



CONSULTANTS IN ENGINEERING,
ENVIRONMENTAL SCIENCE &
PLANNING

PART VIII REPORT

LIMERICK GREENWAY HUB @ NEWCASTLE WEST CAR PARK

Prepared for: Limerick City and County Council



Comhairle Cathrach
& Contae **Luimnigh**

Limerick City
& County Council

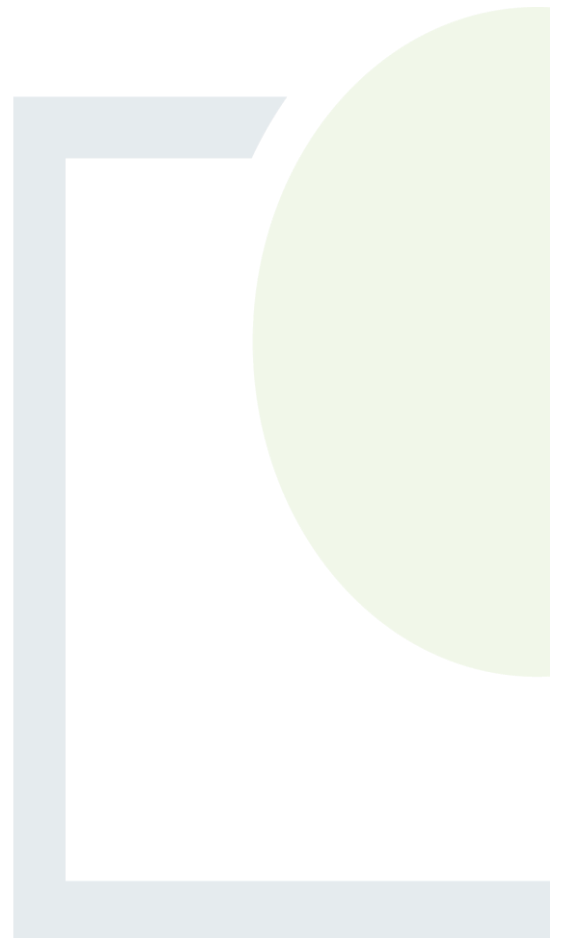
Date: September 2022

Core House, Pouladuff Road, Cork, T12 D773, Ireland

T: +353 21 4964 133 | E: info@ftco.ie

CORK | DUBLIN | CARLOW

www.fehilytimoney.ie



PHASE 2 IMPROVEMENT WORKS TO THE LIMERICK GREENWAY: LIMERICK GREENWAY HUB @ NEWCASTLE WEST CAR PARK

REVISION CONTROL TABLE, CLIENT, KEYWORDS AND ABSTRACT User is responsible for Checking the Revision Status of This Document

Rev. No.	Description of Changes	Prepared by:	Checked by:	Approved by:	Date:
01	Issue for Planning	ED/RM/MG	TL	BB	06.09.2022

Client: Limerick City and County Council.

Keywords: Part VIII, Greenway, Newcastlewest Greenway Hub

Abstract: This Part VIII Planning Report is in relation to the proposed development, The Limerick Greenway Hub @ Newcastle West Car Park to be constructed at Station Road, Newcastlewest, Co. Limerick.

TABLE OF CONTENTS

1. INTRODUCTION	1
1.1 Project Overview	1
2. PLANNING CONTEXT.....	2
2.1 Project Ireland 2040 – National Planning Framework:	2
2.2 National Development Plan 2021-2030	3
2.3 Smarter Travel: A Sustainable Transport Future 2009-2020.....	4
2.4 The National Cycle Policy Framework (NCPF) 2009-2020	4
2.5 People, Place and Policy Growing Tourism to 2025	4
2.6 Action Plan for Rural Development - Realising our Rural Potential	4
2.7 Action Strategy for the Future Development of National and Regional Greenways	4
2.8 Limerick County Development Plan 2022-2028	5
2.9 Newcastlewest Local Area Plan 2014-2024.....	7
2.10 Abbeyfeale Area Plan 2014-2024	7
2.11 Rathkeale Area Plan 2012-2022	8
2.12 Assessment	9
3. PROJECT DESCRIPTION	10
3.1 Limerick Greenway Route	10
3.2 Scheme History.....	10
3.3 Scheme Description.....	11
3.4 Local Residents and Adjacent Properties	13
3.5 Public Lighting.....	13
3.6 Services.....	13
3.7 Architectural Heritage	13
3.8 Environment	13
3.9 Drainage and Flooding.....	14
3.9.1 Surface Water Drainage Strategy.....	14
3.9.2 Storm Water Design Calculations.....	14
3.9.3 Interception Volume	15
3.9.4 Flow control Details and Attenuation Tank.....	15
3.9.5 Existing Foul Water Drainage	15
3.9.6 Foul Water Design Strategy.....	15
3.9.7 Flooding.....	15

4. METHODOLOGY FOR CONSTRUCTION	16
5. HEALTH AND SAFETY	17
5.1 Safety during Construction – Traffic Management	17
5.2 Safety during Construction – Earthworks.....	17
5.3 Safety during Construction – Underground Services	17
5.4 Safety in Use – Inspection and Maintenance	17
5.5 Safety in Use - Traffic Management	17
6. ASSESSMENT AND CONCLUSION.....	19

LIST OF FIGURES

	<u>Page</u>
Figure 3.1: Limerick Greenway Route	10



1. INTRODUCTION

As part of the continuous process of improvement works to the Limerick Greenway, Limerick City and County Council are seeking PART VIII planning approval for the construction of the Limerick Greenway Hub @ Newcastle West Car Park on Station Road in Newcastlewest, Co. Limerick. The proposed development will act as a trail head for the greenway in Newcastle West, providing a convenient start or end point for journeys, a location for bike hire, parking facilities and public amenity spaces. The proposed development will also provide increased connectivity to the town of Newcastle West ensuring that the amenities and services available in the town can also be experienced by greenway users. The proposed development will replace a temporary parking and bike hire facility which is currently located in the Newcastle West Business Park.

1.1 Project Overview

Part VIII permission was previously considered for a Car Park at Station Road in 2020 (Planning Reference 208005). This application has since been withdrawn. In light of the popularity and success of the greenway in its first year of operation it became apparent that there was a need to increase the scope of the proposed development at Station Road to transform the development from a simple car park to a complete Greenway Hub including the provision of a public plaza, space for a temporary bike hire depot, additional universal access, additional standard parking facilities, increased electric vehicle charging, additional coach and mini bus facilities, additional public realm design features including benches, bins, bike stands, bike repair station, and finally the provision of increased connectivity to the town of Newcastle West via a new road crossing to connect to the existing Bishops Court trail.

In its first full year of operation between July 2021 and June 2022 inclusive the greenway attracted a total of 596,582 visits, with an average of 1,577 visits per day. In light of this significant popularity and the high usage of the temporary car parking and bike hire facility in the Newcastle West Business Park the proposals for the Station Road site were re developed and expanded. The proposed Greenway Hub now includes

- Provision of a public plaza.
- Provision of a signalized pedestrian/cycle crossing to connect the Greenway Hub to the Bishop's Court trail which gives improved connections to Newcastle West Town.
- Provision of a temporary bike hire depot.
- Provision of ancillary public amenity features such as benches, bike stands, bike repair station, bins, drinking water fountain, route maps and signage.
- Provision of additional architectural planting and trees.
- Provision of 76nr. Standard Car Parking Spaces (an increase of 26nr.)
- Provision of 4nr. Disability Spaces (an increase of 1nr.)
- Provision of 1nr. Universal Access Space for Electrical Vehicle Charging (an increase of 1nr.)
- Provision of 3nr. Spaces for Electric Vehicle Charging (an increase of 2nr.)
- Provision of 3nr. Coach and Mini-Bus Spaces (an increase of 1nr.)



2. PLANNING CONTEXT

The following strategies, policies, guidelines and plans support the creation of cycling infrastructure and are relevant therefore to the Part VIII proposal:

- Project Ireland 2040 – National Planning Framework;
- National Development Plan 2021-2030;
- The Government’s Smarter Travel Initiative;
- The National Cycle Policy Framework;
- People, Place and Policy Growing Tourism to 2025;
- The Action Plan for Rural Development Realising our Rural Potential;
- Strategy for the Future Development of National and Regional Greenways;
- The Limerick County Development Plan 2022-2028;
- Newcastlewest Local Area Plan 2014-2024;
- Abbeyfeale Local Area Plan 2014-2024;
- Rathkeale Local Area Plan 2012-2022.

2.1 Project Ireland 2040 – National Planning Framework:

The National Planning Framework recognises that creating the environment to support job creation in rural areas will be a key enabler to rejuvenating rural towns and villages, sustaining vibrant rural communities and reversing rural decline. The following overarching objectives in relation to tourism, transport and greenways are noted;

National Policy Objective 22:

Facilitate tourism development and in particular a National Greenways, Blueways and Peatway Strategy, which priorities projects on the basis of achieving maximum impact and connectivity at national and regional level.

National Policy Objective 46:

In cooperation with relevant Departments in Northern Ireland, enhanced connectivity between Ireland and Northern Ireland, to include cross-border road and rail, cycling and walking routes, as well as blueways, greenways and peatways.

National Strategic Outcome 3:

Strengthened Rural Economies and Communities – Rural Development; Invest in greenways, blueways and peatways as part of a nationally coordinated strategy.

National Strategic Outcome 7:

Enhanced Amenities and heritage-Amenities and Heritage:

“Implementation of planning and transport strategies for the five cities and other urban areas will be progressed with a major focus on improving walking and cycling routes, including continuous greenway networks and targeted measures to enhance permeability and connectivity”.



2.2 National Development Plan 2021-2030

Launched in conjunction with Project Ireland 2040 – National Planning Framework, the National Development Plan is a ten year strategy for public capital investment totalling almost €165 billion. This document makes provision for the following investment actions.

Under Enhanced Regional Accessibility – Strategic Investment Priorities:

National Active Travel Programme	<p>The Government is firmly committed to encouraging the use of walking, cycling and other active travel methods, and this has been signalled by the recent increase in the active travel budget. Whole-of-Government funding equivalent to 20% of the 2020 transport capital budget, or €360 million, has been committed annually for the period 2021-2025. The aim of this funding is to provide a safe and connected network to those who wish to commute to work or school or make other journeys through healthy and sustainable means. This investment will help support the delivery of significant levels of new and improved walking and cycling infrastructure by 2025, as well as additional investment in Greenways.</p>
---	--

Under Strengthened Rural Economies and Communities – Strategic Investment Priorities:

Rural and Community Development	<p>In March 2021, the Government launched its new five year policy for rural development, Our Rural Future 2021-2025. The main objectives of the policy are to help more people to live in rural Ireland, settling in our towns, villages and on the islands and help reverse population decline, to facilitate more people to work in rural Ireland, for rural areas to contribute to, and benefit from, the transition to a low-carbon and more sustainable society and for rural towns to be vibrant hubs for commercial and social activity.</p>
--	--

Outdoor Recreation Infrastructure Scheme	<p>In light of the huge potential to develop the economic value of Activity and Recreational Tourism by Local Authorities, State Agencies and communities, the Outdoor Recreation Infrastructure Scheme supports the development and necessary maintenance, enhancement or promotion of outdoor recreational infrastructure. Initiatives funded cover a broad spectrum, and range from walking trails to blueways to facilities for outdoor pursuits and adventure activities such as canoeing/kayaking, surfing and sailing.</p>
---	---

Active Travel in Towns and Villages	<p>Whole-of-Government funding of €360 million has been committed to the development of walking and cycling infrastructure all over Ireland, including in towns and villages in more rural areas of the country as well as rural Greenways. In 2021, over €70 million was allocated by the National Transport Authority (NTA) to local authorities outside the Greater Dublin Area (GDA) and the regional cities. This constitutes the first ever major Active Travel investment programme for rural Ireland. The investment in these counties is a sign of the Government’s commitment to the development of a sustainable mobility system which will provide a viable alternative to private car use, where feasible, not only in our major urban centres but across the country.</p>
--	---



2.3 Smarter Travel: A Sustainable Transport Future 2009-2020

Launched in 2009 by the Department of Transport as the national transport policy document for Ireland. One of the main aims of the policy is to develop walking and cycling as viable commuter modes in the short to medium term with a long term aim to fostering a lasting walking and cycling culture in Ireland.

2.4 The National Cycle Policy Framework (NCPF) 2009-2020

The NCPF recognises the positive benefits of cycling as a mechanism to improve quality of life for the countries citizens, by way of improved health but also on a broader communal sense, in terms of a reduction in CO2 emissions and increased social integration as people walk and cycle together. It is an overarching objective of the NCPF that 10% of all trips in Ireland will be made by bike by the year 2020.

2.5 People, Place and Policy Growing Tourism to 2025

The Department of Transport, Tourism and Sport's policy statement People, Place and Policy Growing Tourism to 2025 outlines the Government's objectives for tourism with a view to increase overseas visitors and revenue and employment. The Policy highlights the importance of sustainable development of tourism and recognises the contribution of facilities for activity for activity-based holidays to Ireland's positive image and attraction as a tourist destination. It supports the development and improvement of physical visitor attractions, visitor infrastructure and facilities for visitor activities, including Greenways.

2.6 Action Plan for Rural Development - Realising our Rural Potential

The Action Plan for Rural Development - Realising our Rural Potential highlights the potential of activity to contribute to economic growth in rural areas, recognising "Outdoor adventure tourism is a key growth sector worldwide and has been identified as a priority for Irish tourism in future years. The development and promotion of this sector provides opportunities for growth, in rural areas in particular by facilitating businesses to leverage the tourism assets in their area in a sustainable way to support recreational activities such as canoeing, cycling, angling and hill walking".

2.7 Action Strategy for the Future Development of National and Regional Greenways

The publication of the Strategy for the Future Development of National and Regional Greenways aims to support activity tourism in rural areas, which is also identified as an action point in the Action Plan for Rural Development - Realising our Rural Potential. The Strategy seeks to assist in the strategic development of nationally and regionally significant greenways in appropriate locations constructed to an appropriate standard to deliver a quality experience for greenway users. The Strategy also seeks to increase the number and geographical spread of greenways to deliver an increase in activity tourism to Ireland and also a recreational amenity for domestic visitors and locals, thereby promoting physical activity and contributing to a healthier society. The Strategy aims to provide substantially segregated off-road experience linking places of interest, recreation and leisure in areas with beautiful scenery and attractions.



2.8 Limerick County Development Plan 2022-2028

The proposal has been developed in accordance with the Limerick County Development Plan 2022-2028 which was adopted on 17th June 2022. We note that in accordance with Section 31 of the Planning and Development Act 2000 as amended Limerick City and County Council has received draft Ministerial Direction stating that certain sections of the development plan are not to come into effect. The draft direction has been given due consideration in this application. The following are considered most pertinent in relation to the improvement works to the Limerick Greenway:

Chapter 3 – Spatial Strategy

3.5 – Key Town

Objective CGR O11 – Key Town Newcastlewest:

“It is an objective of the Council to:

- a) Promote Newcastlewest as a key service centre and to promote the sustainable growth of the town to become a self-sufficient settlement and act as a service centre for its inhabitants and rural hinterland. At least 30% of all new homes shall be located within the existing built-up footprint of the settlement, in order to deliver compact growth and reduce unsustainable urban sprawl;
- b) Support and promote the role of Newcastlewest as a strategically located urban centre of significant influence in a sub-regional context. In particular, it is an objective to promote the opportunity for inter-regional collaborations across county boundaries with Abbeyfeale, Listowel and Rathkeale and locations identified in the Strategic Integrated Framework Plan for the Shannon Estuary, which offer collective strengths and potential for project partnerships to drive sustainable economic growth in the West Limerick/ North Kerry area;
- c) Support the initiatives of the Atlantic Economic Corridor to realise the full potential of the Newcastlewest enterprise assets to support job creation, improve competitiveness, attract investment and create future economic growth;
- d) Support the delivery of the infrastructural requirements identified for Newcastlewest subject to the outcome of the planning process and environmental assessments;
- e) Support and promote the tourism potential of Newcastlewest’s historical heritage to facilitate the expansion of the existing tourism offer and to develop connectivity to, and synergies with, Newcastlewest and the Limerick Greenway.”

Chapter 5 – A Strong Economy

5.9.3 – Limerick Greenway

Objective ECON O48 – Limerick Greenways

“It is an objective of the Council to support:

- a) The provision of car parking, bike hire and ancillary facilities at suitable locations along the Limerick Greenway;
- b) Extend the Limerick Greenway from Rathkeale to Adare/Patrickwell;
- c) Extend the greenway from the University of Limerick to Annacotty;
- d) Develop a greenway from the University of Limerick to Montpelier;
- e) Support the development of the Limerick to Scariff/Tuamgraney Greenway in partnership with Waterways Ireland and Clare County Council;
- f) Examine the potential for a greenway from Patrickswell, Bruree to the Limerick/Cork Border (Charleville).



- g) Support the development of a greenway link from Limerick City to connect with the Suir Blueway in Cahir, County Tipperary, in so far as it falls within County Limerick, subject to ecological assessment and design.
** Tourism projects will be required to adhere to adequate environmental and ecological assessment to ensure that they do not cause adverse environmental and ecological effects.”

Chapter 7 – Sustainable Mobility and Transport

7.3 – Integration of Land Use and Transport Planning

Policy TR P4 – Promotion of Sustainable Patterns of Transport Use:

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

7.5.4 – Walking and Cycling

Objective TR 08 – 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 the greenways and primary segregated cycle routes, between the employment zones, shopping areas and residential areas throughout Limerick;
- b) Maintain and expand the pedestrian route network, infrastructure and where possible, retrofit cycle and pedestrian routes into the existing urban road network, to provide for accessible safe pedestrian routes within Limerick.”

7.5.11 – Electric and Compressed Natural Gas Vehicles

Objective TR 021 – Electric and Compressed Natural Gas Vehicles:

“It is an objective of the Council to:

- a) Encourage the switch to Electric Vehicles and e-bikes through the roll-out of additional electric charging points at appropriate locations, throughout Limerick, in association with relevant agencies and stakeholders;
- b) Facilitate the provision of electricity charging infrastructure for electric vehicles, both on street and in new developments, in accordance with the Development Management Standards set out in Chapter 11.”



2.9 Newcastlewest Local Area Plan 2014-2024

The Newcastlewest Area Plan 2014-2024 includes specific policies and objectives supporting the proposed development. The following are considered most pertinent in relation to the improvement works to the Limerick Greenway:

Chapter 5 – Economic Development

5.6 – Tourism

Objective ED 6 – Tourism:

“It is the objective of the Council to:

- a) Enhance the tourism potential of the town including the promotion of new tourism products in an environmentally sustainable manner in partnership with other agencies and the local community.
- b) Encourage new development for the tourist industry to be located within the LAP boundary to maximise existing services.
- c) Protect and enhance where possible any biodiversity / natural environment, built and cultural heritage features from unwarranted encroachment of unsuitable development.”

Chapter 6 – Transport

6.2 – Movement and accessibility

Objective T1 – Network of pedestrian and cycle facilities:

“It is an objective of the Council to encourage walking and cycling as more convenient, popular and safe methods of movement in Newcastlewest through supporting the recommendations of the Walking and Cycling Strategy for Newcastlewest (2013).”

2.10 Abbeyfeale Area Plan 2014-2024

The Abbeyfeale Area Plan 2014-2024 includes specific policies and objectives supporting the proposed development. The following are considered most pertinent in relation to the improvement works to the Limerick Greenway:

Chapter 5 – Economic Development

5.6 – Tourism

Objective ED 5 – Tourism:

“It is the objective of the Council to:

- a) Enhance the tourism potential of the town including the promotion of new tourism products in an environmentally sustainable manner in partnership with other agencies and the local community.



- b) Encourage new development for the tourist industry to be located within the LAP boundary to maximise existing services.
- c) Protect the natural, built and cultural heritage features from unwarranted encroachment of unsuitable development.”

Chapter 6 – Transport

6.2 – Movement and accessibility

Objective T2 – Network of pedestrian and cycle facilities:

“It is an objective of the Council to encourage walking and cycling as more convenient, popular and safe methods of movement in Abbeyfeale, and facilitate the provision of an attractive and coherent network of off-road footpaths and cycle facilities. This will be achieved by:

- a) The seeking of secure cycle parking facilities at appropriate locations as opportunities arise.
- b) The encouragement of combined off-road footpath and cycleway links along Railway Road and along the River Feale.
- c) A pedestrian/cycle network will be encouraged where identified linking existing and proposed residential areas to each other and to amenity areas and to provide connections to the town centre.”

2.11 Rathkeale Area Plan 2012-2022

The Abbeyfeale Area Plan 2012-2022 includes specific policies and objectives supporting the proposed development. The following are considered most pertinent in relation to the improvement works to the Limerick Greenway:

Chapter 5 – Economic Development

5.6 – Tourism

Objective ED 5 – Tourism:

“It is the objective of the Council to:

- a) Enhance the tourism potential of the town including the promotion of new tourism products in an environmentally sustainable manner in partnership with other agencies and the local community.
- b) Encourage new development for the tourist industry to be located within the LAP boundary to maximise existing services.
- c) Protect the natural, built and cultural heritage features from unwarranted encroachment of unsuitable development.”



Chapter 6 – Transport

6.3 – Movement and accessibility

Objective T3 – Network of pedestrian and cycle facilities:

“It is an objective of the Council to encourage walking and cycling as more convenient, popular and safe methods of movement in Rathkeale, and facilitate the provision of an attractive and coherent network of off-road footpaths and cycle facilities. This will be achieved by:

- a) Secure cycle parking facilities at appropriate locations as opportunities arise.
- b) Combined off-road footpath and cycleway links will be encouraged along the proposed distributor road and along the Deel river.
- c) A pedestrian/cycle network will be encouraged where identified linking existing and proposed residential areas to each other and to amenity areas and to provide connections to the town centre.”

2.12 Assessment

The provision of Greenway Hub at Station Road Newcastle West is considered to be in accordance with the frameworks, initiatives, development plans, and local area plans outlined above.



3. PROJECT DESCRIPTION

3.1 Limerick Greenway Route

This Part VIII proposal is for construction of the Limerick Greenway Hub @ Newcastle West Car Park is relatively centrally located on the Limerick Greenway as outlined in Figure 3.1 below. The overall greenway route begins in Rathkeale and runs through Ardagh, Newcastlewest, Barnagh, Templeglantine and Abbeyfeale. Although the greenway ends at the Kerry border under the scope of this project, Kerry County Council plan to extend it along the route of the old Limerick to Tralee rail line through Listowel, Tralee and Fenit.

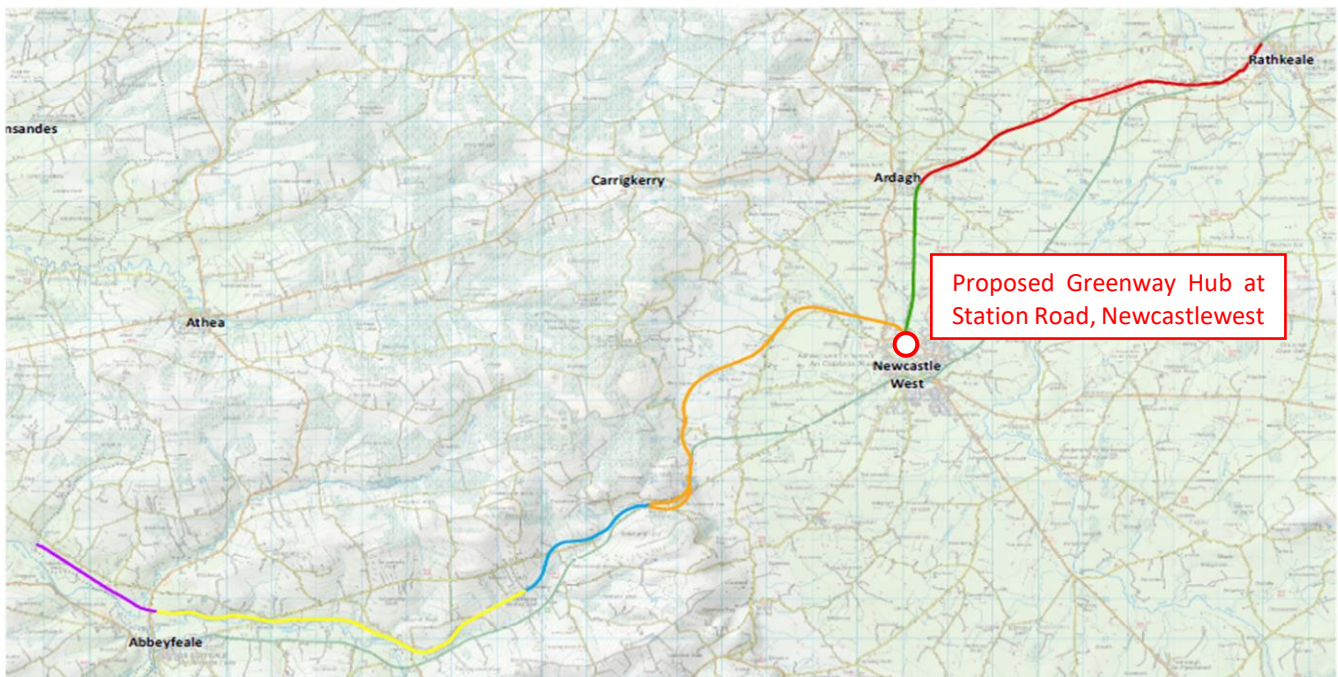


Figure 3.1: Limerick Greenway Route

3.2 Scheme History

This location will provide greenway users starting their journey at Newcastlewest with the choice of travelling east towards Ardagh (3.8Km) and Rathkeale (12.6km) or west towards Templeglantine (13.2km) and Abbeyfeale (22.3km). The proposed facility will significantly increase the ease of access for all users and will accommodate the increased number of visitors observed as a result of the greenway improvement works completed in 2021.

Since the opening of the Limerick Greenway in July 2021, it has proved to be an extremely popular recreational amenity in west Limerick with a footfall of close to 600,000 in its first year of operation. A simple car park was previously proposed for the site at Station Road under planning application (Planning Reference 208005). This proposal has since been withdrawn. Due to the increase in greenway users as a result of the completion of improvement works to the greenway in 2021, it was decided to increase the scope of the proposed development at Station Road to transform the development from a simple car park to a complete Greenway Hub including the provision of a public plaza, space for a temporary bike hire depot, additional universal access, additional standard parking facilities, increased electric vehicle charging, additional coach and mini bus facilities, additional public realm design features including benches, bins, bike stands, bike repair station, and finally the



provision of increased connectivity to the town of Newcastle West via a new road crossing to connect to the existing Bishops Court trail.

The proposed Greenway Hub now includes

- Provision of a public plaza.
- Provision of a toucan road crossing to connect the Greenway Hub to the Bishop's Court trail.
- Provision of a for temporary bike hire depot.
- Provision of ancillary public amenity features such as benches, bike stands, bike repair station, bins, drinking water fountain, route maps and signage.
- Provision of additional architectural planting and trees.
- Provision of 73nr. Standard Car Parking Spaces (an increase of 23nr.)
- Provision of 4nr. Disability Spaces (an increase of 1nr.)
- Provision of 1nr. Universal Access Space for Electrical Vehicle Charging (an increase of 1nr.)
- Provision of 3nr. Spaces for Electric Vehicle Charging (an increase of 2nr.)
- Provision of 2nr. Coach and Mini-Bus Spaces

With the addition of these facilities to the project scope, the layout of the car park required significant change from the original design. To maximise the potential of the site, a public realm architect was engaged to advise on the new greenway hub and car park layout. This layout not only provides a practical car parking facility, but an attractive amenity that will act as a greenway trailhead for users and local residents in Newcastlewest.

With the addition of the amenities listed above, it is thought that the greenway hub will create seasonal service jobs, provide a vibrant hub for social activity, and increase the use of active travel modes of transport in both Newcastlewest and in the surrounding rural areas. These objectives are in line with those laid out in the Government's National Development Plan, the Limerick County Development Plan, and the relevant Local Area Plans.

3.3 Scheme Description

The existing site is steeply sloped and the gradient will be moderated during the construction of the proposed greenway hub to ensure that the achieved gradient is suitable for all users. All surfacing, kerbs, access points will be designed for universal accessibility.

To make the Greenway Hub attractive to local residents or greenway users without cars, a welcoming entrance plaza is proposed adjacent to Station Road with the car parking facilities located behind. The plaza will consist of expansive paved and landscaped areas complete with a greenway totem, directional signage, water fountains, benches and bins. Further paved and landscaped areas will be provided at the back of the site adjacent to the existing greenway route with, bike parking and bike maintenance station and bike rental kiosks. This area will also be furnished with directional signage, water fountains, benches, tables and bins making the car park an attractive outdoor recreational destination in its own right. A space has been allowed on the north side of the site for future expansion with the potential for an public amenity building and toilet block. Should this be considered appropriate in the future it will be the subject of a separate planning consent application.

To provide safe access to both the proposed Greenway Hub and the existing civic amenity centre west of the site a shared entrance has been proposed. Within the car park a one-way circulation system is proposed. A central island will divide traffic lanes within the car park at the rear of the site where parking for vulnerable road users is to be provided. The width of the central island has been increased to provide additional space for



greenway users (in particular those towing trailers with children). Wide walkways and a two-way cycle tracks are to be provided down the eastern edge of the site connecting the greenway and recreational areas to the rear of the site. Changes in road surfacing material are frequent within the proposed greenway hub encouraging lower vehicle speeds and highlighting areas where pedestrian and vulnerable road users may cross in front of motorists. The car parking areas are to lined with trees, bushes and other landscaping elements to tie-in with the rear of the site and the plaza, providing a consistent aesthetic throughout the site.

An existing signalised pedestrian crossing is located 60m west of the proposed Greenway Hub. The existing pedestrian crossing services the existing school on the south side of Station Road. Following consultation with the School it has been decided to extinguish this crossing point. In its place a new 6.0m signalised and raised toucan crossing will be provided connecting the school to the greenway hub and car park. The raised table at the crossing and build out in the kerbing will act as a traffic calming feature and give greenway users wishing to continue on to the town centre via the Bishops Court trail section a safe, raised crossing point. Pavement build outs, bollards, road marking and road signage will be provided to slow down motorists on approach to the crossing point. Chicane gates will also be provided on approach to the crossing and plaza to slow down cyclists, further reducing the likelihood of collision between greenway users and vehicular traffic along Station Road. Bollards and planting will be used in strategic locations to remove desire lines and funnel greenway users, school children and local residents to the wide crossing points. A non-signalised raised courtesy crossing will also be provided across the amenity centre access road as part of the development.



3.4 Local Residents and Adjacent Properties

Access to the adjacent civic amenity site shall be maintained through the construction process. A Swept path analysis has been carried out to ensure that the larger vehicles required for the civic amenity site will be able to navigate the proposed entry and exit system.

During construction the contractor shall comply with the recommendations of BS 5228: Code of Practice for Noise Control on Construction and Open Sites to ensure construction related noise which may affect local residents is minimised.

3.5 Public Lighting

A detailed public lighting design shall be prepared for the project as part of the detailed design phase. Public lighting shall be provided in accordance with the recommendations of BS5489 Part 1, Lighting of Roads and Public Amenity Areas and BS EN 13201:2003.

All lighting designs shall be in accordance with the Limerick City and County Council Public Lighting Specification. Detailed plans and lighting report shall be submitted for approval in advance of construction.

3.6 Services

A number of existing services are located at the Station Road site. In consultation with the service owners these services shall be protected in place or diverted to facilitate the proposed works.

3.7 Architectural Heritage

Based on a desktop review there are no historical structures located within the area affected by the proposed works.

3.8 Environment

An Appropriate Assessment (AA) Screening Report has been completed for the proposed development. The report has been included with the planning submission. Based on this report it can be concluded beyond reasonable scientific doubt that there are not likely to be significant effects from the proposed development on the three closest Natura site (or any other European site), either alone or in combination with other plans or projects.

An Environmental Impact Assessment (EIA) Screening Report has been completed for the proposed development. Based on this report the subject do not individually or cumulatively fall into a class of development set out in Schedule 5, Part 1 and 2 of the Planning and Development Regulations 2001 - 2021 (as amended). The subject works do not fall into any of the categories of development for which EIA is considered mandatory under Roads Act 1993 (as amended) or the Road Regulations 1994 (as amended). Therefore, the requirements for a mandatory EIA can be screened out. The report also concludes that sub-threshold EIA is not required for the subject works, due to the project's limited impact on the receiving environment with respect to Schedule 7 of the Planning and Development Regulations 2001-2018, Annex II of the EIA Directive and the screening checklist provided in the EC guidance document for EIA Screening. The full report is included in the planning submission document and can be reviewed for further detail.

In addition to the above an Ecological Appraisal Report (EAR) has also been completed for the project and has been included with the planning submission for reference. The purpose of the EAR is to capture ecological considerations not otherwise captured by the AA screening or EIA Screening report which deal primarily with



statutory requirements. Based on the EAR report valuable natural habitat was noted at the northern end of the site. The proposed design was adjusted to take account of this valuable habitat. With the planned design it is proposed that the area to the rear of the site, as well as the western and eastern hedgerows be protected and preserved in the current condition to maintain the existing habitat. The contractor will be required to develop a detailed Construction Environmental Management Plan (CEMP) outlining in detail the proposed methodologies which will be implemented to ensure that these area are protected. The CEMP shall be agreed with Limerick City and County Council in advance of works.

3.9 Drainage and Flooding

The drainage system shall be designed to manage surface water runoff from the site in a way that mimics the existing hydrology in so far as is practical. Based on the results of a site investigation the surface water drainage system shall be designed in accordance with the GSDS Report, Greater Dublin Code of Practice for Drainage Works and the Sustainable Urban Drainage System (SUDS) manual CIRIA C753.

3.9.1 Surface Water Drainage Strategy

SUDs measures will be explored and implemented further, in agreement with the Roads department in Limerick City and County Council at detail design stage and prior to the commencement of construction works.

It is proposed that the surface water drainage system will discharge into existing drainage channel located at the North-East of the Site. In line with the recommendation of the sustainable urban drainage system manual an geocell type attenuation system is proposed. The function of this system is to provide flow attenuation to limit the discharge of the surface water to the drain to the same rate as greenfield run off. All attenuation systems shall be BBA approved.

An attenuation system of 204m³ has been proposed and has been sized to allow for the potential future development of a small building on the site.

3.9.2 Storm Water Design Calculations

The storm water design seeks to achieve the following:

- Surcharging for the 1 in 5 year storm all durations.
- Surcharging for the 1 in 30 year storms for all durations.
- Surcharging for the 1 in 100 year returns with volumes arising being stored on site.

Table 1: Extract of Input figures

Design Criteria	Input Value	Reference
Gross Catchment Area (Ha) Roof + Hardstanding	1.140	Site Layout
Soil Type	Class 3	Flood Studies/Wallingford
Roughness Co-efficient (ks mm)	0.6	uPVC plastic Pipes Colebrook White Storm Drainage
SAAR (mm) – Standard Average Annual Rainfall	1148	Flood Studies Report- HR Wallingford
M5-60 (mm)	17.800	Flood Studies Report – Met Eireann
Ratio r (mm)	0.256	Flood Studies Report – Met Eireann



Time of Entry (minutes)	3	Run off time–farthest point to head of run
Runoff Factors - Permeability Coefficient	1.0	Roofs, Roads and Paved Areas
Runoff Factors - Permeability Coefficient	0	Landscaped/Grassed Areas – Pervious Surfaces
Climate Change Allowance	1.2	20% Increase Met Eireann
Rainfall intensity for initial pipe sizing (mm/hr)	50	Greater Dublin Strategic Drainage Study

3.9.3 Interception Volume

A Class 1 bypass hydrocarbon and silt interceptor provided with a ventilation pipe , an oil alarm and messaging system will be incorporated in the system prior to the discharge to the drainage channel, to intercept and retain contaminants.

3.9.4 Flow control Details and Attenuation Tank

The discharge flow from the site would be limited by a Hydrobrake or similar approved flow control device located before the outfall to the stream, with an online attenuation system provided to store excess rainwater during storm events. The discharge rate will be limited in accordance with the greenfield runoff value of the site and equal to the Qbar discharge rate for a 100 years storm event, the value of the flow will be **13.6 l/s**. A **204 m³** Tank has been proposed for the site with a base area of **170 m²** and **1.2 m** deep.

Detailed information will be issued to the local authority after the completion of the detailed design stage.

3.9.5 Existing Foul Water Drainage

There is an existing 450mm pipe moving West to East through the southern part of the site. This sewer cannot be diverted and must be protected during the construction stage of the site, ensuring a 3m wayleave.

3.9.6 Foul Water Design Strategy

The pipework will be a network of 150mm diameter, and the material will be un-plasticised PVC. The foul sewer will discharge to the existing 450mm sewer located on the Southern side of the site. All foul sewers and manholes will be constructed in accordance with the Irish Water Standard Details and the Irish Water Code of Practice for Wastewater.

3.9.7 Flooding

From the information obtained from the site <https://www.floodinfo.ie/map/floodmaps/> it appears that the site does not prove to be subject to the risk of flooding. Therefore it is not necessary to apply a hydraulic risk assessment.



4. METHODOLOGY FOR CONSTRUCTION

An outline Construction and Environmental Management Plan (OCEMP) will be prepared for the proposed works. The OCEMP will provide particular focus and detail on how the proposed works will negate any impact on the local environment. The OCEMP shall also take into consideration and align with the findings of both the EIAR and AA Screening. Furthermore, the OCEMP shall set out the design rationale for the proposed works, access details, environmental management (i.e. provision of an Ecological Clerk of Works and the development and implementation of an Environmental Management Plan) and construction methodology.

The preparation and implementation of a detailed Construction Management Plan and Environmental Management Plan shall be the responsibility of the contractor and will be reviewed by the project ecologist at the preconstruction stage. This will include method statements for all construction works, environmental management and supervision.

It is expected that the construction sequence will take place as follows:

1. Utility Services: location, diversion and protection of existing services on site;
2. Site Clearance;
3. Drainage: installation of sustainable storm water drainage and foul sewer systems, attenuation, oil interceptor & infiltration systems;
4. Potable Water: installation of potable water pipes and infrastructure;
5. Ducting: installation of ducting for ESB and communications lines;
6. Earthworks: import and compaction of acceptable fill material to moderate the existing site gradient;
7. Fencing & Kerbs: boundary fencing to provide screening, kerbs and footways to be construction to allow universal access;
8. Landscaping: top soiling and planting;
9. Pavement: installation of 804 subbase with an asphalt paving;
10. Road Crossing: installation of traffic signals, speed ramp, tactile pavement and all associated works;
11. Ancillary Works: road markings, EV charging points, compactor bins, smart benches, automatic bollards, lighting, signage and CCTV.



5. HEALTH AND SAFETY

5.1 Safety during Construction – Traffic Management

The construction of the proposed facility is to be executed using appropriate traffic management procedures. The PSCS appointed to the project will be required to develop a traffic management plan to ensure access and egress for construction activities are managed in line with best practice. An independent Road Safety Audit shall be carried out on the contractors traffic management plans.

5.2 Safety during Construction – Earthworks

The risk of burial in earthfalls has been identified in relation to the works. The PSCS will be required to put in place safe systems for the management and control of these risks in compliance with the current Construction Regulations and best practice guidance.

5.3 Safety during Construction – Underground Services

Underground services have been identified at the carpark location. The PSCS will verify the location of all services on site and liaise with the relevant service owner to ensure the service is adequately protected from damage during the works.

5.4 Safety in Use – Inspection and Maintenance

The as built records and Maintenance Manual shall highlight the requirements for inspection and maintenance.

5.5 Safety in Use - Traffic Management

Considering the existing entrance to the civic amenity centre adjacent to the proposed greenway hub, shared entry and exit via a standard priority junction to Station Road is proposed. Within the greenway hub car park a one way circulation system is proposed. To facilitate the circulation system, a central island will divide traffic lanes within the car park at the rear of the site where parking for vulnerable road users is to be provided.

Within the car park area colour contrast surfacing, signage, tactile paving and road markings will be provided to identify pedestrian and cycle areas and crossing points. Public lighting shall be provided to ensure adequate visibility, signage, road markings and adequate sightlines will be provided for vehicles.

A raised speed table and signalised toucan crossing point has been incorporated to facilitate greenway users crossing Station Road and continuing on to Newcastlewest town centre via the Bishops Court trail. A combination of signage, road markings, bollards, chicane gates and pavement build-outs aim to reduce the speed of both cyclists and vehicles on approach to the crossing point which will reduce the risk of collision. Wide areas on either side of the crossing point have been provided to ensure that all users, including cyclists towing bike trailers, have adequate space to wait until it is safe to cross at Station Road. Bollards and planting will be used to remove desire lines and funnel greenway users, school children and local residents to the wide crossing points. A non-signalised raised courtesy crossing will also be provided across the amenity centre access road as



part of the development. Additional detailed signage and road marking specifications will be developed during the detailed design stage.

In line with the recommendations of TII standard GE-STY-01024, a combined Stage 1&2 Road Safety Audit shall be carried out by an independent Road Safety Audit team. All recommendations of the audit shall be incorporated into the design in advance of construction. A Stage 3 Road Safety Audit shall also be carried out in advance of the opening of the car park in line with TII recommendations.



6. ASSESSMENT AND CONCLUSION

Limerick City and County Council are undertaking a process of continuous improvement works to the Limerick Greenway. It is expected that the improvement works will bring an increased number of visitors to the route. Since it's opening in July 2021, the greenway has proved to be a popular attraction in west Limerick and has already seen close to 600,000 visits in its first year of operation. In order to accommodate the additional visitor numbers a Greenway Hub and Car Park has been proposed at the Station Road site in Newcastlewest. Overall, the purpose of this report and its accompanying documents is to demonstrate the proposals suitability and conformity to the planning policy that is in place, while also highlighting the steps to be taken to ensure the works are carried out with the highest concern for both safety and environmental considerations. The proposed Greenway Hub and Car Park is an important aspect of the programme of continuous improvement works on the Limerick Greenway and is expected to bring significant benefits to the local area. The proposals set out are considered to be in agreement with the development plans and objectives set out by Limerick City and County Council and the relevant townlands.



FEHILY TIMONEY

CONSULTANTS IN ENGINEERING,
ENVIRONMENTAL SCIENCE & PLANNING

www.fehilytimoney.ie

CORK OFFICE

Core House
Pouladuff Road,
Cork, T12 D773,
Ireland
+353 21 496 4133

Dublin Office

J5 Plaza,
North Park Business Park,
North Road, Dublin 11, D11 PXT0,
Ireland
+353 1 658 3500

Carlow Office

Unit 6, Bagenalstown Industrial
Park, Royal Oak Road,
Muine Bheag,
Co. Carlow, R21 XA00,
Ireland
+353 59 972 3800

