welcome the support for the proposed scheme and other such schemes outlined in the submission.

SUB (2) Niall O'Callaghan, Chief Executive, Limerick Enterprise Development Partnership**Submission Summary:**

The LEDP confirm that they have no objection to the proposed works and alterations of boundaries, and trusts that further engagement with LEDP will occur at detailed design stage in relation to construction access, programme, LEDP parking and reinstatement of any disturbed mature ground, internal landscaping and physical boundary.

The submitter further notes the following:

1. Ref EIA Screening Report: 2.2. Proposed Development:
 - a. There is no agreement to facilitate “new access points through existing boundaries from the LEDP campus onto the Childers Road” by LEDP as part of this project.
2. Ref the proposed hedging along Synge Drive to Colivet Court:
 - a. LEDP expects full consultation in advance on final height, maturity and type of hedging given the natural fall in elevation between LEDP boundary and roadside along this element of the project presenting a potential security breach at the LEDP boundary.

The LEDP looks forward to the project delivery in 2024/5.

Mayor's Response:

I thank Niall O'Callaghan and the LEDP for the submission and respond as follows:

As part of detailed design, Limerick City and County Council will further engage with LEDP in relation to all issues identified in the submission, including boundary hedging.

Regarding new access points through existing LEDP boundaries, there are no proposals for further accesses as part of the proposed scheme nor are any noted on the scheme drawings.

SUB (3) Conor Buckley, Chairperson, Limerick Cycling Campaign**Submission Summary:**

The submitter details the purpose of the Limerick Cycling Campaign and its affiliations.

The observations outlined in this submission can be summarised as follows:

- Welcomes high quality segregated cycle infrastructure in general.
- Considers that the cycle network should be developed in a planned and strategic manner as per LSMATS i.e. primary network first, secondary network second and tertiary (feeder routes) third. Therefore, the current project should not be prioritised ahead of the development of the primary network and therefore should not progress at this time.
- Considers the proposed scheme does not provide adequate development of primary/secondary routes and does not represent value for money.
- Notes LSMATS is backed by the NTA regional transport modelling, and planning and investment cycle propensity scenarios.

- Questions why the current scheme, which provides negligible benefit for cycling modal share while draining the budget, is being prioritised over schemes which would have a transformational impact.
- Considers the project will only serve one small area which would be better addressed by the Active Travel Office and would have a much more coherent and transformational impact for residents in the area and would be a far better investment to ensure modal share targets are advanced in a meaningful way.
- Concerns in relation to planning for projects within the Southside Connectivity Project including subdivision of same into multiple applications. Considers funding should be sought for the project in its entirety and the piecemeal planning approach is confusing, and unnecessarily time consuming to residents, cyclists and councillors.
- Concerns that the project is being brought forward by the Regeneration Section rather than the Active Travel Team with potential to drain significant resources from the Limerick AT team budget.
- Notes that Limerick AT team is regarded nationally as one of the best performing and most highly skilled AT teams in the country and considers that the rational and skill set that has been developed within the AT team in Limerick demands that planning for infrastructure such as this should rest with that team.
- Notes discussions with the NTA who have confirmed that spend going forward will be focused on projects to be delivered by the AT offices with only limited exceptions for other local authority departments. The submitter therefore considers it is unlikely that this project would receive funding from the NTA if passed, especially in the context of other routes such as Roxboro Rd in the same area being of significantly higher urgency and importance to the cycle network and to achieving modal shift targets.
- Requests that future active travel projects are referred to the Active Travel office to ensure they are sequenced and delivered in a coherent way in line with LSMATS.
- Considers that the current project would be a misallocation of the limited active travel budget that could be better used to prioritise the routes that residents in this area need most urgently.
- Given the concerns around this and the previous Section 38 for the Southside Connectivity, it is considered sensible for councillors to request the withdrawal of the Part 8 and reallocate the project to the Active Travel office to fold into the future Roxboro Road project.

Mayor's Response:

I thank the Limerick Cycling Campaign for the submission. I acknowledge the concerns and observations raised in the submission and respond as follows:

The project proposals include the provision of a new cycle track on the west side of Roxboro Road as well as a shared surface on the east side of Roxboro Road, both having an approximate length of 160m. These proposals have been agreed in consultation with the NTA, LCCC Roads Department and LCCC Active Travel Department.

In addition, LSMATS identifies Roxboro Road as part of the Secondary Cycle Network, both south of the Roxboro Roundabout and north into the City Centre. In this regard, the LCCC Active Travel team are progressing a scheme on the secondary network north of the Roxboro Roundabout. The current proposal for the Southside Connectivity project is cognisant of that scheme and it has been considered in the current proposal. Furthermore, should the currently proposed Part 8 scheme be approved, the Southside Connectivity design team will continue to coordinate with LCCC Active Travel as part of the detailed design of the currently proposed scheme.

In relation to the current proposal, the aim for improving accessibility for pedestrians and cyclists on busy routes, such as Roxboro Road, is for such infrastructure to be provided on both sides of the carriageway. In addition to cyclists, issues relating to pedestrian accessibility and traffic calming in the area are also key drivers of the current proposal as follows:

- There is no existing footpath provision for the residents of Colivet Court to access Roxboro Road without walking on the roadway at Synge Drive or crossing over to the footpath on the southern side of Synge Drive. The current proposal will address this issue.
- The improved footpaths and shared surfaces currently proposed will provide for increased accessibility between Southill and Le Chéile National School (and vice versa).
- The scheme as proposed will include for narrowing the carriageway on Roxboro Road from approximately 9m wide to 6m wide.

Furthermore, the proposed scheme will link to proposed cycling and walking infrastructure, and traffic calming measures, as contained within the Southside Connectivity Section 38 application.

I note references to LSMATS contained in the submission, however, it should be noted that the proposed scheme also seeks to address other aims of LSMATS including the following:

“Section 2.1.5 - Reducing Social Disadvantage

The key issue here is access to employment and services and how best to reduce the sense of physical isolation through transport interventions. The core measures that the NTA can bring to disadvantaged areas under the auspices of the LSMATS, in conjunction with Limerick City and County Council, are as follows:

- *Improved frequency of public transport services to regeneration areas;*
- *The provision of safe and secure cycling facilities;*
- *The provision of pedestrian linkages to surrounding areas;*
- *Public realm improvements; and*
- *Reducing the need to own a car.*

It is the view of the NTA that the provision of better physical connections via transport, between the regeneration areas and the City Centre, areas of employment, further education and other locations within the Metropolitan Area will help overcome some of the most serious aspects of deprivation related to accessibility and social mobility. The implementation of the LSMATS and the application of its principles at the local level, by the NTA and Limerick City and County Council will deliver the sustainable transport elements of the regeneration programme.”

“Section 2.1.8 - Economic, Social and Cultural Development

The LSMATS seeks to respond to the economic, social and cultural requirements of the LSMA in the following ways:

.....

Providing schoolchildren with feasible and safe alternatives to the private car is essential; the funding of school streets, school zones and other measures will be expanded under the LSMATS”

The proposed scheme also seeks to implement the objectives of the Limerick Regeneration Framework Implementation Plan (refer to Volume 1, Chapter 1, Section 1.3, and Volume 1, Chapter 2 Section 2.6.6 and Volume 2, Chapter 2, Section 2.3.4) by:

- Aiming to improve physical connectivity between regeneration areas and the city and into the wider region;
- Increasing opportunities for modes of transport such as cycling.
- Providing more connected, high quality and safe connections where these are lacking in the regeneration areas;
- Addressing lack of connectivity which has been, and continues to be, a major contributing factor to the underperformance of these areas.

While connectivity and improved facilities for pedestrian and cyclists is a key goal of this proposed scheme, the removal of the high and enclosed boundaries along Roxboro Road and Synge Drive, and associated landscaping measures in this area will also greatly enhance the visual aesthetics of this area.

I note the concerns outlined in the submission in relation to funding and the prioritising of cycling infrastructure. In accordance with the proposed funding agency's requirements, the various project stages will require the necessary funding approvals prior to proceeding.

SUB (4)

Submission Summary:

Uisce Éireann's submission can be summarised as follows:

Uisce Éireann have no objection in principle to the proposed scheme. However, the presence of water and foul infrastructure pipes within the proposed scheme boundary is noted and Uisce Éireann advise as follows:

1. The applicant is to note that in accordance with the requirements of section 104 of the 2007 Water Services Act there shall be no building over water mains, common pipes, or sewers, and if found the applicant must contact Uisce Éireann with a proposal for altering at the cost of the applicant.
2. All works to the watermains network to be in accordance with Irish Water's Technical Documentation; 'Code of Practice' and 'Water Infrastructure Standard Details'.
3. Uisce Éireann should be contacted for all watermain connections prior to the commencement of any construction works.

The submission details Uisce Éireann's standard condition, as follows:

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

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

Uisce Éireann does not permit Build Over of its assets. Where the applicant proposes to build over or divert existing water or wastewater services the applicant shall have

received written Confirmation of Feasibility (COF) of Diversion(s) from Uisce Éireann prior to any works commencing.

Reason: To provide adequate water and wastewater facilities.

Mayor's Response:

I thank Uisce Éireann for the submission and respond as follows:

The recommendation and observations outlined in the submission are noted. In this regard, the proposed scheme will comply with the outlined requirements including those required by Uisce Éireann's standard condition.

It is not envisaged that any new connections to Uisce Éireann service infrastructure will be required as part of currently proposed scheme. However, Uisce Éireann will be contacted in relation to all watermain connections as required, prior to the commencement of any future construction works.

4.0 Habitats Directive Project Screening Assessment

An Appropriate Assessment Screening Report has been undertaken by JBA Consulting Engineers and Scientists Ltd for the proposed development and which examined the impacts the proposed development may have on any nearby European Designated Sites. Their report concluded that significant effects are not anticipated via surface water, groundwater, or land/air pathways on the following Natura 2000 sites:

- Lower River Shannon SAC
- River Shannon and River Fergus Estuaries SPA

It further concluded, that based on the screening carried out, it is unlikely that the proposed development will have any significant impacts on any designated European Sites, whether arising from the project itself or in combination with other plans and projects. This assessment is based on the best scientific knowledge available, and on the current project plans. If any changes occur in the design of these works, a new Screening for Appropriate Assessment is required. In carrying out this AA screening, mitigation measures have not been considered.

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

5.0 Environmental Impact Assessment Screening

An EIA Screening Report has been prepared by JBA Consulting Engineers and Scientists Ltd and submitted with the application, which considers whether an EIA is required for the proposed development. The Screening Report concludes that the proposed development does not fall under the category of sub-threshold development, and thus an EIAR is not required.

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

6.0 Key Policy Provisions

As outlined below, the proposed project supports the policies and objectives of the Limerick Development Plan, the Limerick Regeneration Framework Implementation Plan and the Limerick Shannon Metropolitan Area Transport Strategy.

Limerick Development Plan 2022-2028:

Objective RA O1, Regeneration Opportunity Areas

It is an objective of the Council to:

- a) Support the social, economic and physical regeneration of Moyross, St. Mary's Park/King's Island, Ballinacurra Weston and Southill.

Objective TR O8 Walking and Cycling Infrastructure

It is an objective of the Council to:

- a) Improve and provide clear, safe and direct pedestrian linkages, cycle networks, including... 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.

Objective TR O10 Limerick Regeneration Areas Sustainable Travel Infrastructure

It is an objective of the Council to support LSMATS in the identification and delivery of improvements to walking/cycling infrastructure and improvements to public transport, based on those measures identified in the Limerick Regeneration Framework Implementation Plan.

Limerick Regeneration Framework Implementation Plan (LRFIP):

The Limerick Regeneration Framework Implementation Plan (LRFIP) published by Limerick City and County Council in 2013 included under the framework strategy for Southill. In relation to the movement and connectivity strategy for Southill, Volume 2, Chapter 2, Section 2.5.1 of the LRFIP includes the following specific objective: "1(c) Transform the Roxboro Road ... where the needs of pedestrians, cyclists and public transport users are prioritised".

Section 2.3.4 of the LRFIP notes that:

"The regeneration areas require better walking and cycling facilities and an improved provision of public transport in order to improve health, enhance social interaction, reduce congestion and negative environmental impacts. This requires more connected, high quality and safe connections where these are lacking in the regeneration areas as well as improving those that exist in line with the recently published 'Design Manual for Urban Roads and Streets' guidance."

And "All four regeneration areas suffer, to a greater or lesser extent, from poor connectivity to the wider neighbourhood and the city. This lack of connectivity has been, and continues to be, a major contributing factor to the underperformance of these areas. ... Improved connectivity should ensure that the regeneration areas seamlessly integrate with the surrounding neighbourhoods and the city. Interventions at a local level are required to ensure that neighbourhoods are permeable and accessible. Urban block dimensions will be kept to a size which encourages walking and cycling with frequent connecting routes. The creation of pleasant and convenient streets and routes with high levels of passive surveillance goes hand-in-hand with improved permeability."

Limerick Shannon Metropolitan Area Transport Strategy 2040 (LSMATS):

Chapter 2, Section 2.1.5

“The Core measures that the NTA can bring to disadvantaged areas under the auspices of the LSMATS, in conjunction with Limerick City and County Council are as follows: ...

- The provision of safe and secure cycling facilities;
- The provision of pedestrian linkages to surrounding areas
- Public realm improvements; and
- Reducing the need to own a car.

It is the view of the NTA that the provision of better physical connections via transport between the regeneration areas and the City Centre, areas of employment, further education and other locations within the Metropolitan Area will help overcome some of the most serious aspects of deprivation related to accessibility and social mobility. The implementation of the LSMATS and the application of its principles at the local level, by the NTA and Limerick City and County Council will deliver the sustainable transport elements of the regeneration programme.”

Chapter 12

Measure LU9 – Approach to Southill

It is the intention of the NTA and Limerick City and County Council to upgrade Roxboro Road and the Roxboro Roundabout in order to cater for pedestrians, cyclists and public transport and to better integrate Southill with areas to the north

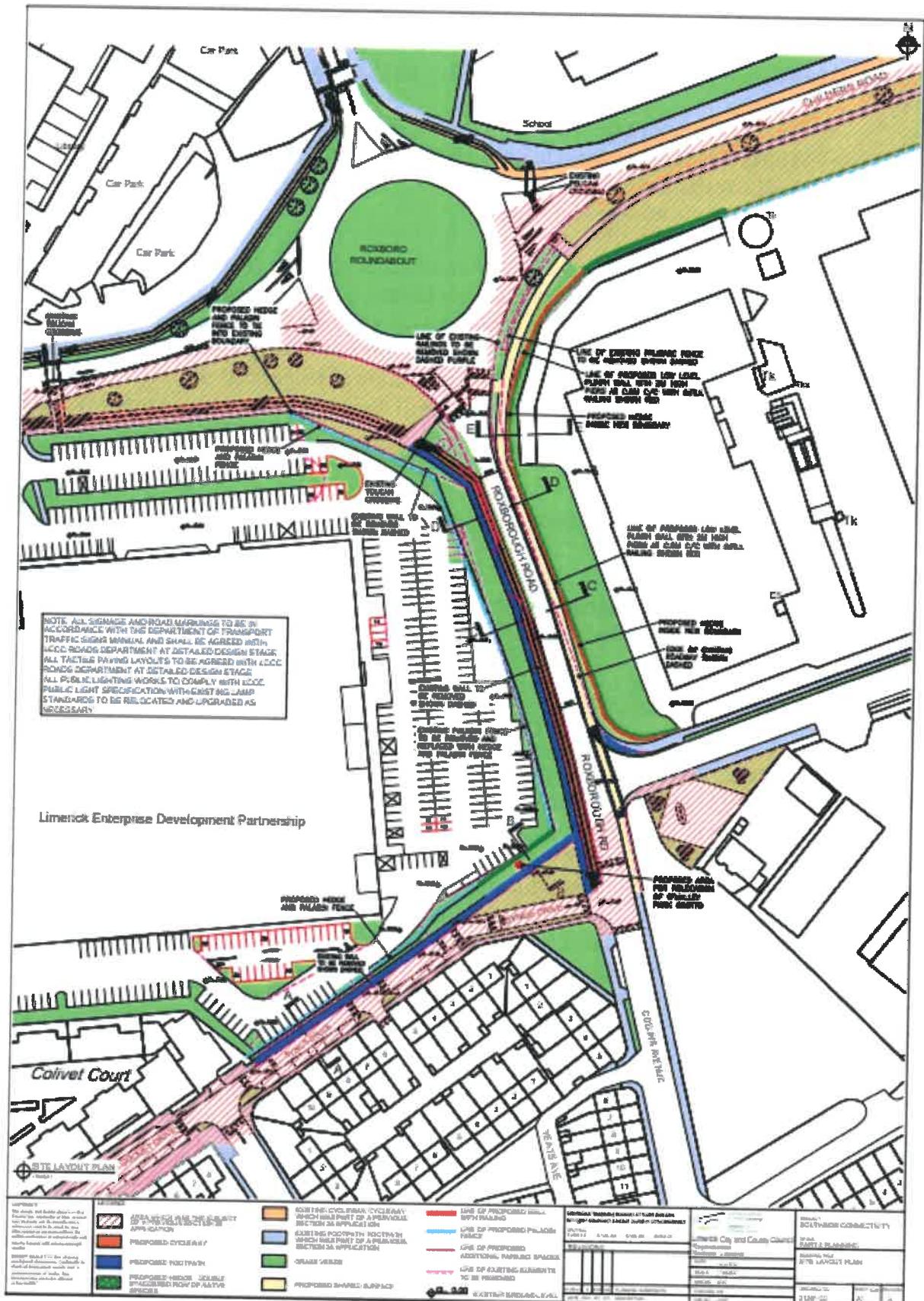
7.0 Appraisal

The Limerick Regeneration Framework Implementation Plan (LRFIP), launched in September 2013, aims to enhance communities by providing people good quality of life, a decent home, and a sense of pride about their neighbourhood. The LRFIP includes a Framework Strategy for the provision of same within regeneration areas such as Southill. In this regard, to facilitate improved connectivity and public realm in the Southill area, the current proposal includes the construction of new active travel infrastructure and boundary treatments in the area of Roxborough Road, Childers Road and Synge Drive within the townlands of Rathbane North and Galvone. The current proposal is part of the overall Southside Connectivity Project, which comprises the following:

- Works that interface with private lands – consent for the works that interface with private lands is being sought under the Planning and Development Acts 2000 (as amended), and public consultation on the project is taking place pursuant to Part 8 of the Planning and Development Regulations 2001 (as amended).
- Works that are wholly on public lands have been progressed through the Section 38 application process. This process was completed in April 2024.

The Southside Connectivity Project aims to address the strategic, physical and social needs of the area, the objectives of the proposed project include:

- Achieving the objectives identified in the Limerick Development Plan, the LRFIP and LSMATS; and
- Improving movement and connectivity for the Southill Regeneration Area and the wider community



The project site is located along Roxborough Road, Childers Road and Synges Drive, Limerick. The proposed development area is located along public roads and within lands owned by Limerick Enterprise Development Partnership (LEDP) and VPK Packaging.

A preliminary design (the subject of this Part 8 application) has been developed in-house by the Regeneration Department of LCCC, supported by external consultants for environmental and ecological reporting. The principal characteristics of the preliminary design are as follows:

- New and upgraded footpaths;
- New cycle tracks and shared surfaces;
- Removal of existing boundaries along both sides of Roxboro Road, on north side of Synge Drive and south side of Childers Road;
- Installation of new boundaries at the above locations;
- Adjustments to the parking layout within the LEDP campus;
- Relocation of the O’Malley Park grotto to corner of Roxboro Road and Synge Drive junction; and,
- Associated public realm and landscaping works.

The proposed new boundary to the LEDP lands (replacing the existing blockwork wall) will consist of hedging and a new paladin fence. The proposed new boundary to the VPK lands (replacing the existing palisade fence) will consist of a low-level plinth wall with piers at c. 8m centres and infill railing. The boundary aims to match the existing boundary to the Le Chéile campus on the north side of Childers Road. The works proposals also include relocation of the grotto in O’Malley Park to corner of Roxboro Road and Synge Drive junction. The relocation has been agreed in principle with the local residents group and consultation will continue throughout the detailed design and construction phase of the project.

There are no recorded monuments or protected structures, identified in the Limerick Development Plan 2022-2028, that are impacted by the development works. Consultation with LCCC’s Executive Archaeologist has been established and any known archaeology will be managed in agreement with the Council Archaeologist.

The project extent is not located within Flood Zones A or B, as identified in the Limerick Development Plan 2022-2028.

I note a pre-planning meeting was held with the Area Planner in August 2023 with a further more recent pre-planning review of the proposed scheme on 5th June 2024.

The submitted Planning Statement notes that the preliminary design drawings were circulated to LCCC internal departments for comment, and that comments received were reviewed and the project documents updated accordingly. It further notes that the AA and EIA screening reports were circulated to the LCCC Heritage Officer for comment and that the Heritage Officer’s review noted agreement with the findings of both screening reports. The final versions of same were issued to the LCCC Senior Planner on 5th June 2024.

The submitted Planning Statement also notes a briefing was held with Elected Members on August 25th 2023 and that a number of queries were raised during the briefing and in subsequent discussions, which resulted in the scheme being split into two parts as described above.

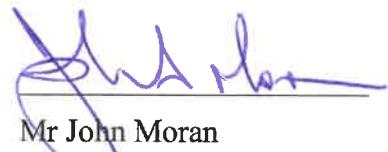
I note that consultation was also held with affected landowners i.e. Limerick Enterprise Development Partnership (LEDP) and VPK Packaging, including presentation of the proposed layout plans, as well as a public information event at the Southill Hub in October 2023. The submitted Planning Statement notes that those in attendance at the public meeting expressed support for the proposals presented and that a number of queries were raised, which

were addressed and, where required, have been incorporated into the process. A submission was received from LEDP during the formal public consultation process and has been summarised and responded to under Section 3.0 above.

The proposed works will improve physical, economic and social opportunities for the Southill Regeneration Area and the wider community in line with national and regional policy, and will represent a positive step in improving connectivity in the Southill area. Furthermore, the proposal as set out is considered to be in compliance with a number of objectives of the Limerick Development Plan 2022-2028, particularly Objective RA 01, Regeneration Opportunity Areas, TR 08 Walking and Cycling Infrastructure and Objective TR 010 Limerick Regeneration Areas Sustainable Travel Infrastructure and supports the implementation of the Limerick Regeneration Framework Implementation Plan and the Limerick Shannon Metropolitan Area Transport Strategy 2040.

8.0 Conclusion

Having regard to the foregoing evaluation and the reason and considerations as set out, the Mayor is satisfied that the proposal is in accordance with the objectives of the Limerick Development Plan, 2022 - 2028 and the proper planning and sustainable development of the area. Pursuant to Section 179(3)(a) of the Planning and Development Act 2000 (as amended) the proposed development is recommended to the Elected Members of Limerick City & County Council for their approval.



Mr John Moran
Mayor

Limerick City & County Council
Date: 25/09/2024.

Limerick City & County Council

Re: Part 8 Proposal for the Southside Connectivity Project, Reference PT8LL125 – Development at Roxborough Road, Childers Road and Synge Drive, within the townlands of Rathbane North and Galvone, Limerick. The proposed development will consist of:

- New and upgraded footpaths;
- New cycle tracks and shared surfaces;
- Removal of existing boundaries along both sides of Roxboro Road, on north side of Synge Drive and south side of Childers Road;
- Installation of new boundaries at the above locations;
- Adjustments to the parking layout within the LEDP campus;
- Relocation of the O’Malley Park grotto to corner of Roxboro Road and Synge Drive junction; and,
- Associated public realm and landscaping works.

Appropriate Assessment (AA) Screening Determination

Pursuant to the requirements of the above Limerick City & County Council is proposing the development of Roxborough Road, Childers Road and Synge Drive, within the townlands of Rathbane North and Galvone, Limerick.

The plans and particulars for the proposed development were placed on public display from 13th June 2024 to the 11th July 2024 in accordance with the requirements of the Part XI of the Planning and Development Act, 2000 (as amended) and Part 8 of the Planning and Development Regulations, 2001 (as amended).

Having regard to Article 6 of the Habitats Directive 92/43/EEC and (inter alia) the Department of Housing, Planning, Community and Local Government’s Appropriate Assessment of Plans and Projects in Ireland Guidance for Planning Authorities (2010), screening of the development for Appropriate Assessment was carried out by JBA Consulting.

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

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

Order: That Limerick City & County Council as the Competent Authority having considered the AA Screening Report prepared by JBA Consulting Engineers and Scientists LTD., makes a determination that, when considered either alone

or in combination with other plans or projects, a Stage 2 Appropriate Assessment will not be required to accompany the development at Roxborough Road, Childers Road and Synge Drive, within the townlands of Rathbane North and Galvone, Limerick.



Mr John Moran

Mayor,

Date: 25/09/2024

Limerick City & County Council

Re: Part 8 Proposal for the Southside Connectivity Project, Reference PT8LL125 – Development at Roxborough Road, Childers Road and Synge Drive, within the townlands of Rathbane North and Galvone, Limerick. The proposed development will consist of:

- New and upgraded footpaths;
- New cycle tracks and shared surfaces;
- Removal of existing boundaries along both sides of Roxboro Road, on north side of Synge Drive and south side of Childers Road;
- Installation of new boundaries at the above locations;
- Adjustments to the parking layout within the LEDP campus;
- Relocation of the O’Malley Park grotto to corner of Roxboro Road and Synge Drive junction; and,
- Associated public realm and landscaping works.

Environmental Impact Assessment (EIA) Screening Determination

Pursuant to the requirements of the above Limerick City & County Council is proposing development as described above at Roxborough Road, Childers Road and Synge Drive, within the townlands of Rathbane North and Galvone, Limerick.

The plans and particulars for the proposed development were placed on public display from 13th June 2024 to the 11th July 2024 in accordance with the requirements of the Part XI of the Planning and Development Act, 2000 (as amended) and Part 8 of the Planning and Development Regulations, 2001 (as amended).

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

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

The subsequent EIA Screening Report concludes that the development has been assessed under the environmental criteria outlined in Schedule 5 of the Planning and Development Regulations 2001, as amended, and an EIAR is not required. In conclusion, it is considered that the proposed development will not have any significant impacts on the environment given the scale of development, located within a modified environment. All recommended mitigation measures and standard practices will be employed throughout the construction phase of the development

to ensure that the proposed development will not create any significant impacts on the quality of the surrounding environment.

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

Order: That Limerick City & County Council as the Competent Authority having considered the EIA Screening Report prepared by ASH Ecology & Environmental for Limerick City & County Council, makes a determination that an Environmental Impact Assessment will not be required to inform the development at Roxborough Road, Childers Road and Synge Drive, within the townlands of Rathbane North and Galvone, Limerick.



Mr John Moran

Mayor,

Date: 25/09/2024.