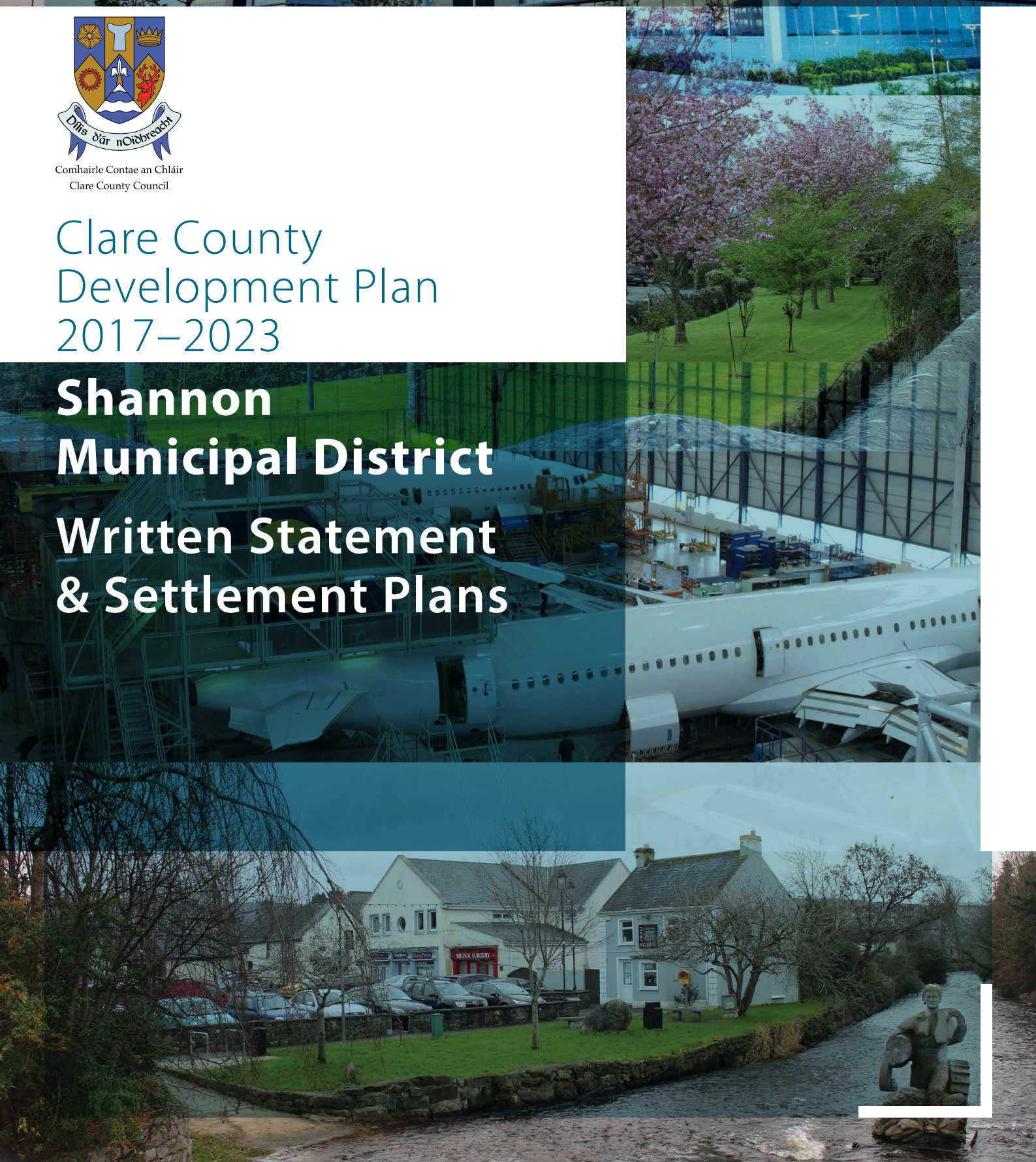




Comhairle Contae an Chláir  
Clare County Council

# Clare County Development Plan 2017–2023

## Shannon Municipal District Written Statement & Settlement Plans









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# Introduction and Context

This document includes the written statements and maps for the settlements and clusters (maps only) within the Municipal District of Shannon, with the exception of Shannon town. This Volume of settlement plans and maps should be read in conjunction with Volume 1 (Written Statement) and Volume 10 (Environmental Appraisal) of the Clare County Development Plan 2017-2023.

## Shannon Municipal District

Shannon Municipal District is located in southeast County Clare, stretching along the northern shore of the Shannon Estuary from the Newmarket-on-Fergus area in the west to the border with County Limerick in the east. The Municipal District has a population of 26,797 persons and encompasses a large area of the key Limerick-Shannon-Ennis economic corridor.

Shannon Municipal District boasts a range of diverse landscapes from the shores of the Shannon and Fergus Estuaries to the farmlands of Sixmilebridge, to the forested uplands of the Cratloe area. Each of these areas has their own unique opportunities for economic growth, enterprise development and the enhancement of social and community infrastructure. Towns and villages in the Shannon Municipal District are characterised by strong growth, scenic local landscapes and an extensive range of services and amenities for local residents. The area enjoys excellent regional, national and international connectivity. Shannon International Airport is located in this Municipal District and there is also direct access available to the national motorway network, rail and bus services.

The Shannon Estuary is the primary geographic feature in Shannon Municipal District and offers significant potential from a range of perspectives including the progression of marine-related industry developments, recreational uses, enhancement of biodiversity and natural heritage and a variety of employment-generating uses such as fishing, tourism and recreational activities.

The town of Shannon, identified as a Linked Gateway in the National Spatial Strategy, is the largest town in the Municipal District and is a national and international centre of importance for employment, connectivity, international trade and foreign direct investment. Significant opportunities exist to grow Shannon town as a centre of economic importance through further indigenous business development and foreign direct investment, expansion of services at Shannon International Airport, the development of the International Aviation Services Centre (IASC) and the planned enhancement of the green infrastructure network and public realm improvements in the town and its environs. Proximity to a number of higher education institutes including University of Limerick, Limerick Institute of Technology and the Shannon College of Hotel Management results in a highly educated local workforce and significant opportunities to cultivate beneficial interactions between the higher education institutes and industries based in the area. Improvements to the retail offer and range of social and community facilities in the municipal district will also greatly enhance the quality of life of all residents in the area.





## Zoned Lands within the Settlements of the Shannon Municipal District

The following table provides a summary of lands zoned for the main land uses for each settlement within the Municipal District area.

**Table 3(b): Main Land Use Zonings in the Shannon Municipal District**

Settlement	Required Residential Lands as per Core Strategy	Residential Ha. Zoned	Low Density Residential Ha. Zoned	Total Area (given as Residential Equivalent in ha)	Commercial Land Ha. Zoned	Enterprise Land Ha. Zoned	Light Industry Land Ha. Zoned	Industry Land Ha. Zoned	Mixed Use Land Ha. Zoned
<b>Linked Gateway</b>									
Shannon	59.2			47.11	11.01	101.9	186.0	7.78	23.01
<b>Small Towns</b>									
Newmarket-on-Fergus	11.40	3.19	15.4	10.89	0.33	0.56	0.00	0.00	3.44
Sixmilebridge	10.20	10.43	17.06	18.96	0.60	1.16	0.00	1.93	7.64
<b>Large Villages</b>									
Bunratty	5.40	2.43	1.97	3.42	8.94	0.00	0.00	0.00	0.00
Cratloe	11.00	0.00	11.30	5.65	1.68	0.00	0.00	0.00	0.00
Ardnacrusha	6.70	0.00	15.9	7.95	2.53	0.00	0.00	0.00	1.45
Athlunkard	7.20	4.91	0.70	5.26	2.34	0.00	0.00	0.00	0.48
Ballycannon	6.80	0.00	15.87	7.94	0.68	0.00	0.00	0.00	0.00
Parteen	6.00	0.00	7.04	3.52	1.04	0.00	0.00	0.00	1.05
<b>Total in M.D.</b>	<b>123.9</b>			<b>112.7</b>	<b>29.15</b>	<b>103.62</b>	<b>186.0</b>	<b>9.71</b>	<b>37.07</b>

## Areas on which the Vacant Site Levy can Apply

There are a number of sites within the settlements of Shannon Municipal District that are identified as Areas on which the Vacant Site Levy can Apply and these are set out under the relevant settlement statements:

### Sixmilebridge

- Site MU1;
- Site MU2;
- OP1, mixed use site;
- OP2, mixed use site;
- Residential lands to the south of MU2.

More information on the Vacant Site Levy can also be found in Volume 1, Section 16.2.8 of this plan.

## Environmental Appraisal

The appropriate assessment process, Strategic Environmental Assessment and Strategic Flood Risk Assessment which have been undertaken in tandem with the preparation of this development plan have informed the formulation of plan objectives and land-use zonings. Where mitigation measures have been recommended these have been incorporated accordingly.

Details of all proposed mitigation measures are included in the respective reports included in Volume 10 of this plan, and specifically as follows:

Mitigation Measures	References (Volume 10a NIR, 10b(i) SEA)
Overarching Mitigation Measures	SEA Vol. 10b Chapter 10
<b>Settlement Measures</b>	
SEA Measures	Vol. 10b Chapter 9 Vol. 10b Appendix A
NIR Measures	Vol. 10a Appendix C2 (a –d)
SFRA	Volume 10c



# Section 1

## Linked Gateway

Shannon





# Shannon

## Introduction and Context

Shannon, the second largest town in the County, is located on the Shannon Estuary, which forms part of the southern boundary of County Clare.

The settlement is defined by a number of components: Shannon Town, Shannon Airport, Shannon Free Zone and Smithstown Industrial Estates and agricultural lands to the east, west and north. Shannon Town was initially developed in the 1960s in response to the growth of Shannon International Airport and the Shannon Free Zone. Its strategic importance is recognised in its designation in the National Spatial Strategy 2002-2020 as part of the Limerick/Shannon Gateway. Shannon Town and Environs are of critical importance to the future economic development of the Mid-West Region.

Shannon occupies a strategic position along the Atlantic corridor and has excellent road connectivity to the cities of Limerick, Cork and Galway. This designation, together with the significant population and employment base, has necessitated that Shannon Town be the subject of its own Local Area Plan

The population of the town is currently 9,673 (CSO 2011). Shannon has many competitive advantages and existing strengths. It has considerable potential to improve and reinvent itself as a place to live, work, recreate, visit and do business. The Shannon Town and Environs Local Area Plan 2012-2018 establishes the framework to enable Shannon's full potential to be realised.

Shannon is part of a Linked Gateway with Limerick city. The position of Shannon in the County hierarchy provides an indication of the potential scale of population growth in the settlement over the plan period. The settlement strategy therefore plays a key role in the appropriate delivery of the population target identified for Shannon which is set out in the Local Area Plan.

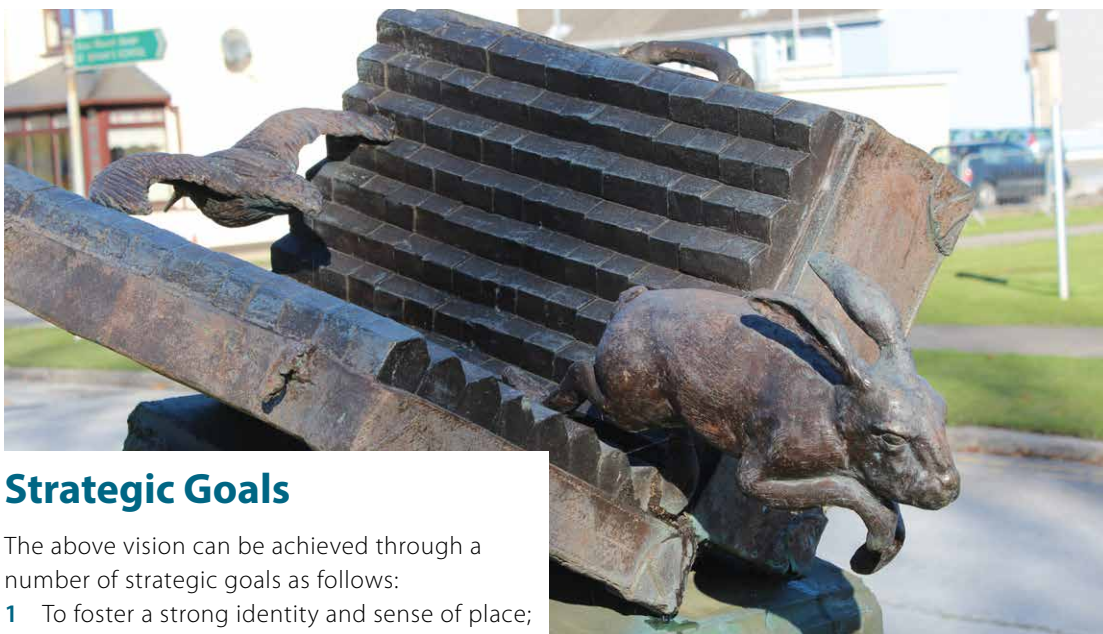
The vision and goals for Shannon Town and Environs are set out in the Local Area Plan and are summarised below.

The vision for Shannon is encapsulated in the following statement:

**'A town where people want to live and work sustainably and visit because of its strong identity and sense of place, high amenity value and quality of life. A sustainable, low carbon town, which continues to be the regional leader for economic development and employment, maximising its strategic location, accessibility and gateway status.'**







## Strategic Goals

The above vision can be achieved through a number of strategic goals as follows:

- 1** To foster a strong identity and sense of place;
- 2** To proactively pursue the continued growth of Shannon as a centre of industrial and business excellence;
- 3** To enable the continued growth and development of Shannon International Airport;
- 4** To secure a vibrant and viable town centre;
- 5** To deliver quality housing and sustainable communities;
- 6** To facilitate community, social, cultural and recreational development;
- 7** To actively pursue a low carbon strategy;
- 8** To protect and enhance the natural and built environment;
- 9** To develop Shannon as a visitor destination;
- 10** To deliver an integrated and coherent green infrastructure strategy, encouraging walking, cycling and recreation;
- 11** To maximise infrastructural resources, including the Shannon Estuary.

## Employment, Economy and Enterprise

There are five main industrial/enterprise areas within the environs of the town – Shannon Free Zone West, West Park, Free Zone East, Smithstown and lands related to Shannon airport. In addition, there is the Shannon Business Centre located within the town centre and Shannon House, which is located within, and enjoys the benefits of the Shannon Free Zone. The Local Area Plan seeks to ensure that Shannon continues to act as a driver of County and regional prosperity, harnessing its existing resources and strategic location. Chapter 3 of the Local Area Plan focuses on future economic development and employment-generating activities in respect of Shannon Free Zone and adjacent industrial parks.





### Shannon International Airport

Shannon International Airport retains a critical role as a gateway to Ireland's primary tourist locations and a driver for County and regional economic development. Through the years, it has always been innovative in maximising its strategic location. The Airport must continue to maximise its competitive advantages and must remain innovative and forward thinking. The Local Area Plan seeks to ensure the growth and development of Shannon International Airport and to harness its full potential, in line with national, regional and County development policy.

A strategic development area is identified at airport lands to facilitate the development and expansion of Shannon International Airport and the International Aviation Services Centre and to improve airport access and connectivity. Chapter 4 of the Local Area Plan refers.

### Vibrant and Viable Town Centre

Focusing on the town centre the aim is to deliver a vibrant and viable town centre for Shannon with a range of retail and service facilities.

Opportunities exist for redevelopment of the existing town centre. A mixed-use approach to all proposals will be encouraged throughout the town centre with emphasis placed on increasing the quantity and quality of retail offer, the development of a night-time economy and developing cultural and entertainment facilities for the community. Considerable emphasis will be placed on extending the retail offer (both convenience and comparison), providing additional facilities and services to encourage great social use of the town centre, improving the public realm and overall 'town centre feel', and the use of best practice in sustainable development and energy conservation.

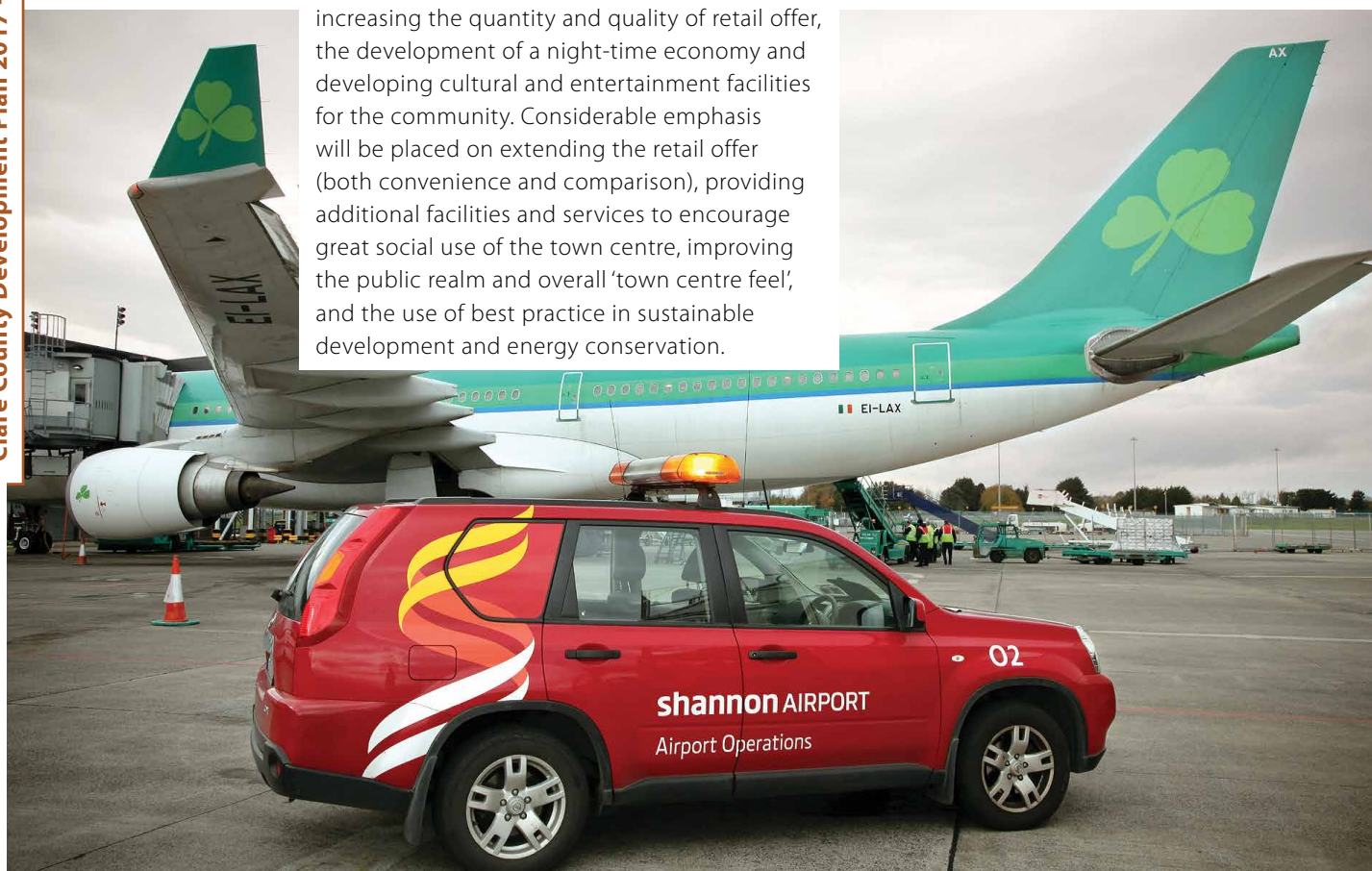
The spatial and visual aspects of the town centre can be improved by introducing suitable landmarks in key locations and by improving definition of the principal edges for example the edges to An Bóthar Mór and Bóthar na Rinne. The town centre would benefit from a comprehensive review of vehicular and pedestrian circulation including a review of the hierarchy of access points which have a bearing on footfall and which impact on retail opportunities throughout the centre.

### Quality Housing and Sustainable Communities

Housing and sustainable communities form an important component of any thriving settlement. The residential zoned lands are concentrated in the southeast of the town and these future sites are supported by a network of planned new road infrastructure. Clare County Council will take a long term, integrated view of residential development to ensure that improvements to the appropriate community and environmental infrastructure keep pace with town development.

### Sense of Place

Key objectives of the Shannon Town and Environs Local Area Plan 2012-2018 include the implementation of a place making framework, focusing on the town centre, the town park, way finding at key junctions and access to the estuary.







## Community, Social, Cultural and Recreational Development

One of Shannon's many advantages is its abundance of community facilities, community groups, clubs and recreational / amenity facilities. An important driver in the provision of such facilities is the vibrant local community themselves and Clare County Council recognises that this will continue over the plan period and beyond. There is long-standing and sustained activity amongst the community and interest groups in providing facilities in Shannon. The Council will support and engage with the local community in relation to the development of existing or new facilities within Shannon Town and Environs.

Shannon needs to fully market and promote the abundance of community, educational and recreational facilities in the settlement area. These important facilities must be supported and enhanced as they are critical to the fostering of sustainable communities and the attraction of Shannon as a place in which to live, work and recreate.

Shannon is well served by educational facilities with five national schools, a Gaelscoil and two secondary schools.

Clare County Council has made suitable provision in the Local Area Plan by zoning appropriate lands to facilitate the community, social and recreational development of the town and environs.

## Low Carbon Strategy

Shannon is ideally placed to establish itself as a centre for low carbon commerce and community. Successfully establishing Shannon as a centre for low carbon commerce and community will greatly assist in underpinning the presence of existing activities and attracting future investment.

The Shannon Free Zone and adjacent industrial parks, together with Shannon International Airport, provide an agglomeration of companies and business interests that could avail of a future energy network that can provide them with sustainable low carbon energy security.

Shannon's road layout and abundance of open spaces also lends itself to the furthering of Smarter Travel, whereby existing travel behaviours can be challenged through the provision of efficient, safe and high amenity walking and cycling routes.

Chapter 8 of the Local Area Plan sets out objectives in relation to the pursuit of a low carbon strategy for Shannon Town and Environs, which has real potential to be a leader in renewable energy generation, environmental sustainability and energy efficiency and conservation.



## Natural and Built Environment

Shannon has a rich and varied natural heritage which supports an abundance of wildlife, details of which are set out in the Local Area Plan. In addition to the above, the Shannon Estuary, which is directly adjacent to Shannon town, is a haven for over-wintering wildfowl and waders which are attracted by the rich food source (macro-invertebrates) offered by the extensive intertidal mudflats, fringed with salt marsh vegetation. Indeed, the Shannon Estuary is the most important site in Ireland for over-wintering wildfowl and waders, and is an important breeding site for birds in the summer season. It is an objective to protect and conserve the Shannon Estuary, its habitats and species which have been designated as a Special Area of Conservation, a Special Protection Area, and a proposed Natural Heritage Area under the Habitats Directive, Birds Directive and Wildlife Acts respectively. Section 9.2.1 of the Local Area Plan refers.

The built environment is a key element in ensuring that Shannon Town and its environs is an attractive place in which to live, work, recreate and visit. There are a number of buildings/structures in Shannon which are considered to be important in the context of the overall built heritage of Shannon Town and Environs. Section 9.3 of the Local Area Plan refers.

## Shannon as a Visitor Destination

The development of tourism in Shannon is vital in order to encourage people to visit the town. Shannon is home to an international airport and is also located on the highly accessible Atlantic corridor. The tourism industry in Shannon and indeed in the Mid West Region is uniquely placed to forge links with the internationally renowned Shannon College of Hotel Management which is situated adjacent to the airport. This accessibility and locational advantage provide the baseline for Shannon to increase its share of the tourist market in County Clare. Objectives for development of tourism in Shannon are set out under Section 9.4.2 in Volume 1 of this Plan and in Chapter 10 of the Local Area Plan.

## Green Infrastructure

Shannon enjoys a rich natural environment consisting of an impressive supply of landscaped and natural open space within the town itself and a stunning natural environment as a result of its location on the Shannon Estuary.

The Shannon Green Infrastructure Plan 2013 shows how green infrastructure makes a beneficial contribution to all aspects of life in Shannon offering opportunities for sport, recreation, learning, combating climate change and promoting enhanced social inclusion. The policies within the Local Area Plan seek to retain much of the open space. Selected sites are identified for enhancement/development. There are also a number of prime sites throughout Shannon which are important and need to be protected. Important green areas include town centre woodland, Shannon Estuary and wetlands, allotments in the vicinity of Hasting Cottage, Drumgeely Hill, Tullyvarraga Hill and Slí na Mara and Cluain Airne. A strategy for walking and cycling further enhances the benefits of a green infrastructure strategy for the town.







### Infrastructural Resources including the Shannon Estuary

Shannon Town and Environs is well placed to build on and maximise its existing infrastructural resources. It is located on the Atlantic corridor with excellent road connectivity to the Gateway cities of Limerick, Cork and Galway. Shannon has excellent accessibility from the M18 / N18 road network via the N19 road link.

Shannon International Airport is of strategic importance to the entire region and its importance has necessitated that it be dealt with under a separate chapter in the Local Area Plan. Chapter 4 of the Local Area Plan sets out the aims and objectives to enable the continued growth and development of Shannon International Airport.

Shannon Town and Environs is also located directly adjacent to Ireland's largest deepwater estuary which covers a distance of 100km from Limerick City to Loop Head, with 500km<sup>2</sup> of navigable waters. It has significant potential to further develop its capacity for industrial, marine-related and renewable energy development, in addition to opportunities for tourism and recreation.

The pursuit of a strategic rail link to Shannon Airport as a spur off the main Ennis–Limerick line remains a high level objective in the Mid-West Regional Planning Guidelines 2010–2022.

Shannon is served by a wastewater treatment plant, public water supply and a storm water network. The Local Area Plan seeks to ensure that this service infrastructure is of an adequate standard to accommodate future economic development, new population growth and the provision of service facilities, such that Shannon can reinforce its status as a linked Gateway.

In addition to the above, Shannon must continue to promote itself through the provision of a modern ICT and broadband communications infrastructure, smarter travel options, new renewable energy/low carbon generating opportunities and sustainable urban drainage systems. These additional provisions will reinforce and complement an existing strong competitive advantage.

**Note:** The Shannon Town and Environs Local Area Plan 2012-2018 sets out the land use plan for the proper planning and sustainable development of the settlement of Shannon and its environs.



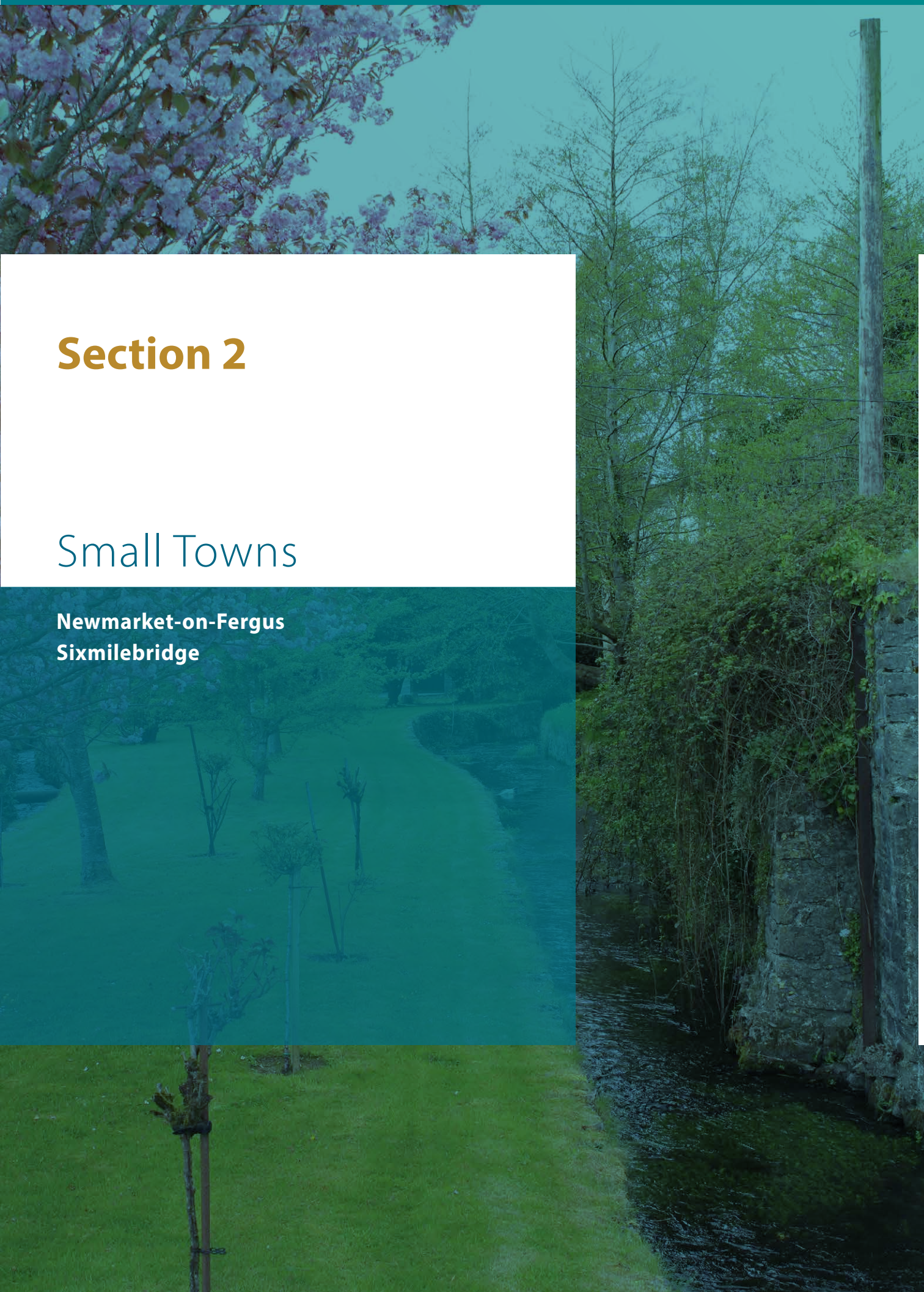




## Section 2

### Small Towns

**Newmarket-on-Fergus  
Sixmilebridge**





# Newmarket-on-Fergus

## Introduction and Context

Newmarket-on-Fergus is located in a gently undulating landscape defined by Lough Gash (SAC and pNHA) to the west, the access road to the M18 to the south, the Mill Race River to the south-east, existing development to the north and the mature tree line and low-lying topography to the east. North of the village lies Dromoland Castle Hotel, set in ornamental grounds and woods extending over 1500 acres. Dromoland was the ancestral home of the O'Brien's, Kings of Thomond, whose lineage goes back to Brian Boru. The most extensive hill fort in Ireland, known as Mooghaun Hill Fort, dating back to approx 500BC, can be found to the east of the Dromoland Estate.

Newmarket-on-Fergus is a significant service centre in the area, offering a range of retail, commercial and community facilities, including shops, public houses, two churches, a post office, primary school, sports facilities, community hall, library and medical centre. It also boasts O'Regan Park and riverside walk. The town has the potential to expand these services for the benefit of residents both in the town and in the wider rural hinterland. The services are concentrated in the central area and

around the main junction in the settlement. The town centre is designated as an Architectural Conservation Area. There are a number of established residential areas and significant additional development has taken place over recent years, with a number of small to medium sized residential developments in the town. However, there remains potential for further development in the area, particularly at key sites in close proximity to the town centre.

Water is supplied to the town from the Shannon/Sixmilebridge Regional Water Supply Scheme (RWSS) with a surface water source at Castle Lake. As such, the water supply is constrained, subject to the identification by Irish Water of a method for reducing losses from the supply network and of augmenting the RWSS.

While the wastewater treatment plant has been upgraded and has capacity to cater for future development, the treated effluent is discharged to Lough Gash. Monitoring of the treated effluent discharge and receiving waters to assess the impact on ground water in the area is ongoing. This monitoring will be undertaken for an extended period, and depending on the outcome, further upgrade works and /or relocation of the existing outfall may be required and any such works could impact on the capacity of the plant to cater for future development.

Given the presence of the Lesser Horseshoe Bat approximately 430m south-west of the closest zoned land, future development should take into consideration impacts on all bat species and their roosts which are protected under both EU and national legislation.





Newmarket-on-Fergus adjoins Lough Gash Special Area of Conservation (SAC) and is located upstream of the Lower River Shannon SAC and River Shannon and River Fergus Estuaries Special Protection Area (SPA). Future development must ensure there are no adverse affects on the SACs and SPA site integrity, or the integrity of any other European site as a result of the proposed development. Accordingly, objectives in Volume 1 of this Plan relating to European sites and to appropriate assessment will apply to any future development proposals in this area.

## General Objectives

- To ensure that Newmarket-on-Fergus continues to act as an important local service centre with the capacity to provide a high level of service;
- To ensure a high quality of life for those in the vicinity, to maintain a sustainable community and to help ensure environmental quality;
- To facilitate the expansion of the existing town centre and to ensure that appropriate provision is made for housing in support of a viable town centre and to assist in meeting population targets;
- To ensure that future growth is balanced and sustainable and is relative and appropriate to the scale, size and character of the existing town;
- To preserve, restore and enhance the character of the town and its buildings of historic and architectural interest, and to improve and enhance the town centre;
- To seek to provide for street improvements and quality of public realm surfaces on completion of necessary works to water and sewerage infrastructure.

## Economic Development

Newmarket-on-Fergus is located within a short commuter distance of the Hub town of Ennis and the Linked Gateway of Shannon and Limerick city which, along with the airport, are key drivers of the regional economy. Agriculture remains an important part of the local economy. In order to support economic development the Council will facilitate home based economic activity and encourage agri-tourism and farm enterprise in Newmarket-on-Fergus and the surrounding rural areas.

In order to promote economic development, commercial zoning and enterprise zoning are identified in the settlement plan.

It is an objective:

- To promote enterprise and indigenous employment-generating development in the town.

### Retail Objectives

The town provides a range of local services meeting the day-to-day needs of its resident and catchment populations. The traditional provision along Main Street/Church Street is supplemented by another supermarket premises in the northern part of the settlement as well as a shop associated with a petrol filling station.

In accordance with the provisions of the Mid West Regional Retail Strategy 2010-2016, the following is the objective for retail development in small towns such as Newmarket-on-Fergus:

- To support the provision of modern, good quality convenience goods stores, of an appropriate scale, and associated retail and service units to enable these centres to meet the day-to-day needs of their local catchment population.

### Commercial/Mixed Use

#### MU1 Within and Adjacent to the Town Centre

This site has been identified as having potential to facilitate the expansion of the existing town centre area and to establish a pedestrian link with the town park to the south. Any development of this site must have regard to the special historic or architectural conservation value of the surrounding area, with development to be carried out in a sympathetic manner.

### Enterprise

#### ENT1 East of the Limerick Road

The site is situated on the main approach road where first impressions of the town are conveyed, and as such a high standard of design and layout will be required for any redevelopment of the site which contains an operating fuel station. The site is identified for the development of a small-scale local enterprise centre with a view to providing a source of employment within the community. Any development/redevelopment proposals must respect the established town character, be sensitive to established amenities and create linkages with O'Regan Park to the east.



## Housing and Sustainable Communities

Newmarket-on-Fergus is an attractive place to live for those seeking to experience community and town life but within a short distance of Shannon, Ennis and Limerick.

Housing demand in Newmarket-on-Fergus in the recent past has been generated not only from locals but commuting households, given its strategic location and accessibility to Ennis and Shannon via the M18.

To meet core strategy requirements a number of sites are zoned for residential development. The future development of housing in Newmarket-on-Fergus shall be closely aligned with the adequate provision of local facilities and services, including inter alia school capacity/future expansion plans, other community facilities and recreational/amenity areas.

All sites zoned for residential development should incorporate sustainable urban drainage systems. Due cognisance must be taken to the retention of mature trees and hedgerows which facilitate an abundance of habitats and species and contribute to the overall visual amenity of the area. Development proposals for housing shall also ensure that provision is made for pedestrian/cycle connection to the town centre.

### R1 Ballycar Road

This small linear site has been identified as being suitable for permanent housing, given its location in close proximity to the town centre and community zoned lands. The site is considered acceptable in principle for housing, with vehicular access provided off Ballycar Road. One vehicular access shall be taken onto the Ballycar Road to serve both R1 and adjacent R2, with layout and design maximised by adopting a masterplan approach to this land bank. Development proposals for R1 and R2 shall also ensure that provision is made for pedestrian and cycle connection to the town centre.

### R2 Ballycar Road

This site is located east of the town centre and adjacent to R1. Access shall be taken from the Ballycar Road and the development of R2 should form part of a masterplan that includes the lands designated as R1. Any layout proposed for the site shall ensure that the residential amenities of the existing properties to the south are protected and that the existing well-defined tree line to the north is maintained.

### LDR1 North of Woodfield Heights

This site is considered appropriate for a low density housing scheme, with access taken from the existing cul-de-sac road to the south. Layout and design of any proposal shall ensure that the existing residential amenities to the south and east are protected.

### LDR2 Ennis Road

This is a highly prominent gateway site on the northern approach to the town. It is located in close proximity to the existing school, sports ground and supermarket. The site is suitable in principle for permanent housing of a lower density and provides the opportunity of developing a streetscape along its considerable road frontage, affording improved entry definition to the town from the north. Access shall be taken onto the local road to the north to enable a full streetscape to be developed along the western frontage. The adjacent junction may require improvement to facilitate the development of this site and the cost of any works deemed necessary shall be borne by the developer. Development on this site shall pay careful attention to design and layout and shall ensure that the views afforded to, and the setting of, the adjacent estate are preserved and that the existing feature stone walls are retained.



### LDR3 Kilnasoolagh

These lands are located on the west side of the town and consist of a number of infill and backland sites with potential to accommodate a low density scheme of serviced sites. Access shall be provided onto the local road to the south. The section of the land to the northeast of the site may be accessed from the local road to the east in the event that this area of the site is being developed in advance, or independently of, the remainder of LDR3. Development proposals shall ensure that the residential amenities of adjacent dwellings to the north, east and south are protected. Development proposals for the site shall also ensure that provision is made for pedestrian and cycle connection to the town centre.

### LDR6 Limerick Road

This site is on the approach into town from the south. Development proposals shall act to enhance the visual approach into the town. The design and layout of any proposal shall incorporate a very high standard of design and incorporate proposals for the treatment of the verge and boundary of the site, which should form a strong edge by defining the space between public and private uses in a clear and unified manner.

## Place Making and Amenity

Clare County Council will continue to support the active local community groups which are contributing to the regeneration of the public realm around The Green, Ballycar Road and other areas in the town. The formation of new pedestrian links to this park and also to Lough Gash is important. Improvements in the space formed at the angle of the two main streets could act to calm traffic and form a small but central public space. 'Clare Villages and Towns 2012, Your Place, Your Space' initiative selected nine towns/villages including Newmarket-on-Fergus to receive support in the drawing up of action plans for improving the town.

Newmarket-on-Fergus Library is one of a suite of innovative modern buildings designed in County Clare in the 1970s by award winning architects Anthony and Barbara O'Neill. This building and its setting should be maintained.

Other priorities for Place Making are:

- To pursue road safety improvements and traffic management proposals, which ensure the safe and free flow of all traffic and pedestrian movements through the town;
- To encourage the provision and use of public transport services in the town and links to other settlements, including Ennis and Shannon.

### Architectural Conservation Area (ACA)

The centre of the village has been designated as an Architectural Conservation Area which are places, areas, groups of structures or a townscape that are of special interest or contribute to the appreciation of a protected structure. The aim is to retain the overall special historic or architectural character of an area or place.

### Open Space

Newmarket-on-Fergus is well provided for in terms of recreation space and informal open space which are accessible to the public. The open space around Lough Gash is in private ownership which is not accessible to the public. It is an objective:

- To maximise the use of existing green spaces and amenity areas and encourage the further development of the existing riverside walk and public park, subject to the requirements of the Birds and Habitats Regulations in respect of Lough Gash SAC and pNHA.

### OS1 and REC3 Rear of Main Street and O'Regan Park

The area has been zoned to protect the established amenity value and to facilitate future expansion. There is potential to extend the existing walking route eastwards linking to the Goodwood Estate and southwards as an enlarged loop. The area also protects the floodplain of the river (the Mill Stream) at this location. This area accommodates a town park, named O'Regan Park and shall be retained for recreational use with possibilities for linkages with any development on MU1 to the north. In 2014 the local community led the redevelopment of O'Regan Park. Sensitively redesigned with place-appropriate uses and materials, it successfully incorporates a recreation park for all people including landscaped areas, open space, a playground, zip wire, sand pit and woodland and waterside walks.



### OS2 Lough Gash Lands

These lands are in private ownership and have been zoned as open space having regard to the habitat they support and their proximity to the designated SAC – Lough Gash Turlough. There are significant pockets of mature woodland throughout the site, together with a small pond that has a high probability of being linked hydrologically to the turlough. The site is also home to the ruins of Carrigoran Castle, which is a Recorded Monument.

The purpose of this zoning is to protect the turlough from developments likely to lead to impacts on the water quality and hydrology of the turlough, human disturbance on the wildfowl species which use the turlough, disturbance of the sensitive shoreline and wet habitat of the turlough, as well as potential impacts on the mature woodland on the site. The site is currently used for agricultural purposes i.e. grazing livestock, and the continuation of this activity is deemed as the best course of action to protect the SAC. In the event that any future agricultural development proposal comes forward, it will be required to undertake screening for appropriate assessment and shall also provide a woodland management plan in consultation with the National Parks and Wildlife Service. In addition, development proposals shall be accompanied by detailed hydrological, hydro-geological and ecological reports pertaining to the turlough habitat and adjacent OS2 lands.

### OS3, OS4 and OS5 Established Green Areas

These are green areas associated with established residential developments within the town and shall be retained and protected for their amenity value.

## Recreation

In addition to the range of existing recreational facilities in the town it is an objective:

- To explore the completion of the cycleway linking Ennis to Bunratty via Newmarket-on-Fergus

### REC1 McDonough Park

This site is currently the grounds of Newmarket Celtic FC and shall be retained in recreational use.

### REC2 C.L.G. Cora Caitlin

This site consists of a GAA pitch and associated facilities and shall be retained in recreational use.

## Community Facilities

### C1 Church and Graveyard

To be retained in current use.

### C2 National School

To be retained in current educational use with opportunities for future expansion to the east.

### C3 Church and associated Public Space (also known as 'The Green')

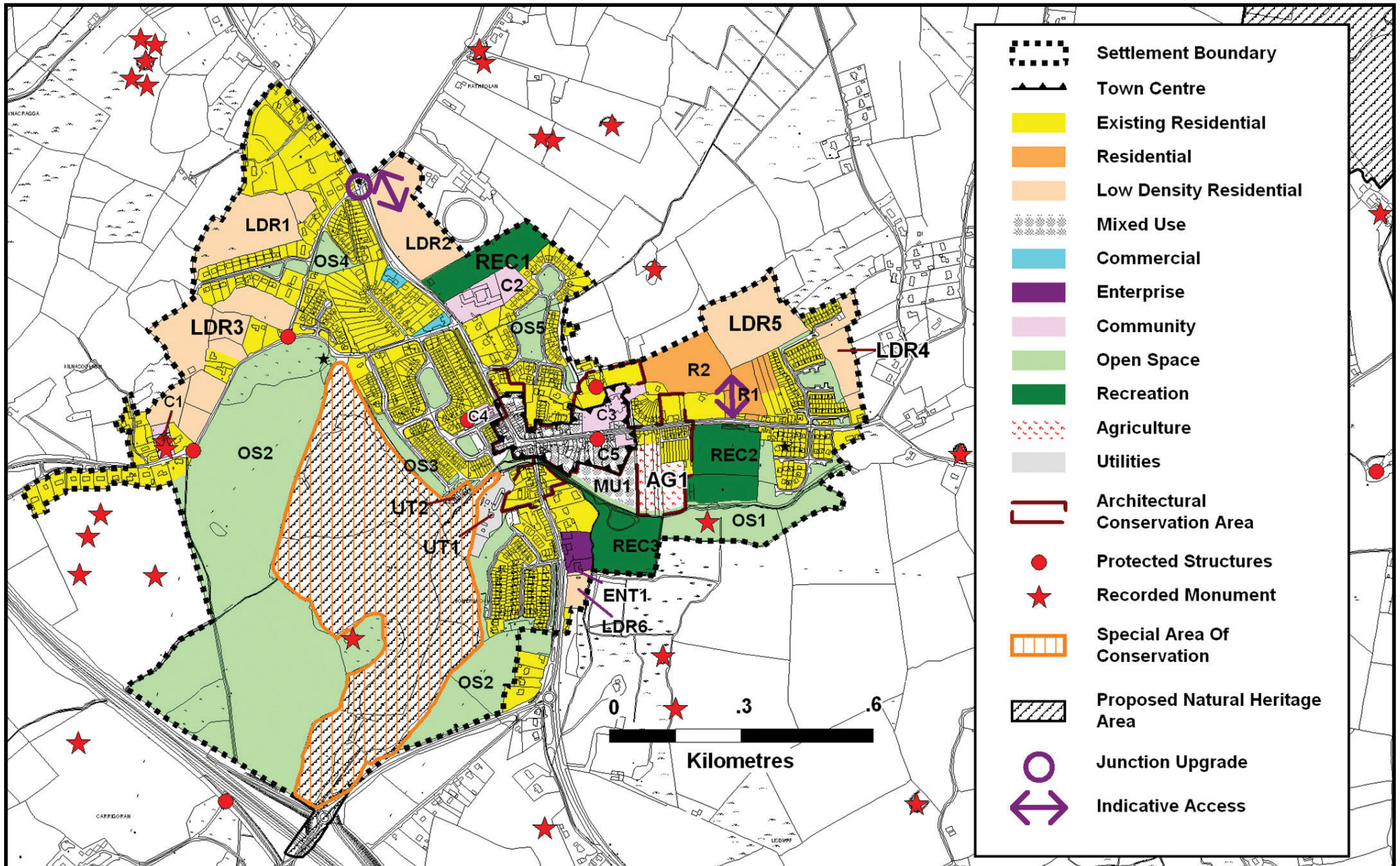
### C4 Library, Community Centre and Creché

### C5 Handball Alley

These sites are to be retained in community use.







Clare County Council:  
**Clare County Development Plan 2017–2023**

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Title:  
**Newmarket-on-Fergus Settlement Plan**

Drawn By:  
 Padraig McManus

Checked By:  
 Helen Quinn

Scale:  
 Refer to Scalebar

Date:  
 January 2017



# Sixmilebridge

## Introduction and Context

Sixmilebridge is identified as a small town in the County Clare settlement hierarchy. It is well located in relation to the surrounding settlements of Limerick, Shannon and Ennis. The settlement gets its name from the bridge forming the focal point of the town, which historically was located six Irish miles from Limerick on the mail coach road.

Sixmilebridge is an attractive town situated on the O'Garney River, with significant architectural merit, supported by three squares and a green area. It performs an important role in serving its local catchment, offering a range of retail, commercial and community facilities. It has a railway station, re-opened in 2010, which affords excellent connection to Limerick, Ennis and Galway. In addition, the town accommodates a park-and-ride facility. The town has the potential to expand its services for the benefit of residents both in the town and in the wider rural hinterland. The core area of the town is designated as an Architectural Conservation Area. Currently, the town experiences traffic congestion, exacerbated by motorists travelling from Tulla to both Shannon and Limerick.

Sixmilebridge has witnessed significant residential development in recent years, particularly in the south and northeast of the town centre. Potential remains for further development in the area, particularly at key sites in close proximity to the town centre. Water is supplied to the town from the Shannon/ Sixmilebridge Regional Water Supply Scheme (RWSS) with a surface water source at Castle Lake. This scheme also supplies water to a number of settlements in the area.

This water treatment plant at Castle Lake is currently operating at near capacity and is unlikely to be able to meet the required demand should all of the settlements it supplies meet their target population objectives. As with other water supplies in County Clare, there is a significant unaccounted for/loss of water across the supply network. Irish Water is investigating feasible ways of augmenting the supply to the RWSS, possibly from Limerick City, and reducing losses of treated water from the network. The existing Wastewater Treatment Plant serving the town has a design capacity of 6,000 PE with an average of loading less than 2,500 PE. There is significant spare capacity available to service the needs of the target population and for future development.

Sixmilebridge is located approximately 4km upstream of the Lower River Shannon Special Area of Conservation (SAC) and River Shannon and River Fergus Estuaries Special Protection Area (SPA). Future development must ensure there are no adverse effects on the SAC and SPA site integrity, or the integrity of any other European site as a result of the proposed development. Accordingly, objectives in Volume 1 of this Plan relating to European sites and to appropriate assessment will apply to any future development proposals in this area.





## General Objectives

- To safeguard, consolidate and enhance the town's character and its historic core area;
- To maintain and enhance existing squares, green areas and the riverside and to fully recognise the vital role that these have in contributing to sense of place and providing amenity space;
- To provide for zoning that will facilitate the sustainable expansion of the existing town centre and to ensure that appropriate provision is made for housing to support a viable town centre and to assist in meeting population targets;
- To ensure that future growth is balanced and sustainable and is relative and appropriate to the scale, size and character of the existing town;
- To make provision for appropriate enterprise development in the vicinity of the railway station;
- To promote the development of a walkway from Sixmilebridge to Bunratty and to/around the lakes in the surrounding area.

## Transport Objectives

- To facilitate the provision of a link road (consistent with the Design Manual for Urban Roads and Streets (DMURS)) following the undertaking of traffic surveys on the approach roads to Sixmilebridge and in the town centre;
- To secure the provision of a dedicated shuttle bus service between Sixmilebridge railway station and Shannon Airport (via Bunratty);
- To improve pedestrian and cycle movement and linkages throughout the town, with particular attention to pedestrian and cycle movements over the bridge, within the central area and connecting existing and future developments to the town centre, the railway station and park and ride facility;
- To proactively pursue the provision of additional car parking in or adjoining Sixmilebridge town centre;
- To maximise opportunities for the town provided by the rail link to Limerick, Ennis and Galway;
- To explore improved cycle connectivity between Sixmilebridge and Bunratty;
- To undertake a review of the existing Accessibility Audit for the town.

## Economic Development

The proximity of Sixmilebridge to Shannon and Limerick provides advantages for employment, social and educational opportunities within short commuting distance.

### Areas on which the Vacant Site Levy can Apply

A number of Areas on which the Vacant Site Levy can Apply have been identified in Sixmilebridge in accordance with the requirements of the Urban Regeneration and Housing Act 2015 with the aim of bringing these under-utilised and vacant sites and buildings into beneficial use. This will in turn contribute to the rejuvenation of the town and contribute to the overall improvement of the public realm and visual amenity. The areas identified in Sixmilebridge are:

- Site MU1, North of Clonlara Road;
- Site MU2, South of Clonlara Road;
- OP1, mixed use site to the north of R1;
- OP2, mixed use site north of the open space at R1;
- Residential lands to the south of MU2.

### Retail Objectives

The town provides a range of local services, meeting the day-to-day needs of its resident and catchment populations, primarily located within the designated town centre area. In accordance with the provisions of the Mid West Regional Retail Strategy 2010-2016, the following is the objective for retail development in small towns like Sixmilebridge:

- To support the provision of modern, good quality convenience goods stores, of an appropriate scale, and associated retail and service units to enable these centres to meet the day-to-day needs of their local catchment population.

### Commercial/Mixed Use

#### Mixed Use within the Town Centre

Proposals within the town centre for redevelopment/renovation within Flood Zones A/ B may be considered by virtue of their central location. Flood Risk may be addressed by considering the vulnerability of proposed uses and less vulnerable uses should be located at ground floor level. The appropriate setting of floor levels may also play a part in addressing flood risk.

**MU1 North of Clonlara Road**

This prominent, sloping site is located across from the old market house and directly adjacent to the town centre. It has potential to facilitate the expansion of the existing town centre area through the development of a mixed use residential/commercial/hotel scheme/ car park which respects the existing pattern of development in the town. It is considered that MU1, given its location within easy walking distance of the town centre, has the potential to accommodate car parking, subject to needs identified in the traffic surveys which will be carried out during the lifetime of this Plan. Refer also to Place Making and Amenity section of this settlement plan.

Vehicular access should be taken from Frederick Square through the existing access and from the Clonlara Road, through a new access located near the southwest corner of the site. The existing walled pump at the southern boundary of the site shall be preserved. All proposals for development on this site shall be accompanied by a Flood Risk Assessment.

**MU2 South of Clonlara Road**

This site is considered appropriate for a mixed use scheme incorporating housing, retail and commercial uses, with good pedestrian permeability, soft landscaping and linkages to the town centre. All proposals for development on this site shall be accompanied by a Flood Risk Assessment.

It is considered that MU2, given its location within easy walking distance of the town centre, has the potential to accommodate car parking, subject to needs identified in the traffic surveys which will be carried out during the lifetime of this Plan. Refer also to Place Making and Amenity section of this settlement plan.

**COM1 Shannon Road**

This site can accommodate a wide range of commercial uses including the provision of a petrol filling station and shop for the town. The site is considered appropriate taking account of its accessible location in close proximity to the railway station, park and ride facility and proposed future relief road.

**Enterprise****ENT1 Cappagh Lodge**

This flat greenfield site is located on the Shannon Road at the edge of the town, in close proximity to the existing railway station and park-and-ride facility. The site has been identified for the development of a small-scale local enterprise centre with a view to providing a source of employment within the community. Potential uses include start up incubator units, research facilities etc. Any development proposals must respect the established town character and be sensitive to established amenities. The layout of any future development proposals shall take account of the infrastructure safeguard that runs through the site and access/ egress onto the R471 shall be taken via same. The design of any scheme shall ensure that the established residential amenities along the north-eastern boundary are protected.

**Industry****IND1 Corner of Frederick Square and George's Street**

This site to the northeast of the town centre is located on the corner of George's Street/ Frederick Square and partially within the designated Architectural Conservation Area. The site is occupied by a number of existing industrial/business operations and small businesses. There are a number of vacant units within the site.

This area is characteristic of the history of Sixmilebridge as an early industrialised centre. The site has the potential to accommodate appropriately scaled and designed intensification or reuse of the existing industrial/commercial operations. Enterprise developments would also be open to consideration on this site.

However, before any further intensification of uses would be permitted, it is considered that a formal management plan should be drawn up for the site. A comprehensive site management plan would ensure that the full potential of this edge of town centre industrial area can be realised.



## Opportunity Sites

### OP1 and OP2 Mixed Use Sites north of R1

These mixed use sites are suitable for a range of uses normally found in a small town. Access shall be from residential lands to the south with additional pedestrian and cycle access to the town centre where possible.

## Housing and Sustainable Communities

Housing demand in Sixmilebridge in the recent past has been generated not only from locals but from commuting households, given its strategic location and accessibility to Ennis and Limerick by road and rail.

The future development of housing in the town shall be closely aligned with the adequate provision of local facilities and services, including school capacity/future expansion plans, other community facilities and recreational/amenity areas.

All sites zoned for residential development should incorporate sustainable urban drainage systems and shall include detailed proposals for landscaping/tree and hedgerow retention. Proposals for housing shall also ensure that provision is made for pedestrian/cycle connection to the town centre.

The following sites are zoned for residential development.

### R1 South of the Town Centre

Vehicular access to this site shall be provided through the adjacent LDR site to the west. Proposals shall incorporate adequate width for roads, footpaths and adequate sightlines at the entrance to serve a multi unit scheme. Proposals for development on this site shall include a road layout that will facilitate access to adjoining undeveloped lands to the rear of the town centre. Opportunities shall be explored to secure direct pedestrian access to the town centre to the north. Layout and design of units shall ensure that the residential amenities of existing houses to the west and south are protected. Units to the south shall be orientated to overlook the existing adjoining area of open space. The development of this site shall be addressed in the context of the overall development of adjoining lands. In the interests of amenity, a buffer area shall be incorporated along the southern boundary of R1.

### R2 West of Ard Ratha

This site was partially developed at the time of preparing this Plan. Access shall be provided via the existing road network to the east. Layout and design of units shall ensure that the residential amenities of existing adjacent houses are protected. Development here shall ensure that connection is made to the existing pedestrian network.

### R3 Lios Anama

This brownfield site located to the rear of and accessed through the existing Lios Anama estate has the potential to be developed for housing, consolidating the existing urban form at this location. The site is partially developed. The development of the subject site would also benefit the residential amenities of existing adjacent dwellings. Development shall ensure that connection is made to the existing pedestrian network.

### LDR1 Adjoining Railway

This site has been identified for low density permanent housing. Layout and design of units shall ensure that the residential amenities of existing houses to the west and north are protected. An appropriate buffer shall also be maintained along the railway line. Within LDR1 there are a number of mature broadleaf trees on the site that shall be retained and incorporated into any development proposals. The entire site is within a high landscape area for bats and the broadleaf trees provide both foraging and commuting routes for bats. Any potential impacts on the environment should be avoided through compliance with the policies and objectives of Volume 1 of this Plan and through the careful design and layout of the proposed development to a high standard at the planning application stage.

### LDR2 Shannon Road

This flat, greenfield site is located between established residential development and the proposed enterprise lands at the railway station. The route of the proposed future link road defines the southern boundary of the site. Taking account of its infill nature, the existing residential development in the immediate area and the proximity to the railway station, the site is considered suitable, in principal, for a low density housing scheme/serviced sites. Access shall be determined at application stage and future proposed layouts shall take account of the adjacent Infrastructure Safeguard. The residential amenities of existing dwellings to the east and south shall be protected.

**LDR3 North of Railway Station**

This greenfield site is located north of the existing railway station. Future development proposals for this site shall ensure integration with the future link road, which shall be constructed along the boundary of the site, as part of and prior to commencement of development on site. Appropriate access/egress arrangements from the link road, preservation of established residential amenities and a high standard of layout and design will be required.

LDR2 and LDR3 are located on the Shannon Road in close proximity to the railway station. These locations allow for pedestrian access/linkage to the village and its amenities including the school and railway station. The development of these sites should include an analysis of the traffic numbers and overall traffic management onto the Shannon Road.

**LDR4 North of Ard Rath**

This site is located north of the future Sixmilebridge link road and adjoins an existing residential development to the south which is partially constructed. There are existing detached houses to the front of the site at the public road and a Recorded Monument – CL052-019 Ringfort – adjacent to the western section of the site. The site has potential to accommodate a low density scheme of serviced sites only. Access shall be taken from the future link road along the southern boundary of the site, which shall be constructed by the developer prior to commencement of development. Design and layout shall be such that the residential amenity of the adjacent dwellings are protected and the integrity and setting of the Recorded Monument is preserved.

**Place Making and Amenity**

Specific issues for the town are the continued enhancement of the four public spaces in a way which maintains and enhances their character and spatial integrity while safely managing circulation networks for pedestrians and vehicular traffic. Developments on MU1, MU2, Opportunity Sites and Mixed Use undeveloped sites in the town centre or riverbank shall enhance the existing townscape and consolidate the public squares.

The presence and visibility of the river in the core is a valuable urban asset and any developments fringing these areas need to be appropriate in quality, character, materials and signage. The Green river bank must be retained and kept free of additional elements. The core areas need to incorporate continuous footways linked to well-signed car parking areas. Suitable development on the eastern side of the square would help to define and rebalance the form of the town. Frederick Square requires a strategy and design scheme to make more efficient use of the open space and realise the amenity potential of the area. Main Street has equal potential for improvement. Entry points into the town on all five roads need simple but appropriate enhancement and this should be combined with traffic calming on the Limerick, Shannon and Tulla Roads. It will be important to promote the development of a walkway from Sixmilebridge to Bunratty subject to the requirements of the Habitats Directive.

The town has been included in the 'Survey of Trees in Towns and Villages of County Clare' which has been carried out to highlight and raise awareness of the value of trees and hedgerows and to show how they can contribute to Placemaking. The survey should be taken into account when preparing public or private development proposals.

**Architectural Conservation Area (ACA)**

The centre of the town has been designated as an Architectural Conservation Area which are places, areas, groups of structures or a townscape, which are of special interest or contribute to the appreciation of a protected structure. The aim is to retain the overall special historic or architectural character of an area or place.





## Open Space

### OS1 Riverbank

This is an open site straddling the O'Garney River to the north of the town centre, lying partly within the designated Architectural Conservation Area (ACA). The larger portion of the site lies on the eastern riverbank and fronts Frederick Square/Kilmurry Road to the east. The southern section of OS1 lies wholly within the ACA and adjoins residential developments to the north and west. The low boundary treatment on the Kilmurry Road and the vegetation pattern within the site affords open views across the river and to the west.

This site presents an opportunity for a riverside amenity park, providing an important recreational facility for the local community. The creation of a footbridge linking the two open space areas on either side of the river, whilst being a feature, would facilitate pedestrian connectivity between the newer residential areas to the north and the established town centre and older residential areas to the south and west.

### OS2 Green Area and Grotto

This is a small area of green space, including a grotto, which serves an established residential area and shall be maintained in its current use.

## Recreation

### REC1 and REC3

GAA Pitches, Clubhouse and Associated Facilities.

### REC2 Bridge United Grounds

The above sites are to be retained for recreational use.

## Community Facilities

### C1 Community Crèche and Playground

This site is located opposite Bridge United football ground and consists of a community crèche, playground and open space area, serving surrounding residential areas and the town as a whole. The site shall be retained in community use.

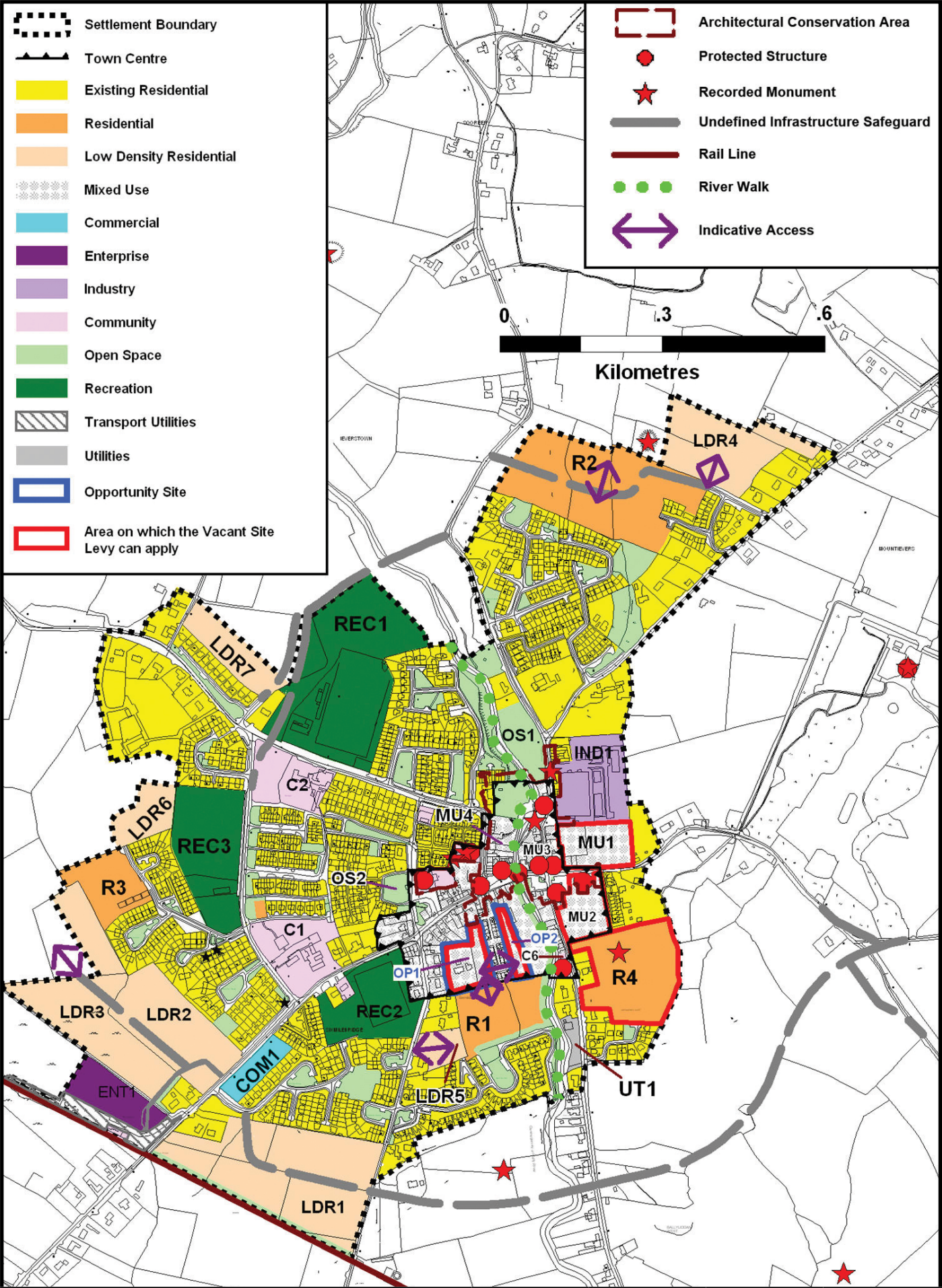
### C2 National School

This site, located west of the town centre, accommodates Sixmilebridge National School and an adjoining grassland area. Planning permission has been granted for a new school on this site.

## Flooding and Flood Risk

The Strategic Flood Risk Assessment (SFRA) in Volume 10c of this Plan advises in relation to the mixed use area within the ACA. Any development within the flood zone would be redevelopment/renovation and would be justified by the central location in the settlement. Vulnerability of uses within the flood zones should be less vulnerable at ground floor level with risks addressed through development management. Where buildings are to be demolished and rebuilt, finished floor levels should be set to provide flood protection. It also advises that there is a limited number of existing residential buildings within Flood Zone A/B. Given the location and space, it is unlikely that these will be extensively expanded/redeveloped, but if redevelopment of plots takes place, finished floor levels should be used as the primary means of addressing flood management.





Clare County Council: Clare County Development Plan 2017–2023		Title: <b>Sixmilebridge Settlement Plan</b>		
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## Section 3

### Large Villages

**Bunratty**

**Cratloe**

**The Parteen Villages:  
Ardnacrusha and Parkroe**

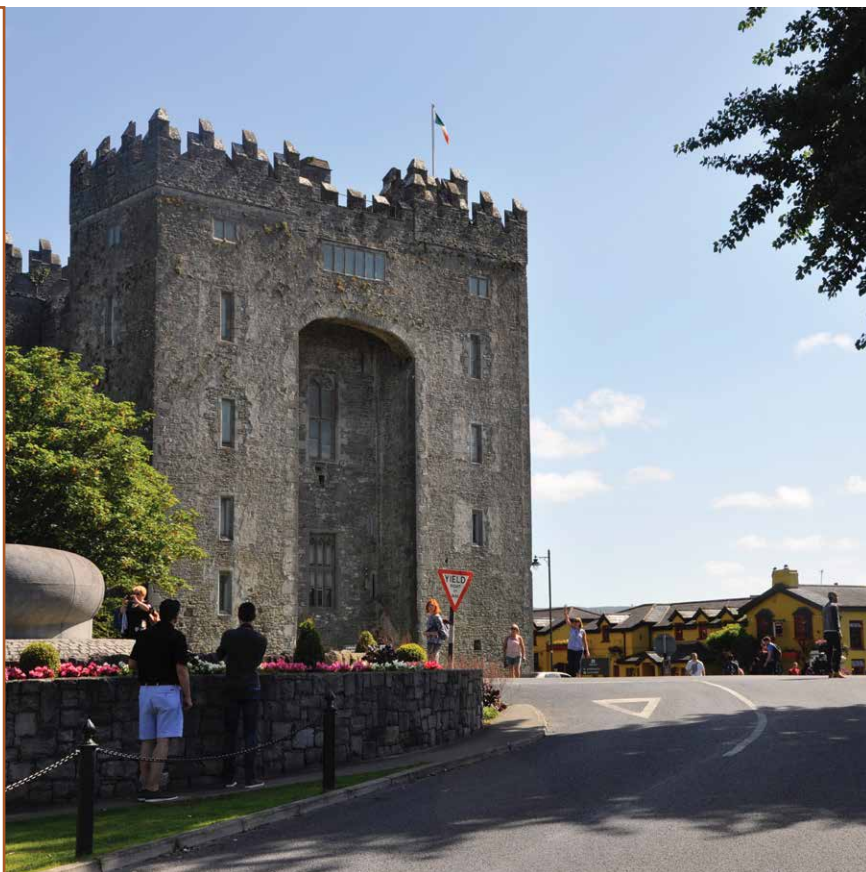
**Athlunkard**

**Ballycannon North (Meelick)**

**Parteen**



# Bunratty



## Introduction and Context

Bunratty is home to the world acclaimed 15<sup>th</sup> century Bunratty Castle (RPS260). The castle was built by the powerful McNamara family in 1425 and became the stronghold of the O'Brien's, the largest clan in north Munster in the later 15<sup>th</sup> Century. The reign of the O'Brien's came to an end with the arrival of Cromwellian troops and the Castle was surrendered. The O'Briens never returned to Bunratty but later they built the beautiful residence at Dromoland Castle. Bunratty Castle was returned to its former splendor when extensive restoration works began in 1945 with the assistance of the Office of Public Works, the Irish Tourist Board and Shannon Development. The Castle is a national monument and is open to the public all year round. Adjacent to the Castle is the enchanting walled garden and Folk Park which authentically replicates 19<sup>th</sup> century village life in Ireland.

The village is a major tourist destination based around Bunratty Castle and Folk Park, surrounded by an essentially rural hinterland. The importance of the tourism industry to Bunratty is evident in visitor numbers which stood at over 352,000 in 2016, and is also evident in the extent of land zoned for tourism development. The Castle and Folk Park have opened up trade and employment opportunities for hotels and local businesses, giving rise to a small, but thriving, commercial centre based on the tourism industry. The settlement has a tight knit form centred on the Castle and Folk Park. There are also numerous tourism-based businesses including Blarney Woollen Mills and Meadows and Byrne, together with public houses, hotels and bed and breakfast establishments. The former 'Shannon Shamrock' hotel and conference site is a designated Opportunity Site for tourism use.

In addition to being a major tourist hub, Bunratty is an important residential settlement in south Clare situated approximately 5.7km southeast of Shannon and approximately 9km from the Clare/Limerick border. Residential development is predominantly low density in character nestled amongst extensive mature trees and a high quality public realm. The centre of the village has been recently enhanced with new road surfacing, delineation, signage, lighting, and landscaping.

Lands in the centre of the village are low lying but rise steeply to the north and northwest where there are extensive views of the estuary, Cratloe Hills and surrounding landscape. Bunratty is located at a bridging point on the Owenogarney River and is visible to passing traffic on the N18.

The Owenogarney River (also known as the Ratty River), which is tidal, has slipway access south of Bunratty Bridge, which should be retained and protected.

Local facilities in the village include a petrol filling station and shop, cemetery, public houses and ATM. There is a recognised need for additional community facilities to support the local resident population.



Traffic flows in the settlement are high, due to a combination of tourist, commercial, residential, commuter and inter-settlement traffic. There is also a quarry adjacent to the village, which results in significant numbers of HGV movements. The village is served by a frequent bus service to Limerick and Ennis.

Bunratty is served by the Shannon Sixmilebridge Regional Water Supply. As such, water supply is constrained, subject to the identification by Irish Water of a method to reduce losses from the supply network and of augmenting the Regional Water Supply Scheme to cater for future demand. The area is served by the Shannon Wastewater Treatment facility.

Bunratty adjoins the Lower River Shannon Special Area of Conservation (SAC) and River Shannon and River Fergus Estuaries Special Protection Area (SPA).

Future development must ensure there are no adverse effects on the SAC and SPA site integrity, or the integrity of any other European site as a result of the proposed development. Accordingly, objectives in Volume 1 of this Plan relating to European sites and appropriate assessment will apply to any future development proposals in this area.

## General Objectives

- To maintain and enhance the role of Bunratty as a prime tourist destination in the County;
- To promote tourism by providing sufficient land to meet demand for tourism-orientated activities, tourism associated retail developments and expansion of the hospitality sector;
- To require all future tourism-related development within the village to demonstrate that it will contribute positively to the vitality and viability of the settlement and to the promotion of sustainable communities;
- To identify land for the provision of community facilities to support the local resident population;
- To improve the local roads within the village leading to the village core;
- To reserve lands for limited residential development for permanent occupancy sufficient to meet assigned population targets;
- To identify a suitable area for additional parking to serve visitors, tourists and residents;
- To facilitate the development of a flagship tourism development in Bunratty to complement the existing facilities and attractions.

## Economic Development

Tourism plays a key role in the economic development of Bunratty and the focus of the strategy for Bunratty is to sustainably grow and manage the tourism product.

### Tourism

Tourism in Bunratty is centred on the Castle and Folk Park. The village supports a strong base of tourist retail outlets, pubs and restaurants, with accommodation in the form of hotels, guesthouses and camping facilities. One of the key objectives for Bunratty is to support and enhance its tourist provision.

Having regard to the need to facilitate appropriate sustainable village development, all future development proposals on T0U1, T0U2, and adjoining REC2 lands will be required to include a masterplan and to take into account the following considerations:

- The nature, scale and appropriateness of development proposed, taking account of established village character and existing tourist attractions;
- The contribution to village vitality and viability;
- The impact on the existing resident population and promotion of sustainable communities;
- The landscape, heritage and visual impact;
- Infrastructure capacity;
- Cultural and archaeological impact;
- Access and traffic management issues;
- Flood risk;
- Screening for appropriate assessment and/or Environmental Impact Assessment and other environmental issues where required.

### T0U1 Lands to the East of the Low Road

This is a large site opposite the grounds of Bunratty Castle and Folk Park. The site slopes gently from the Low Road down towards the river. Any development proposals shall take cognisance of the expansive views afforded from the Low Road across this site and onwards to the surrounding countryside. Footpaths and public lighting, which connect to the existing network in the village must be constructed as part of any development on T0U1. The type of tourist related development which will be considered appropriate on this site shall seek to build on and enhance the existing visitor experience at Bunratty, namely the Castle and Folk Park. Future developments on this site should have regard to and complement the established attractions.



The subject site directly adjoins the Lower River Shannon Special Area of Conservation and development proposals shall be required to undertake screening for appropriate assessment in accordance with the requirements of the EU Habitats Directive. All development proposals must maintain a minimum 30m set back from the river. Given the size of the site and its sensitivity in relation to the adjacent Castle, river and Folk Park, all development proposals will be discussed as appropriate with the National Parks and Wildlife Service.

A Strategic Flood Risk Assessment must be carried out as part of any development proposals for these lands to ensure that any future development will not be at risk from flooding and will not result in flooding on other lands in the area. Water compatible uses shall be permitted. Permanent residential, holiday home accommodation or temporary caravan parks which would include sleeping accommodation are highly vulnerable to flooding and shall not be permitted within Flood Risk Zone A/B.

#### **TOU2 Northern End of Folk Park**

These lands are located at the northern end of the Folk Park and rise steeply towards the Hill Road to the west. The area is bounded by woodland and existing dwellings to the north and west. Further development on this site shall complement the activities within the Castle and Folk Park. A comprehensive tree survey carried out by a qualified expert shall be submitted as part of any planning application. Hydrological and geological surveys of the site shall also accompany any development proposals. In recognition of the historic, architectural and archaeological importance of Bunratty, the Council will consult with the NPWS in respect of future development proposals on this site.

#### **TOU3 Lands to the North of REC2**

These lands have been identified for the expansion of the existing tourism offer in the village of Bunratty. This site is elevated and therefore the protection of the visual amenity of the area must be a key consideration in the preparation of development proposals for the site. The built development on the most elevated areas of the site shall be limited, to reduce the impact of development on the visual amenities of the area. The mature trees on the site are a valuable asset to both the subject lands and the setting of the village and shall be retained and integrated into future development on the site wherever possible. Any future development associated with TOU3 must ensure that the Native Woodland Habitat and the Trees for Preservation located partially within and adjacent to REC2 must be retained.

The type of tourist related development which will be considered appropriate on this site shall seek to build on and enhance the existing visitor experience at Bunratty, namely the Castle and Folk Park. Future developments on this site should have regard to, and complement the established attractions. In this context, development solely of holiday homes shall not be considered acceptable.

The development of TOU3 shall make provision for pedestrian linkages to the village centre, via the adjoining tourism and recreation zoned lands where feasible.

#### **TOU4 Adjoining Bunratty Church and Graveyard**

This site is located adjacent to Bunratty cemetery and old church, together with the remains of the town defences, which are both Recorded Monuments. The area is of high archaeological sensitivity. It is considered that the site may have potential to accommodate a small tourist facility, subject to fully demonstrating that it will not result in any adverse effects on the archaeological potential of the area or the setting of the existing Recorded Monuments. Any proposals for development on this site must be accompanied by an archaeological impact assessment and a visual impact assessment. Design, layout and material selection shall be of a high standard appropriate to the context of the site.



## Commercial

### COM1 Bunratty Village Mills

This is the site of the existing Creamery public house and restaurant, the Bunratty Village Mills complex and Bunratty Castle Hotel (RPS077). There is scope to further expand the tourist retail outlets here, thereby intensifying the existing retail centre. Developments will be required to complement the scale, proportions and materials of existing structures. Proposals must also ensure the preservation of the mature trees on site. Holiday homes and all residential development will be excluded. A flood risk assessment must be carried out as part of any future planning application on this site.

Development proposals for the site must:

- Demonstrate that the development can be serviced by a suitable wastewater treatment system ensuring that there will be no negative impacts on water quality in the area;
- Be accompanied by a Construction Environmental Management Plan (CEMP) incorporating proposals for the disposal of surface water, especially in relation to the release of silt and other pollutants during the construction stage. Development proposals will be required to incorporate key principles of SUDS (i.e. green roofs, permeable paving, petrol interceptor, silt trap);
- Allow for a 10m otter habitat buffer zone from the Urlan Beg Stream.

## Opportunity Sites

### OP1 Shannon Shamrock Site

The site of the former Shannon Shamrock Hotel and Conference Facility is designated as a key opportunity site for tourism development and to facilitate any future expansion/renovation/redevelopment of the existing premises/site. The site is centrally located and is within walking distance of all the attractions in the village. Opportunity exists to establish a use on the site which consolidates Bunratty as a tourism hub in the mid-west and harnesses the world acclaimed Bunratty brand.

### OP2 Former Avoca Site, East of Bunratty Bridge (RPS191).

This is a designated opportunity site. The redevelopment of the site, or the restoration of the former building, is considered desirable in the interests of economic development, employment, tourism promotion and with subsequent visual amenity benefits for the area as a whole. Only one access point to the site shall be provided. Adequate parking to accommodate any future use shall be provided within the curtilage of the site. The site overlaps with the Lower River Shannon SAC. Any development proposals must include measures to prevent impacts on the water quality of the SAC.

## Housing and Sustainable Communities

In terms of permanent residential growth, Bunratty has witnessed little in the past decade, emphasising the tourism-orientated nature of the village. A number of small residential developments have been built in recent years, mostly for tourist accommodation purposes. Permanent housing consists of detached dwellings on large plots along approach roads and some farmsteads. This trend is likely to continue, with the focus being on tourism growth. However, the settlement plan for Bunratty has made enough provision for new housing land to meet designated population targets.

Wastewater and water infrastructure constraints are likely to also impact on the quantum of future residential development. New housing layouts and designs should reflect the character of the area, whilst providing high-quality innovative contemporary design. All sites zoned for residential development should incorporate sustainable urban drainage systems and shall include detailed proposals for landscaping/tree retention. Development proposals for housing shall also ensure that provision is made for footpath connection to the village centre.



### R1 Lands at Bunratty West

This site is located in the southwest of the village, adjacent to the cemetery. There are existing dwellings to the northeast and northwest with Bunratty Manor Hotel and the cemetery adjacent to the east. Having regard to the proximity of the site to the cemetery (which includes two Recorded Monuments), any development proposals must be accompanied by a detailed archaeological survey. This site has been identified for permanent housing and shall be developed as a whole. Vehicular access to the site shall be determined at planning application stage. It is an objective to protect the significant archaeological heritage of the laneway running alongside the graveyard. This access alongside the graveyard shall be fully explored in the context of providing pedestrian connectivity from R1 to the core area of the village, subject to any archaeological constraints being fully mitigated. Layout and design of units shall ensure that the residential amenity of existing adjacent houses is protected.

A small proportion of the proposed residential land is within defended Flood Zone A. However, with suitable finished floor levels and consideration of access arrangements, development in this land parcel may be considered.

### LDR1 Lands to the East of Hill Road

These lands have been identified as having the capacity to accommodate low density residential development. The site is elevated and future residential development must be sited and designed to ensure integration into the surrounding landscape and to minimise visual impact.

Mature trees are an attractive feature of the site and, in addition to hedgerow and dry stone wall, form an attractive roadside boundary to the site and contribute to the rural character of the village and Hill Road. The provision of safe vehicular and pedestrian access to the site must be balanced with the retention of these features where possible.

Development proposals must incorporate a connection from Hill Road through to T0U2. The existing lane providing access to the site, which traverses the open space land to the south, may be considered for provision of access subject to improvements and to acceptable traffic safety measures, provided that the integrity of the open space is retained.

## Place Making and Amenity

The 'sense of place' in Bunratty is strong with the recognisable and identifiable focal point and landmark of Bunratty Castle. Specific priorities relate to the improved setting of the Castle. Scheme design is required to combine improvements to design of the road network in the vicinity, with a greater balance between road users and an enhanced setting for the Castle. Improved pedestrian comfort and connectivity is required. The stone bus shelter is a functional and visual asset to Bunratty and a similar shelter serving public transport customers on the opposite side of the road is now required. New uses for the prominent vacant hotel site need to be found. Chapter 16, Volume 1 of this Plan refers.

Traffic management is a key element of place making and public realm enhancement. The following objectives are identified:

- To produce and implement a parking strategy for the Plan period and beyond;
- Provision of traffic calming measures on approach roads to the village, providing clear boundary/gateway definition with the use of highly visible road markings, materials and associated signage. All traffic management and signage measures within the village shall be sensitive to its existing character;
- To provide improved signage for coach/car parking and pedestrian access from the main public road through the village and Bunratty Castle;
- To ensure that the pedestrian network is improved for the village, and to work towards the pedestrianisation of the old Bunratty Bridge;
- To facilitate the provision of a looped village walk subject to the requirements of the Habitats Directive;
- To promote the development of a walkway from Bunratty to Sixmilebridge and Shannon subject to the requirements of the Habitat Directive;
- To promote the formation of a cycleway linking Bunratty to the existing cycleway on the R458;
- To explore the provision of a footpath on the Low Road.



### AG2 Land at Western Boundary

This area of land provides a physical break which acts as a buffer between the village and the adjacent quarry. In any development proposals a buffer zone shall be incorporated along the western boundary of the site adjacent to the Roadstone Quarry.

Any development should have potential to enhance the amenity and connectivity within Bunratty, provided the rural character and sense of space separation between the village and quarry is retained. Residential use is not considered appropriate on this site having regard to the Strategic Flood Risk Assessment in Volume 10c of this Plan.

## Open Space

### OS2 Wooded Area Adjacent to Hotel

This is an area of woodland north of the Shannon Shamrock Hotel. There is an opportunity to maximise the use of this amenity space in conjunction with the future development of the adjacent site. This site contains Native Woodland Habitat. Any future development of this site must ensure the protection of these trees and habitat.

### OS3 Open Space Area East of River

Strip of land adjacent to the river that provides unobstructed views of the castle from the N18. Part of this site is designated as a Special Protection Area, Special Area of Conservation and proposed Natural Heritage Area. This area of land shall remain free from development and retain its natural character.

### OS4 Area of Open Space Adjacent to The Creamery

This developed central area of well-maintained open space consists of public seating and mature trees. It should be maintained and enhanced as a passive public park amenity area for the benefit of the local resident population and visitors. The mature trees located within this zoning should be protected and retained within this land-use zoning.

## Recreation

### REC1 Bunratty FC Grounds

The current recreational use of this site shall be retained.

### REC2 Lands to the North of the Folk Park

These lands have been zoned for the provision of leisure and recreation facilities/amenities in the village. The natural topography of the site and the mature trees shall be integrated into future development proposals for REC2. The lands may be suitable for tourism-based recreation and any such proposals will require integration into an overall masterplan for REC2 and the adjoining tourism zoned lands.

## Community Facilities

### C1 Bunratty Cemetery

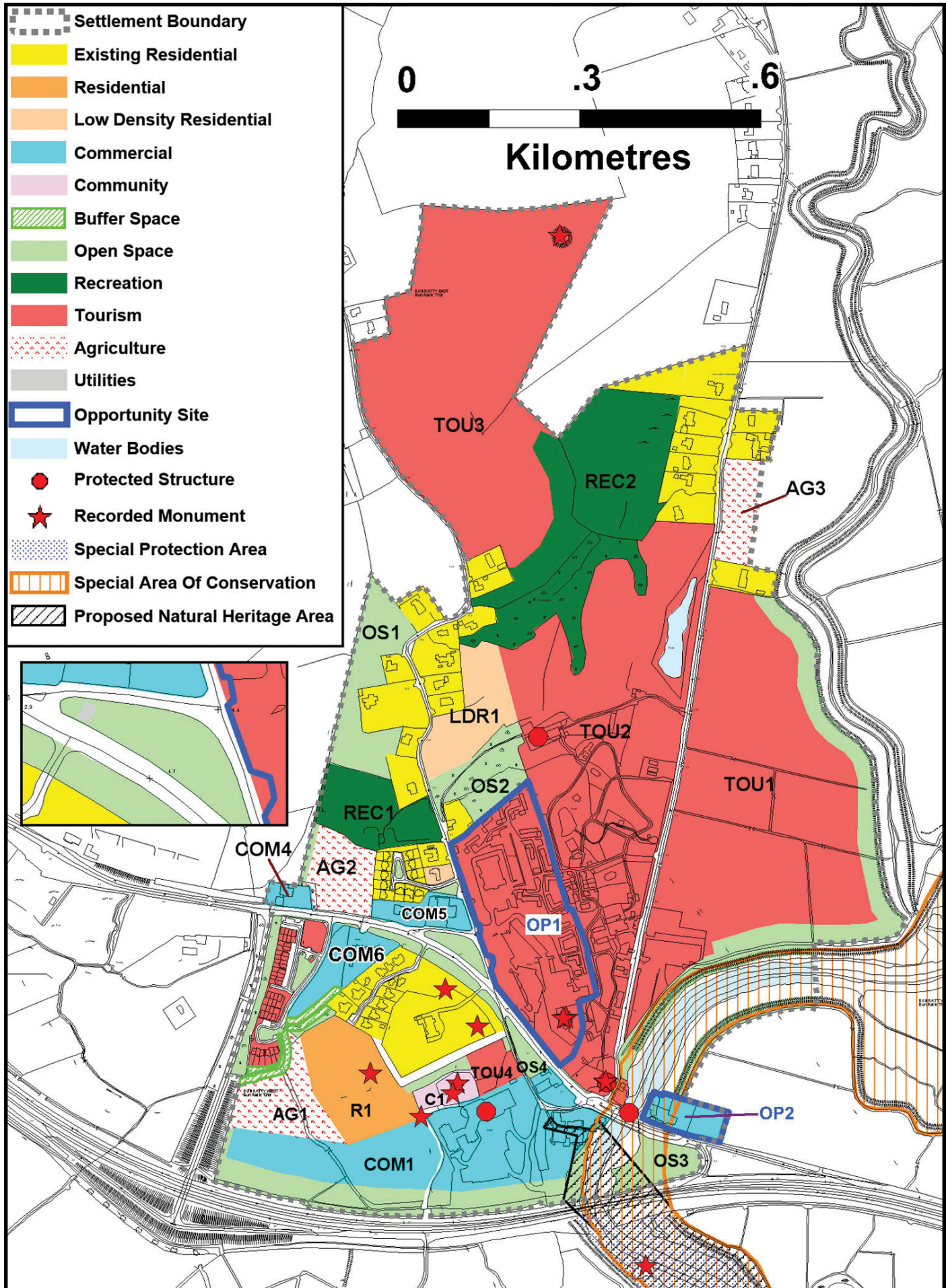
This site refers to the existing village cemetery and additional lands to facilitate its future expansion.

## Flooding and Flood Risk

Refer to the Strategic Flood Risk Assessment in Volume 10c of this Plan in relation to the land-use zoning in Bunratty.







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# Cratloe

## Introduction and Context

Cratloe is a settlement with a unique sylvan landscape setting, located on the rising land between the N18 to the south and the upland wooded areas to the north. The settlement is located approximately 4.8km east of Bunratty and 5.7km north-west of the Clare-Limerick County boundary. The Limerick to Ennis rail line runs through the settlement but the Cratloe station is not in active use.

Although there is evidence of early and continuous settlement in Cratloe, the majority of the settlement form is relatively recent and has a modern, suburban feel, with mainly detached single dwellings on individual plots. The settlement form is linear, with low-density ribbon development spreading out along the approach roads in the direction of Sixmilebridge and the Limerick environs.

Cratloe Forest Park Walk is located north of the village and comprises 700ha of forestry, with car park, picnic site, walking trails and Spraoi sa Choill children's playground. This amenity attracts visitor from Limerick and Clare seeking recreational opportunities.

Local services and facilities in the settlement consist of a small convenience shop, butchers, St. John's Catholic Church (RPS 109) dating from 1791, national school, community hall, GAA grounds and tennis courts. Cratloe has no formal public open space. However, the available access to the adjacent woodlands and associated walking trails, and to a lesser extent private open space within individual properties, is recognised as making an important contribution to quality of life in Cratloe.

Cratloe is served by Shannon/Sixmilebridge Regional Water Supply Scheme. As such, water supply is constrained as per Sixmilebridge, subject to the identification by Irish Water of a method to reduce losses from the supply network and of augmenting the Regional Water Supply Scheme to cater for future demand.

There is no public wastewater treatment plant and this is the primary constraint on further development in the area. Developments in the village are currently serviced by individual septic tanks/treatment systems. The inadequate percolation of effluent wastewater as a result of geological characteristics results in consequent seepage into the aquifer and contamination of the groundwater and a number of watercourses in the area. In the absence of an acceptable solution for dealing with wastewater disposal, to allow further development would exacerbate the existing public health risk and be contrary to the proper planning and sustainable development of the area. The provision of a wastewater treatment system by Irish Water would be subject to the constraints of Irish Water's capital investment programme and new connections policy.

Cratloe is located adjacent to the Lower River Shannon Special Area of Conservation (SAC) and River Shannon and River Fergus Estuaries Special Protection Area (SPA). Future development must ensure there are no adverse effects on the SAC and SPA site integrity, or the integrity of any other European site as a result of the proposed development. Accordingly, objectives in Volume 1 of this Plan relating to European sites and appropriate assessment will apply to any future development proposals in this area.





## General Objectives

- To consolidate the existing settlement form by defining the settlement limits and restricting further ribbon development along the approach roads. This will facilitate the development of infill and backland sites (where the development does not have any pollution implications), and allow the opportunity for traffic safety and on-street environmental improvements;
- To acknowledge the existing constraint posed by the local geological characteristics and the absence of a public wastewater treatment plant, and to restrict further development in the village that would have negative implications for groundwater and/or watercourse pollution.

## Transport Objectives

- To engage in discussions with Iarnród Éireann to secure the future of the rail line through Cratloe and the re-opening of the Cratloe station in order to provide an alternative transport option for travel to Limerick and Ennis;
- To realign the junction of the school road with the R462, so that the school road adjoins the R462 at a right angle, facilitating improved visibility;
- To provide clear and unambiguous carriageway markings, associated signage, directional priorities and footpaths at junctions;
- To provide traffic calming measures on approach roads to the village, providing clear boundary/gateway definition with the use of highly visible road markings, materials and associated signage;
- To implement traffic calming measures on both approaches to the national school in the form of kerb build-outs in order to reduce the width of the carriageway and provide defined drop-off points for the school;
- To explore the provision of a footpath linking the centre of Cratloe to the graveyard.

## Economic Development

The proximity of Cratloe to Shannon and Limerick gives the settlement a unique advantage for employment opportunities within short commuting distance.

Within the settlement, commercial zoning allows for the provision of retail services to serve the locality.

### COM1 Cratloe Crossroads

This site consists of a mix of uses, including a butcher, convenience store, pantry and local business. It is an objective of the Council that this site is enhanced and continues to function as a local neighbourhood centre. Any redevelopment at COM1 needs to consider how the neighbourhood centre addresses the road and the nature and form of boundaries on both sides.

## Housing and Sustainable Communities

The sylvan setting of Cratloe makes it an attractive location to live, close to all the amenities of the immediate area.

The lack of a public sewerage treatment plant, together with the acute issues of groundwater and watercourse pollution, provides a significant constraint on the future development of the village.

In exceptional circumstances, applications for housing development may be considered on infill or backland sites within the village, but only where:

- The development includes the provision of advanced systems for wastewater treatment and disposal;
- It can be demonstrated that no adverse effects will result on the adjacent pNHA, underlying aquifer or any watercourses in the area;
- It is demonstrated that new housing is closely aligned with the provision of adequate local facilities and services, including school capacity/future expansion plans, other essential community facilities and recreational/amenity areas.



Development on lands identified for residential development will be strictly contingent on the provision of appropriate wastewater treatment facilities that can fully demonstrate that there will be no adverse effects on the receiving environment, water courses or adjacent ecological designations. This will be in accordance with relevant EPA standards and requirements to ensure that all future development is sustainable in the long term.

In specific regard to a) above, opportunities should be fully explored between Irish Water and private developers, to ensure that future housing development proposals are capable of facilitating the servicing of the whole settlement and not only the individual development.

Any future proposals for residential development should also incorporate sustainable urban drainage systems and shall include detailed proposals for landscaping/tree retention.

#### **LDR1 Ballymorris and LDR2 Brickhill East**

These large backland sites have potential to be developed for low density housing subject to meeting criteria a) b) and c) above. It must also be ensured that the residential amenity of all existing dwellings is protected and careful consideration shall be given to the means of access in this regard.

In relation to LDR1, development proposals shall be required to demonstrate that they respect the setting of the adjacent church, which is a protected structure (RPS109). LDR1, being located within the designated village centre and proximate to the school, also provides an opportunity to develop a small public park/ children's play area in conjunction with is development for housing.

LDR1 is bounded by the Brickhill East Stream on both sides of the site, which feeds into the Lower River Shannon SAC. Strict control measures will need to be applied to this site to ensure the conservation objectives of the SAC are not significantly effected. Development at this location will need to be sympathetic to the existing single dwellings bordering this site.

#### **LDR3 Ballymorris**

Development proposals on these green field sites located on either side of the local tertiary road shall be contingent on the upgrade of the existing road and realignment of the substandard section of road to the south, as identified on the Cratloe settlement map. To this end, all development proposals shall be accompanied by details in relation to same.

## **Place Making and Amenity**

The historic village of Cratloe is centred on the present crossroads and extends to St. John's Church. This church is a key landmark and, together with the school across the road and the grotto, forms the 'de facto' present day core. Any development in the vicinity of this 'core' must be sensitive to the character of the village, be well-designed and use quality materials. The commercial centre needs to find viable uses. However in the interim, a paint scheme and tree planting along its boundary with the road would improve its appearance. Boundaries within the settlement generally are well defined, but palisade fencing is not a sympathetic edge treatment. Appropriate gateways on the R462 would serve to identify the entry points and to calm traffic on this busy route.

### **Recreation**

It is an objective to promote Cratloe Woods as an amenity for walking and cycling and to improve connectivity with the village.

#### **REC1 GAA Grounds, Clubhouse and Tennis Courts**

This land is to be retained for recreational use.

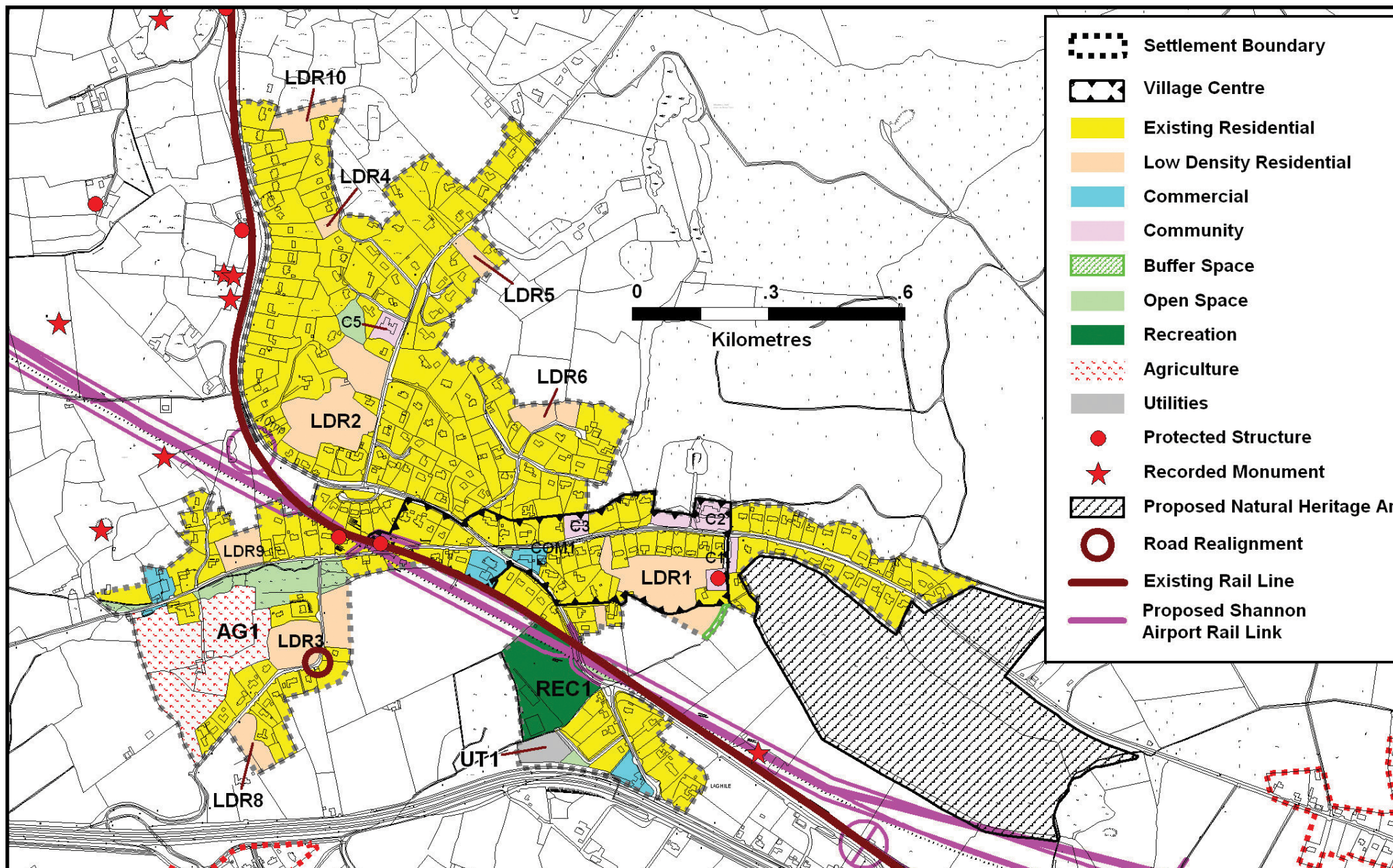
### **Community Facilities**

#### **C2 Cratloe School, Grotto and Associated Grounds**

It is an objective to retain these lands in community use to facilitate any future expansion of the existing school on the site. Any future development proposals shall include details pertaining to the retention/management of the significant woodland resource on the site.

#### **C3 Community Hall**

This is the site of the former school and is currently in use as a community hall. It shall be an objective to retain this site in community use.



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Title:  
**Cratloe Settlement Plan**

Drawn By:  
Padraig McManus

Checked By:  
Helen Quinn

Scale:  
Refer to Scalebar

Date:  
January 2017



# The Parteen Villages

## Introduction and Context

The Parteen villages are located on the Tailrace Canal which stretches over one mile in length and carries water from Ardnacrusha back to the River Shannon north of Limerick city. The villages are all in close proximity to Limerick city and the County boundary. They consist of Ardnacrusha/Parkroe, Athlunkard, Ballycannon North (Meelick) and Parteen.

Athlunkard Bridge, built in 1830, connects Limerick and Killaloe and provides the accessibility that established the role of the Parteen villages within the Limerick community. The villages are made up of a number of centres, all of which have grown considerably in recent years. They have come under considerable residential development pressure from Limerick commuters given their proximity to the north side of the city. However, future development will be constrained for a number of reasons, namely:

- The limitations of the available service infrastructure;
- Poor road infrastructure, which rules out any significant expansion of the villages until such time as the Limerick Northern Distributor Road has been constructed;
- The lack of social infrastructure for these communities.

Ardnacrusha Power Station (RPS311), which opened in July 1929, is located at the centre of the cluster of villages, and was one of the first commercial hydro-electric plants in the world, initially supplying over 90% of the country's electricity. Ardnacrusha was the largest of the camps established to provide accommodation for the construction workers.

Parteen is also noted as a centre for trout and salmon rearing at the fish hatcheries at Parteen Weir.

The population targets for the villages over the Plan period (to 2023) are set out in the Core Strategy in Volume 1, Chapter 2 of this Plan.



## General Objectives – Parteen Villages

- To acknowledge the restrictions imposed by service, road and social infrastructure constraints by consolidating existing settlement form rather than facilitating any major expansion of the Parteen villages;
- To collaborate with Limerick City and County Council and other relevant bodies to facilitate the provision of the Limerick Northern Distributor Road (LNDR) as a matter of priority and to safeguard lands within the Infrastructure Safeguard against encroachment by developments that may compromise the future development of the route;
- To encourage the development of social and community facilities for the benefit of existing and future residents in order to ensure that these villages retain sustainable, vibrant communities;
- To enhance the environmental quality of these villages and introduce appropriate traffic management measures to safeguard environmental and amenity value.

# Ardnacrusha and Parkroe

## Introduction and Context

Ardnacrusha, located on the northern banks of the River Shannon, is synonymous with the hydro-electric power station constructed in 1929 which at that time met 90% of Ireland's energy needs. Since then the village has grown northwards and eastwards to include Parkroe. The defined settlement boundary for Ardnacrusha and Parkroe focuses on capturing the extent of the existing built form. The extent of ribbon development along the Broadford road and three other minor roads has determined the boundary to the north. The western boundary takes in existing built development and the extent of the Ardnacrusha Power Station (RPS311). The southern boundary is defined by the Tailrace Canal while the eastern boundary is defined by existing built development. The village is served by a public water main (Roo West Water Supply via the Roo West Reservoir) with adequate capacity for existing development and the target population. The villages are not served by a public wastewater treatment system.

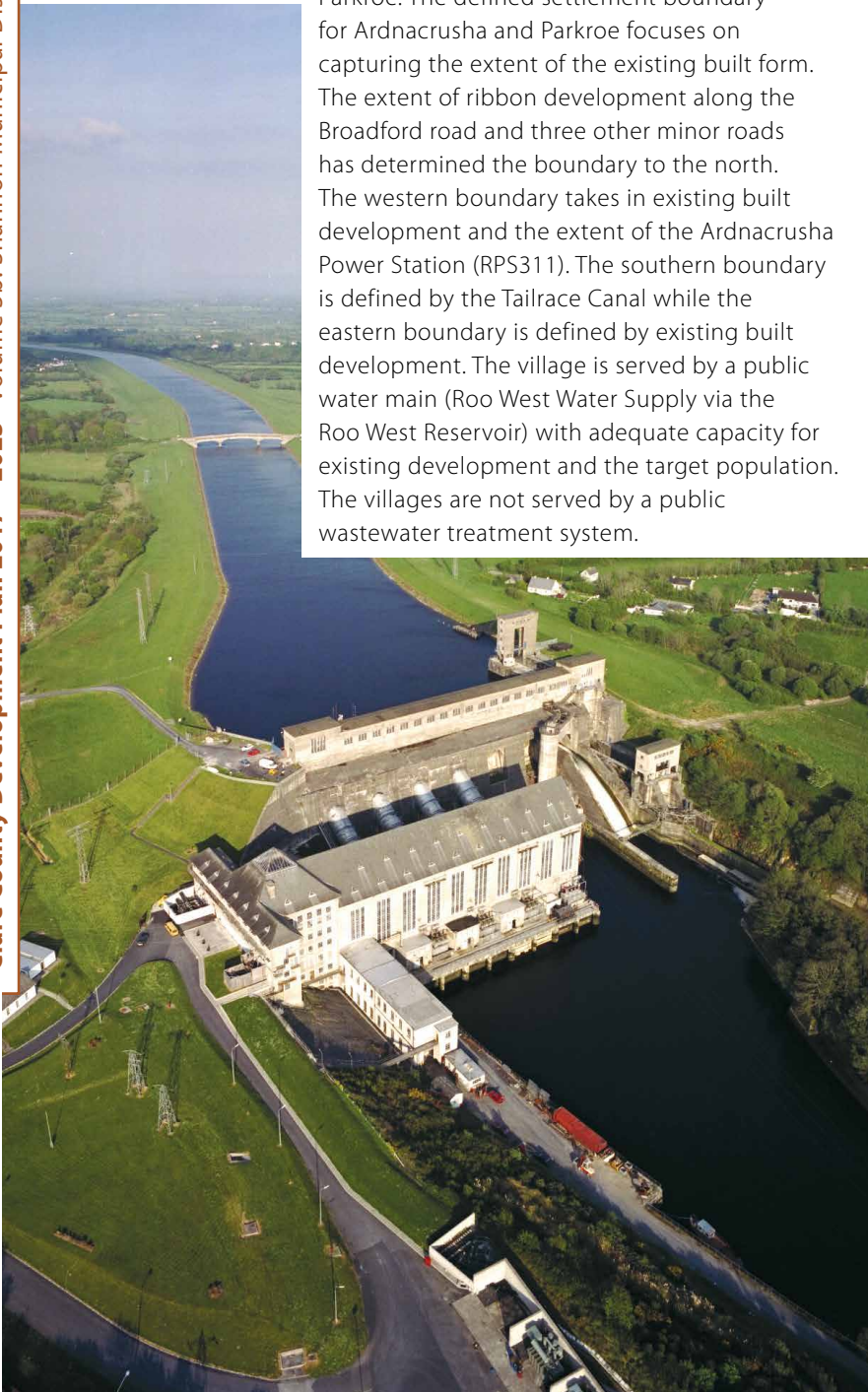
Any changes to existing residential development or any new residential development on identified lands will be strictly contingent on the provision of appropriate wastewater treatment facilities that can fully demonstrate that there will be no adverse effects on the receiving environment, water courses or adjacent ecological designations. This will be in accordance with relevant EPA standards and requirements. CFRAM mapping shows some encroachment onto existing residential development. New development proposals within these areas should be located within Flood Zone C.

Ardnacrusha is predominantly residential and would benefit from the provision of more social, recreational and community facilities to enhance the quality of life of its residents. There is currently no primary school in the settlement with neighbouring Parteen serving a large catchment area including Ardnacrusha. The provision of preschool and health care/medical facilities would significantly enhance quality of life in the village and help to reduce car trips.

Ardnacrusha and Parkroe are located less than 2km upstream of the Lower River Shannon Special Area of Conservation (SAC). Future development must ensure there are no adverse effects on the SAC's site integrity, or the integrity of any other European site as a result of the proposed development. Accordingly, objectives relating to European sites and to appropriate assessment will apply to any future development proposals in this area.

## General Objectives

- To provide for zoning that will facilitate the sustainable growth of the settlement and assist in meeting population targets;
- To ensure that future growth is balanced and sustainable and is relative and appropriate to the scale, size and character of the settlement;
- To explore the possibility of using the old railway that runs alongside the canal as a walking route to enhance connectivity.





## Specific Objectives

- To encourage the development of social and community facilities for the benefit of existing and future residents, so that Ardnacrusha and Parkroe retain sustainable and vibrant communities;
- To improve pedestrian linkages between residential areas, the post office, convenience shop and public house and investigate the feasibility of further improving the footpath network throughout the village;
- To ensure that the provision of new housing is closely aligned with the provision of adequate local facilities and services, including essential educational facilities and recreational/amenity areas.

## Economic Development

The proximity of Ardnacrusha to Shannon and Limerick provides the settlement with a significant advantage with a wide range of employment opportunities within short commuting distance.

### MU1 North of Ardnacrusha Power Station

This site is located on the western side of the settlement, north of the power station. The site is considered to have potential to accommodate an appropriate form of mixed-use development which will aid job retention within County Clare. Any development proposals must be appropriate to the residential nature of the surrounding area and demonstrate that established amenities are protected.

The mixed use lands to the south of LDR2 have been zoned to provide services and amenities for current and future residents of the village. LDR2, REC1 and MU1 shall be developed concurrently.

## Housing and Sustainable Communities

There are a number of established residential developments within the settlement, consisting of defined housing estates and ribbon development along approach roads. As a result of the village's proximity to the County boundary, demand for residential development comes from both locals and Limerick commuters.

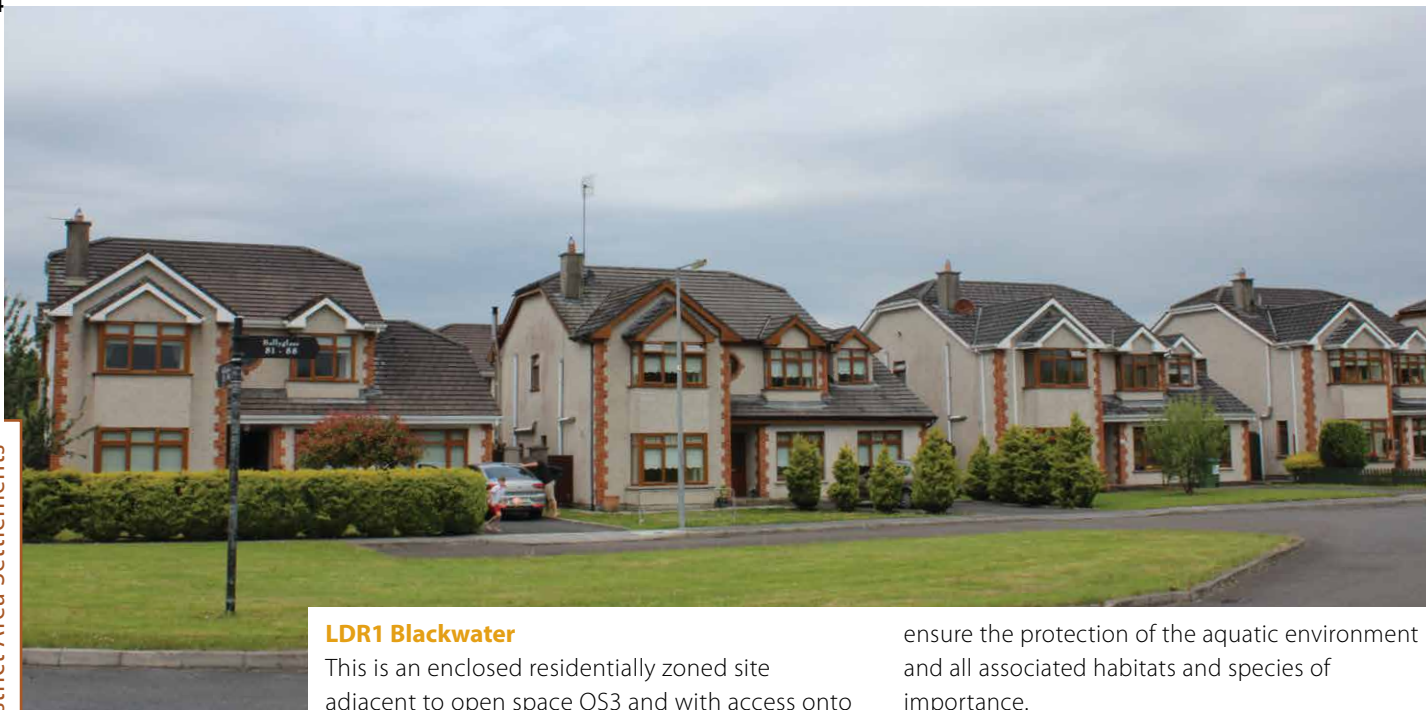
The constraints identified above will impact on any future development which is strictly contingent on achieving a satisfactory resolution to these matters – namely road capacity, service infrastructure capacity and the provision of community facilities.

Sites zoned for residential development are to accommodate low density schemes, consisting of well laid out units with generous private open space and a high overall standard of design, materials and finishes. The potential exists to develop serviced sites that will attract some of the urban development pressure from Limerick and offset the demand for one-off builds in the surrounding open countryside.

Any changes to existing residential development or any new residential development on identified lands will be strictly contingent on the provision of appropriate wastewater treatment facilities that can fully demonstrate that there will be no adverse effects on the receiving environment, water courses or adjacent ecological designations. This will be in accordance with relevant EPA standards and requirements.

The capacity of the existing treatment plant for Parkroe will be one factor in the assessment of future development proposals. In relation to Ardnacrusha, with respect to the future provision of any advanced systems for wastewater treatment and disposal, opportunities should be fully exploited between Irish Water and private developers, so that future housing development proposals are capable of facilitating the servicing of not only the individual development, but of the wider area, including other residentially zoned lands.

All sites zoned for residential development should incorporate sustainable urban drainage systems and shall include detailed proposals for landscaping/tree retention. Development proposals for housing shall also ensure that provision is made for footpath connection to the core area of the village.



### LDR1 Blackwater

This is an enclosed residentially zoned site adjacent to open space OS3 and with access onto the Ardnacrusha Road. It is well located, with an open space area to the rear and community zoned lands across the road. An internal footpath shall be created to ensure connection of LDR1 with OS3. As the site is surrounded on three sides by existing dwellings, development proposals shall ensure the preservation of all established amenities. A boundary of mixed broadleaved woodland divides the site in two and shall be retained and incorporated into any future site layouts. Development of this site shall be contingent on the provision of a safe vehicular access along the road frontage to the satisfaction of the Council's road section. Given the location of this site adjacent to an area of open space and incorporating Wet Grassland and Mixed Broadleaved Woodland, together with being identified as an area of high bat landscape, any proposal for future development must be preceded by an ecological assessment of the site.

### LDR2 Drummin

This flat site is located on the western boundary of the village and lies north of Ardnacrusha Power Station (RPS311). Lands to the south are zoned Mixed Use (MU1) and lands to the north are zoned Recreation (REC1). The site is considered suitable, in principle, for a low density scheme of houses. Existing trees on the western boundary shall be retained and a tree survey of the entire site submitted with any planning application. The residential amenity of the dwellings fronting onto the public road should be preserved and to this end, consideration should be given to accommodating public open space requirements in this area. This site also contains Wet Grassland Habitat and is adjacent to the North Ballycannon River. Any development on this site will need to

ensure the protection of the aquatic environment and all associated habitats and species of importance.

The mixed use lands to the south of LDR2 have been zoned to provide services and amenities for current and future residents of the village. LDR2, REC1 and MU1 shall be developed concurrently.

### LDR3 Lakyle North

This site, as for LDR1 and LDR2 above, is considered suitable to accommodate a low-density type of development. Consideration should be given to linking new open space areas within the scheme with existing adjacent open space areas to encourage increased pedestrian movement within the settlement. As the entire settlement, including this site, is located within an area of high bat landscape, the existing hedgerows should be retained as part of any future development in order to maintain foraging and commuting routes for all bat species.

### LDR4 Springhill

There are existing permissions on part of this site. The development has been partly constructed, with three dwellings built adjacent to and south of the site entrance.

## Place Making and Amenity

This dispersed settlement, in spite of its sizeable population, lacks visible landmarks. The main node, Barry's shop, is effectively a gateway into the largest part of the settlement. It is desirable that all of its boundary fences are of good quality and effectively screen the storage yard areas. This is a logical area for additional community facilities to serve the wider settlement and any such developments will



need to be well-designed with defined, quality spaces and edges. The hydro-electric dam at Ardnacrusha is a nationally recognised icon of Ireland's development and opportunities to raise its profile and visibility within the settlement need to be explored. Further along the R465, the road edge to the pub and funeral parlour would benefit from a substantial line of trees to define the road edge. The bridge over the headrace is effectively the gateway into Ardnacrusha/Parkroe and accordingly it needs a simple but appropriate scheme for enhancement.

## Open Space

### OS1 ESB lands

These lands adjoin the Headrace and Tailrace Canal in the village and are in the ownership of the ESB. The zoning of the lands as Open Space does not imply that public access to the lands is permitted. These lands are reserved for ESB operations and to provide a safety buffer along the periphery of the watercourses.

### OS2 Blackwater Valley Woodlands

This woodland area shall be maintained and protected in current use. These lands contain a mixture of mature trees and woodland. Attention must be given to the retention and preservation of these mature trees which facilitate an abundance of habitats and species and contribute to the overall visual amenity of the area.

### OS3 Future Public Park

This site is centrally located and within easy walking distance of many established and future residential areas, lending itself to the future development of a public park/amenity facility for the benefit of the local community. Future residential developments within the village shall make financial contributions towards the provision of this facility. Any proposal for future development must be accompanied by an ecological assessment of the site.

### OS4 Woodland West of the Power Station

This woodland area shall be maintained and protected in its current use. These lands contain a mixture of mature trees and woodland. Attention must be given to the retention and preservation of these mature trees which facilitate an abundance of habitats and species and contribute to the overall visual amenity of the area.

## Recreation

### REC1 Drummin

This site is located at the western side of the village and is considered suitable in principle for the provision of a recreational facility to serve the surrounding resident population. Access to the site shall be taken from the adjacent low-density residential site LDR2. The development of this site for recreational purposes would also benefit the workforce at Ardnacrusha Power Station and any future development on mixed use zoning MU1. REC1 contains Wet Grassland and mature hedgerows. Any future development at this location should be accompanied by a flood risk assessment together with the proposals for retention of the existing hedgerow. In addition, the potential impacts on the water quality of the North Ballycannon River at this location should be assessed. LDR2, REC1 and MU1 shall be developed concurrently.

## Community Facilities

### C1 Former GAA Training Grounds

This land is well located within the village and should be developed as a community facility to support the local resident population. The option of using/enhancing the existing access to the adjacent shop shall be fully explored in relation to affording access from the R463 to the subject site.

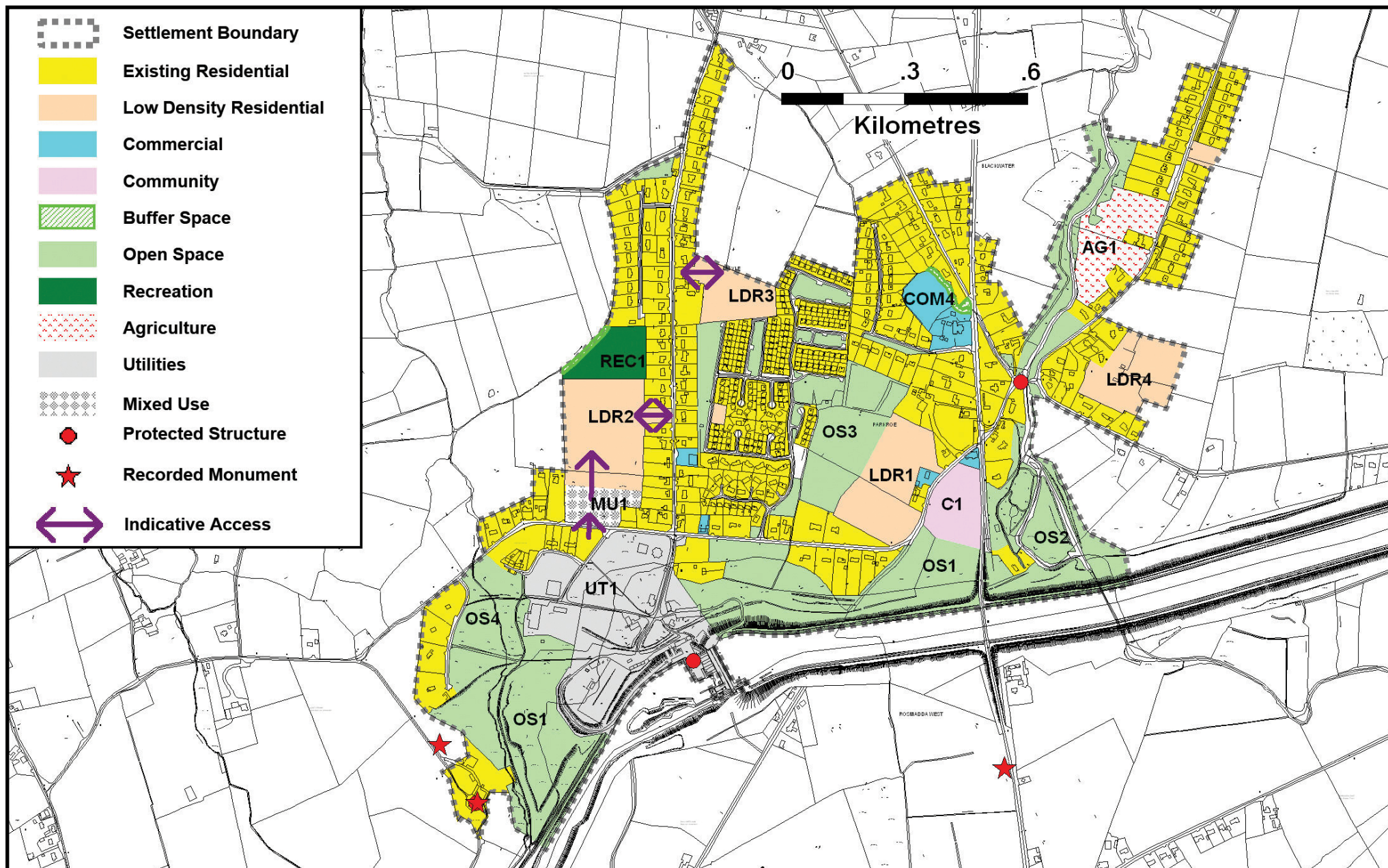
## Utilities

### UT1 Ardnacrusha Power Station (RPS311)

The lands surrounding the power station are zoned for operational uses. Areas of adjoining OS1 also contain infrastructure associated with the plant and can be used for operational purposes. In the event that the canal-side walkways and areas of environmental quality are undermined/damaged through the on-going operation of the power station, the Council shall require appropriate measures to be undertaken to restore the relevant area to its original state and mitigate against future adverse environmental effects.

## Flooding and Flood Risk

The Strategic Flood Risk Assessment in Volume 10c of this Plan makes recommendations in relation to existing residential lands and proposed residential lands.



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Drawn By:  
Padraig McManus

Checked By:  
Helen Quinn

Scale:  
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Date:  
January 2017



# Athlunkard

## Introduction and Context

As for all the Parteen villages, the defined settlement boundary for Athlunkard focuses on capturing the extent of the existing built form. The River Shannon marks the southern and western boundaries of the settlement. To the northwest, the boundary is defined by the L-3060 local road and encompasses a line of ribbon development to the north. To the east, the boundary follows the line of the existing Westbury housing development.

The village is served by a public water main (Limerick city) and is connected to the Limerick Main Drainage public wastewater treatment system which has sufficient capacity to cater for the target populations.

Athlunkard's proximity to Limerick city has resulted in it having a predominantly suburban character. The layout of numerous housing estates presents challenges for wayfinding and placemaking. In addition to a well defined neighbourhood centre, Athlunkard is also served by a church and nursing home in Westbury.

Athlunkard adjoins the Lower River Shannon Special Area of Conservation (SAC), with the River Shannon and River Fergus Estuaries Special

Protection Area (SPA) located downstream of the settlement. Future development must ensure there are no adverse effects on the SAC and SPA site integrity, or the integrity of any other European site as a result of the proposed development. Accordingly, objectives set out relating to European sites and to appropriate assessment will apply to any future development proposals in this area.

## General Objectives

- To consolidate existing residential areas in the settlement;
- To secure the development of additional social infrastructure to serve the large community in the Athlunkard area.

## Specific Objectives

- To ensure the satisfactory completion of existing residential developments in the area;
- To support the development of additional recreational and communities facilities to serve the community in Athlunkard;
- To support public realm improvements throughout the settlement to enhance 'pride of place' and improve wayfinding and legibility in the larger residential areas.



## Economic Development

The proximity of Ardnacrusha to Limerick city provides the settlement with a significant advantage for employment opportunities within short commuting distance. There are three existing commercial sites within the settlement:

### COM1 Furniture Manufacturing

### COM2 Fuel Filling Station and Forecourt Shop

### COM3 Commercial Centre

This site consists of a mix of uses, including a supermarket, petrol filling station and shop, public house, butchers, community crèche and car park. There is potential for further expansion of this neighbourhood centre to the north and proposed future development uses shall complement those already in place and shall ensure that adjacent residential amenities are protected. The provision of educational facilities and medical facilities would reduce the necessity to travel to Limerick city.

### MU1 Adjacent to Commercial Centre

This zoning is to facilitate the provision of additional amenities which would contribute to the quality of life and sustainability of the area.

## Housing and Sustainable Communities

The village contains two large housing estates, Shannon Banks and Westbury, which are divided by the R463 regional road that bisects the settlement. As with the other Parteen villages, demand for residential development has come from both locals and Limerick commuters.

The constraints identified for the Parteen villages may impact on the achievement of the population targets and future development is strictly contingent on achieving a satisfactory resolution to these issues. In particular, there are capacity issues along the R463 due to high traffic volumes at peak times and this is exacerbated by the bottleneck at Athlunkard Bridge.

All sites zoned for residential development should incorporate sustainable urban drainage systems and shall include detailed proposals for landscaping/tree retention. Development proposals for housing shall also ensure the preservation of existing adjoining residential amenities and ensure a high overall standard of design, materials and finishes.

### R1 Riverside Site

This is a residential site opening onto the R463, with some river frontage along the southern boundary. Housing along the southern boundary shall be orientated to face onto the river.

The R1 lands shall be developed in their entirety. Any development proposals on this site will be required to undertake screening for appropriate assessment and an appropriate buffer zone (minimum 30m) shall be maintained to protect the SAC. The proposals must incorporate a habitat and species survey as part of an ecological impact assessment which will inform any environmental assessment.

Access shall be directly onto the R463. Development contributions shall be sought towards the upgrade of the junction with the R463 as indicated on the Settlement Plan map, possibly including the provision of a roundabout. The development of R1 shall also be contingent on demonstrating that the additional traffic volumes that will be generated can be satisfactorily accommodated on the existing network in the absence of the Limerick Northern Distributor Road.

## Place Making and Amenity

This is an area which combines relatively high density housing areas with green riverside amenity areas. There is a similarity of character within the housing schemes which can create difficulties for wayfinding. One way of addressing this would be to line the main through-roads with a single or double row of trees to distinguish it from the secondary access roads. In addition, the introduction of distinctive landmarks, together with appropriate signage at junctions will assist wayfinding. This work needs to be planned as an overall scheme, rather than in a piecemeal manner, taking due account of the hierarchy of junctions.



## Transport

The following transport objectives are identified for Athlunkard:

- To provide clear and unambiguous carriageway markings, lighting, footpaths and associated signage at junctions within the village indicating directional priorities for traffic;
- Subject to resources, to upgrade the junctions indicated on the settlement plan for Athlunkard, in order to safely accommodate existing and future development and associated traffic flows;
- To ensure that the existing networks of footpaths and public lighting are extended in line with all future developments.

An annual review programme shall be undertaken by the Council, which shall assess the existing situation, the impact of any new development and the above transport policies on the local road network. If necessary, measures shall be taken and improvements made to Larkin's Cross.

## Community Facilities

### C1 Westbury Church and Nursing Home

This site shall be retained in community use.

### Open Space

#### OS1 Riverside Walkways

OS1 is located within Flood Zone A/B and therefore only water compatible uses should be allowed on this land in line with the SFRA.

The open space should be maintained and enhanced. The Council will work with all relevant agencies and land owners to facilitate the provision of a riverside walkway on OS1 which could link to a wider recreational route network.

#### OS2 Open Spaces within Established Residential Areas

This land is to be retained for amenity use and enhanced where necessary.

#### OS3 New Open Space

New open space to serve the surrounding residential areas.



## Recreation

### REC1 Grounds of St. Nicholas GAA

This land is to be retained in existing sporting/leisure use.

### REC2 Lands adjacent to R1

This is a new recreation area to serve the neighbourhood. Connectivity to REC1 and to the walkway on OS1 is desirable and is to be explored during the lifetime of the plan.

## Flooding and Flood Risk

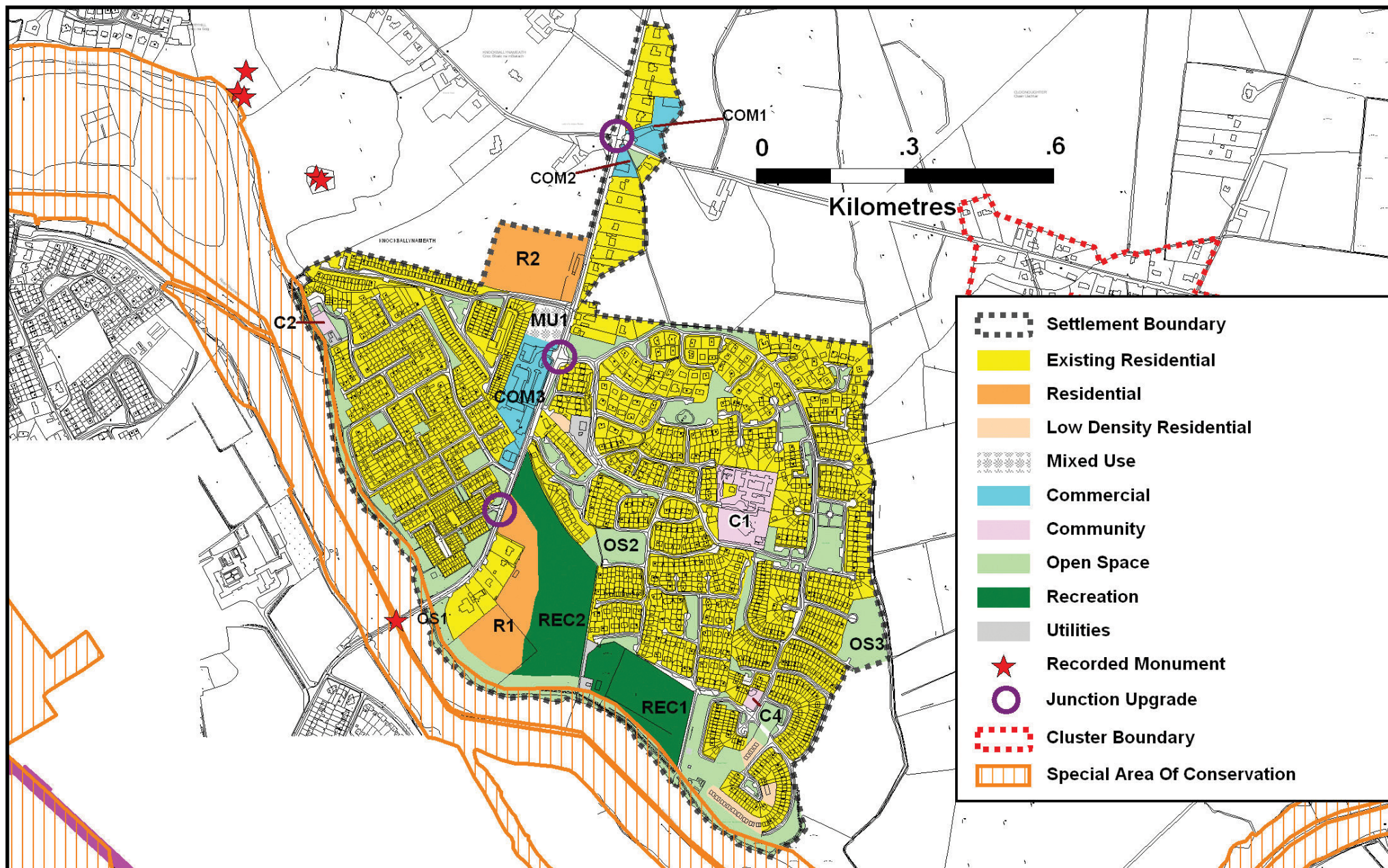
The Strategic Flood Risk Assessment (SFRA) in Volume 10c of this Plan makes the following recommendations in relation to the zonings set out below:

### Proposed Residential

The SFRA recommends that no new (major) development within Flood Zone A or B should occur until the findings of the CFRAM have been reviewed, and flood management actions implemented (if appropriate). See the SFRA in Volume 10c of this Plan.

### Existing Residential Land

Changes of use and small extensions may be permitted, provided the number of people within the floodplain and quantum of risk does not increase (i.e. residential to nursing home would not be permitted). See SFRA in Volume 10c of this Plan.



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January 2017



# Ballycannon North

(Meelick)

## Introduction and Context

The defined settlement boundary for Ballycannon North focuses on the extent of the existing built form. The settlement has a linear form that has developed with deep plots to the south of the main street frontage. To the west, the village stretches as far as the existing village shop and to the north, the boundary follows backland plots, terminating at the village cemetery. The eastern boundary is defined by new residential development and a stream. The eastern approach to the village is well defined by a mature line of tree, which are designated Trees for Preservation.

Ballycannon North adjoins the Lower River Shannon Special Area of Conservation (SAC). Future development must ensure there are no adverse effects on the SAC's site integrity, or the integrity of any other European site as a result of the proposed development. Accordingly, objectives relating to European sites and appropriate assessment will apply to any future development proposals in this area.

The village is served by a public water main (Regional Water Supply Knockalisheen West reservoir). There is an existing wastewater treatment plant at Ballycannon Heights in the centre of the village. This plant only serves the housing estate built by the Rural Resource Development Ltd. However, this plant is in poor condition and Irish Water is investigating the feasibility of connecting into the Limerick Main Drainage scheme at Bunlickey Wastewater Treatment Plant which has the capacity to cater for the target population increase in Ballycannon North in addition to that from Ballycannon Heights.

## General Objectives

- To consolidate the existing residential development in the area;
- To support the expansion of existing, and the development of new community facilities and amenities in the village;
- To support the provision of enhanced services in the village to meet the needs of the local population e.g. sports facilities;
- To achieve greater connectivity between the village, the church and primary school serving the area at Ballycannon North.

## Economic Development

The proximity of Ballycannon North to Shannon and Limerick provides advantages for employment, social and educational opportunities within short commuting distance.

## Housing and Sustainable Communities

The proximity of Ballycannon North to Shannon and Limerick makes this an attractive place for those wishing to live in a village but close to all the amenities a city can offer. The village contains two housing estates on the southern side of the road, with the developments to the north of the road being of a lower density.

The deficiency identified in relation to sewerage infrastructure will impact on the achievement of the assigned population targets and future development will therefore be contingent on achieving a satisfactory resolution to same.



Sites zoned for residential development are to accommodate schemes of a density appropriate to the established area, consisting of well laid out units and a high overall standard of design, materials and finishes. Future residential development is strictly contingent on achieving a satisfactory resolution to issues of road capacity, service infrastructure capacity and the provision of community facilities.

Development on identified lands will be strictly contingent on the provision of appropriate wastewater treatment facilities that can fully demonstrate that there will be no adverse effects on the receiving environment, water courses or adjacent ecological designations. This will be in accordance with relevant EPA standards and requirements to ensure that all future development is sustainable in the long term.

Any changes to existing residential development or any new residential development within the settlement will be required to be screened for appropriate assessment. All sites zoned for residential development should incorporate sustainable urban drainage systems and shall include detailed proposals for landscaping/tree retention. Development proposals for housing shall also ensure the preservation of existing adjoining residential amenities.

#### **LDR1 Village Centre**

The central location of this site affords the opportunity for a high quality low density residential development that will contribute to the existing village character and enhance the village streetscape. A footpath shall be provided along the entire road frontage. The layout of units shall also enable future residents to avail of the adjoining open space amenity area at OS2. Due to its location adjacent to the SAC, all development proposals shall be required to be screened for appropriate assessment and an appropriate buffer maintained to the SAC.

#### **LDR2 Northeast End of the Village**

This sloping site includes Trees for Preservation at the road boundary, which must be protected. A footpath shall be constructed along the road frontage, linking with the adjacent footpath network. Stone from the existing derelict building shall be recycled on site and used for the erection of stonewall boundaries within the development. Due to its location adjacent to the SAC, all development proposals shall be required to undertake screening for appropriate assessment. Mature trees along the southern site boundary shall be retained, with an appropriate buffer maintained to the SAC. Existing

trees on the western boundary shall be retained and a tree survey of the entire site submitted with any planning application. The residential amenities of the dwellings fronting onto the public road should be preserved and, to this end, consideration should be given to accommodating public open space requirements in this area. This site also contains Wet Grassland Habitat and is adjacent to the North Ballycannon River. Any development on this site will need to ensure the protection of the aquatic environment and all associated habitats and species of importance.

#### **LDR3 North of the Village**

This is a sloping greenfield site located to the rear of the existing Elmwood development in the village and extending east as far as the cemetery. It is suitable in principle for a low density scheme of units, complementing the existing form and layout of Elmwood. Access shall be taken onto the existing estate road, with potential to serve the eastern portion of the site through either the existing Elmwood estate or the graveyard access road, subject to upgrade. Development proposals shall ensure the preservation of all established residential amenity along the southern site boundary by the provision of an appropriate buffer, e.g. tree planting, extensive back gardens etc. Proposals shall also include a tree retention/management plan to ensure the preservation of the existing mature trees on site.

#### **LDR4 West End of the Village**

This is a large, flat greenfield site located at the western end of the village adjacent to the existing Meelick Tavern public house. Development at the road frontage of this site will assist in defining the approach to the village on this side. Layout, design and finishes must be of the highest standard and appropriate to the established village character. The amenity of existing dwellings along the western boundary shall be protected. Access to the site shall be west of the Meelick Tavern – the road frontage to the east shall not be used for vehicular access but pedestrian access may be considered suitable subject to residential amenity. Footpath connection to the existing shop shall be provided at the developer's expense.

The eastern portion of LDR4 has the potential to accommodate only a very small number of dwelling units, subject to resolving issues of access, elevated site levels and protection of established residential amenities. Development proposals shall also take cognisance of the existing mature trees and hedgerow network on the site.





### LDR6 West of Shop and REC2

Proposals for the development of this site shall be accompanied by a masterplan for the overall development of the site to include for the following:

- Proposals for a new road alignment, which must satisfy traffic safety considerations and evaluations and shall be provided by the developer as part of the development of the land;
- A mix of housing types shall be incorporated with high quality open space areas provided;
- Proposals shall include for the provision of a children's playground which shall be delivered by the developer as part of the initial stage of development for this site;
- Detailed proposals for the disposal of foul water for the overall site area, ensuring that there will be no negative impact on the water quality in the area;
- A Construction Environmental Management Plan (CEMP) detailing how surface water run-off, especially in relation to release of silt and other pollutants will be controlled during construction (and incorporating key principles of SUDS).

Site layout and design will need to reflect the principles of Sustainable Residential Development in Urban Areas with regard to layout and formation of quality public realm.

## Transportation

The following transport objectives are identified for Ballycannon North:

- Traffic calming measures shall be employed on both approaches to the village to provide clear boundary/gateway definition;
- The Council shall provide clear and unambiguous carriageway markings, lighting, footpaths and associated signage at junctions within the village indicating directional priorities for traffic;

- To seek to improve pedestrian, cycle and vehicular connections between Ballycannon North and the LNDR when constructed;
- To improve access to the graveyard.

An annual review programme shall be undertaken by the Council which shall assess the existing situation, the impact of any new development and the above transport policies on the local road network. If necessary, measures shall be taken which may include traffic light signals at the main road junction to the west.

## Place Making and Amenity

This is an extended settlement which is currently without significant landmarks or features. While the approach from the northeast has an attractive tree lined transition area, the approach from the southwest has no gateway features. OS2 is a pleasant open space serving Ballycannon Heights which could present a more open face to the main road thus enhancing the public realm. The settlement generally would benefit from better definition at the road edges.

### Open Space

#### OS1 and OS2 Open Space Areas

These are open space areas within established residential areas, the objective of which is to retain and enhance where necessary.

### Recreation

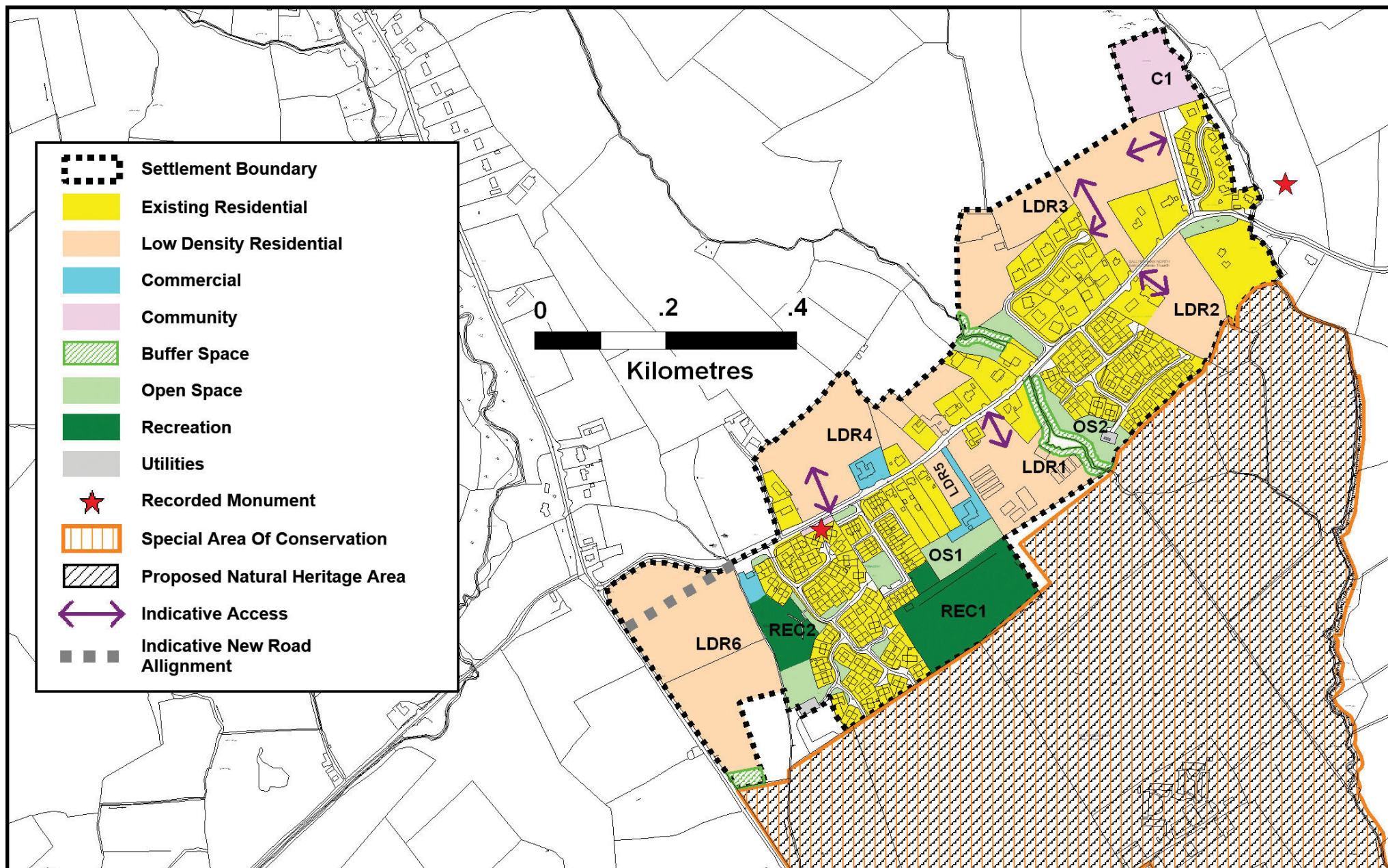
REC1 and REC2 are to be retained for recreation purposes

### Community Facilities

#### C1 Cemetery

To be retained in community use and provision made for appropriate expansion if required.





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Helen Quinn

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January 2017



# Parteen

## Introduction and Context

Parteen is defined by the River Shannon and associated SAC to the south, canal to the west and built development to the east and north. A number of roads converge at the village and there are considerable volumes of traffic on the local road network. This is exacerbated by on-street parking, delivery vehicles unloading on the R464 and general HGV traffic, causing bottlenecks and congestion. Parteen is served by the Limerick City Public Water Supply which has adequate capacity to cater for the target population. The village is connected to the Limerick Main Drainage Sewerage Scheme which has adequate capacity to serve the target population in the village.

Parteen adjoins the Lower River Shannon Special Area of Conservation (SAC) with the River Shannon and River Fergus Estuaries Special Protection Area (SPA) located downstream of the settlement. Future development must ensure there are no adverse effects on the SACs and SPAs site integrity, or the integrity of any other European site as a result of the proposed development. Accordingly, objectives set out relating to European sites and to appropriate assessment will apply to any future development proposals in this area.

## General Objectives

- To consolidate the existing residential development in the area;
- To support the expansion of existing, and the development of new community facilities and amenities in the village;
- To support the provision of enhanced services in the village to meet the need of the local population e.g. village shop, sports facilities etc;
- To ensure the on-going maintenance and expansion where necessary of infrastructure in the town such as footpaths and public lighting.

## Economic Development

The proximity of Parteen to Limerick provides advantages for employment, social and educational opportunities within short commuting distance. In order to promote economic development within the settlement the following sites are identified:

### Commercial

#### COM1 Dairygold Cooperative Society

The current business operations of the Dairygold Cooperative Society provide a valuable service to both local residents and the wider rural community. Additional lands have been designated solely to accommodate any appropriate future expansion of the existing business on the site.



**MU1 National School**

This zoning will facilitate the redevelopment of these lands in the event that the school chooses to relocate during the lifetime of this Plan but will not in any way inhibit the continued use and/or the upgrade of the schools, subject to normal planning requirements.

## Housing and Sustainable Communities

Parteen offers a high quality environment for those wishing to live in an attractive village located a short distance from the employment hubs of Limerick city and Shannon and the University of Limerick.

There are a number of established residential developments within the settlement, consisting of defined housing estates and ribbon development along approach roads. As a result of the village's proximity to the County boundary, demand for residential development comes from both locals and Limerick commuters.

The lands zoned for residential development have taken account of the population targets and aim to consolidate the existing built fabric. However, there are constraints that will impact on the achievement of these targets. Future development is strictly contingent on achieving a satisfactory resolution to these matters, namely road capacity, service infrastructure capacity and the provision of community facilities.

Schemes for residential development will be assessed having regard to the above, but in any event will be of appropriate density, consisting of well laid out units with generous private open space and a high overall standard of design, materials and finishes. The potential exists to develop serviced sites that will attract some of the urban development pressure from Limerick and offset the demand for rural builds in the surrounding open countryside.

All sites zoned for residential development should incorporate sustainable urban drainage systems and shall include detailed proposals for landscaping/tree retention. Development proposals for housing shall also ensure that provision is made for footpath connection to the core area of the village. Development contributions will be sought in connection with proposed junction upgrades/traffic calming measures at the locations shown on the settlement map.

**LDR1 Adjacent to Pitch and Putt**

This central infill site adjoins the existing pitch and putt course. Development of this site will assist in consolidating the urban form. The existing mature tree-line adjoining the pitch and putt course shall be retained.

Access shall be taken at the point shown by the indicative access arrow on the Parteen settlement map. Careful consideration of the access arrangements is required as a result of nearby bends in the road in both directions. A footpath shall be provided inside the existing front boundary wall to preserve the existing planted amenity area on the roadside. This footpath shall link with a future pedestrian crossing which will provide safe connectivity with C1 (development contributions will be sought from residential developments in the village towards the provision of same).

**LDR2 South of Fielbrook**

This backland site is accessed via the existing cul-de-sac and provides the opportunity to extend this existing development to the south. The site is surrounded by residential development on three sides and any proposals must ensure that the amenities of these properties are protected. Development of this site shall be contingent on the provision of satisfactory access arrangements from the existing cul-de-sac and proposals for development shall also include detailed drainage plans taking account of the presence of watercourses in the area.

**LDR3 North of Pitch and Putt**

This gently sloping site is located at the northern end of the village and is bounded by the public road to the east and a private access lane to the north. The site, located in close proximity to the village centre, is considered suitable in principle for a low density scheme of houses, consolidating the existing urban form on the opposite side of the road.

**LDR4 East of the Co-op**

This site is located adjacent to and east of the existing Co-op store. Access to the site should be taken in the vicinity of the entrance to Firhill Estate. The orientation and design of units on the site, together with the treatment of the eastern site boundary shall take cognisance of the fact that this is a prominent site at the eastern approach to the village.



## Place Making and Amenity

The historic core of Parteen centres on the present crossroads in the village. This area would benefit from better definition between the public open space of the roads and the car park beside the pub. The junction itself is very wide and the redesign of the junction to cater for a balance of users would enhance the sense of place and make for easier wayfinding. Undergrounding of wires and suitable new lamp standards should be part of any such work. It will be necessary to revisit Parteen after the completion of the LNDR to establish how best to enhance the village in the light of new circulation patterns. See also Other Transportation Objectives below.

## Transportation

The following transportation objectives are set out for Parteen:

### T1 Limerick Northern Distributor Road

The Council shall facilitate the development of the Limerick Northern Distributor Road, (LNDR) within the Infrastructure Safeguard shown on the Parteen Settlement Plan. Lands within this corridor shall be safeguarded from further development that may compromise the future development of the Limerick Northern Distributor Road.

The design of the proposed Limerick Northern Distributor Road, as it intersects the R464 in Parteen, shall provide for safe and adequate means of pedestrian and vehicular access and connectivity east and westwards within Parteen and across the route at this point.

Measures shall be incorporated at project development stage to ensure that appropriate visual, noise screening and landscaping of sensitive areas are integrated as part of the delivery of the route. Severance and access issues shall be mitigated by the provision of appropriate measures which will incorporate safe passage for cyclists, pedestrians and vehicular traffic.

## Other Transportation Objectives

- Subject to resources, to upgrade the junctions indicated on the settlement plan for Parteen, in order to safely accommodate existing and future development and associated traffic flows;
- The Council shall ensure that the existing bridge warning signs on approach to the village from Limerick are kept clear and unobstructed and will consider additional placement of warning signs and associated road markings on the same approach road;
- To review access issues to Parteen from the Long Pavement side;
- To improve accessibility on the school road;
- To review traffic flows, the operation of the main junction and parking provision at the centre of Parteen, following completion of the LNDR in conjunction with objectives set out in Placemaking and Amenity.

Consideration shall be given to implementing traffic and parking controls on the R464, with clear demarcation of on-street parking layout and loading/delivery bays, provision of traffic calming measures on approach roads to the village, providing clear boundary/gateway definition with the use of highly visible road markings, materials and associated signage. This work is to be done having regard to the Place Making and Amenity considerations set out above.

## Recreation

### REC1 Pitch and Putt Grounds

This land is to be retained in recreational usage.

### REC2 Play Area

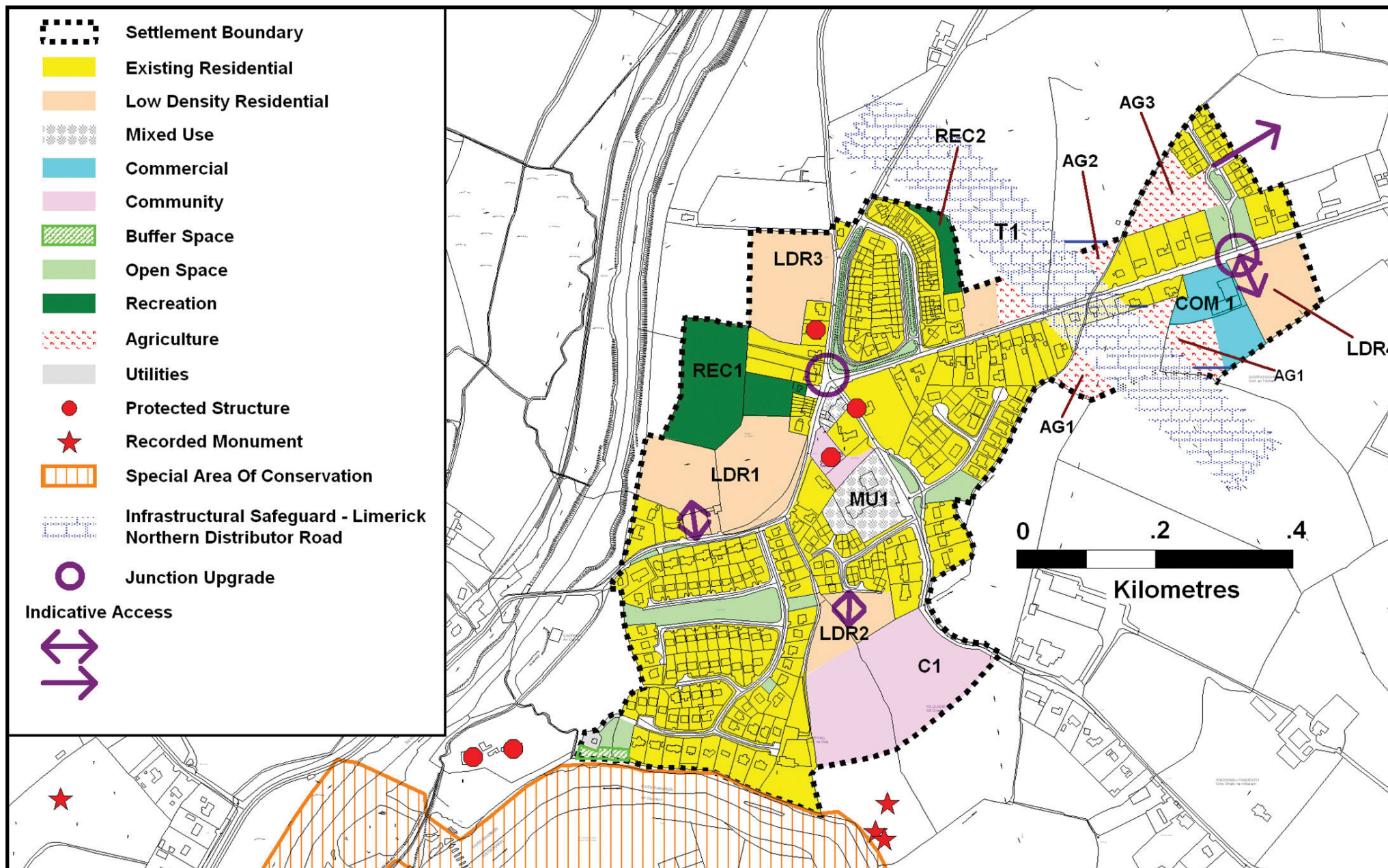
This area consists of a basketball court and children's playing pitch. It shall be retained in its current community/recreational use to serve the surrounding community.

## Community Facilities

### C1 South of LDR2

This site is zoned community to facilitate any future expansion of the school. The site may also accommodate additional community facilities.





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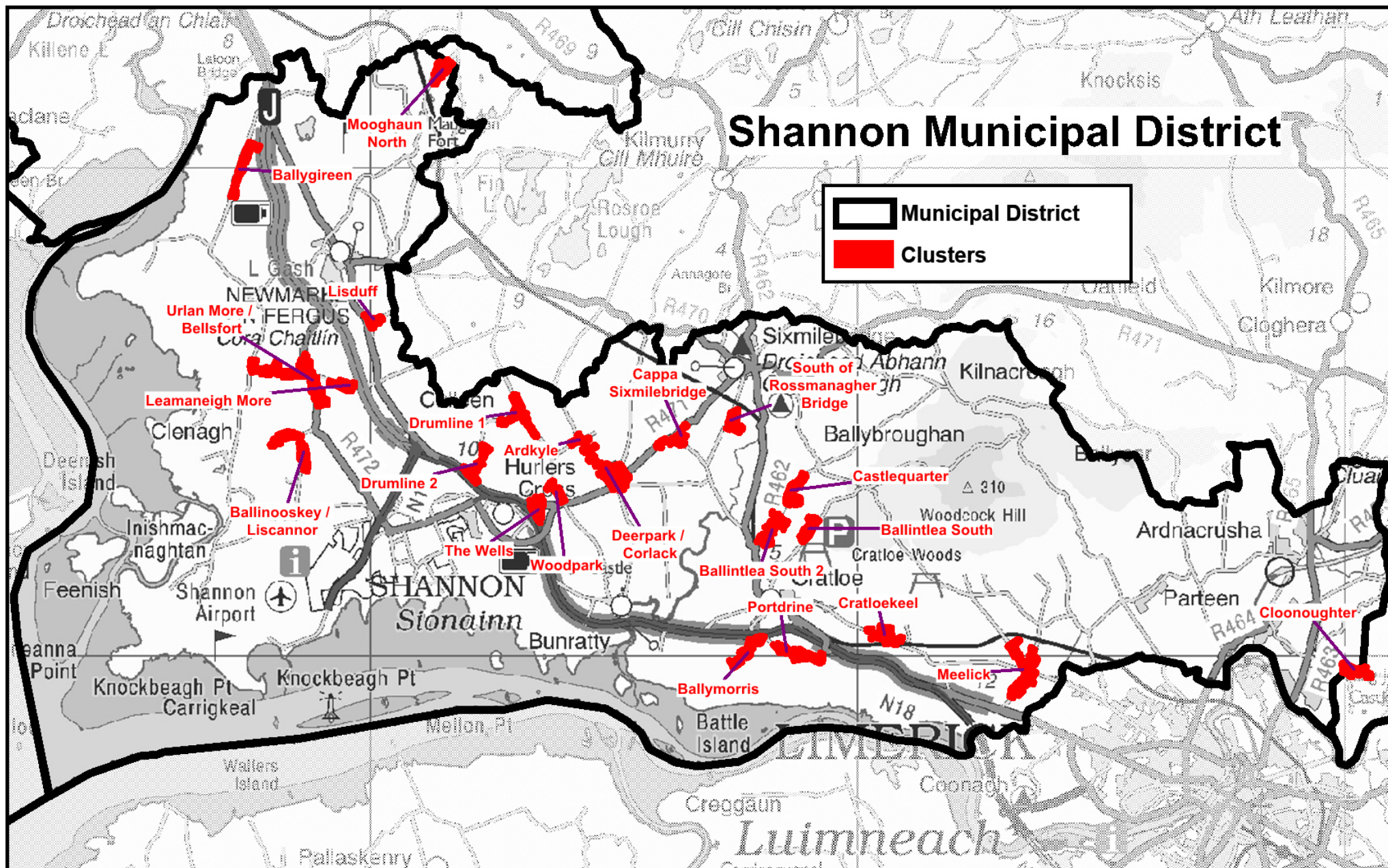
## Section 4

### Clusters

<b>Ardkyle</b>	<b>Leamaneigh More</b>
<b>Ballinoosky/Lisconor</b>	<b>Lisduff</b>
<b>Ballintlea South</b>	<b>Meelick</b>
<b>Ballintlea South 2</b>	<b>Mooghaun North</b>
<b>Ballygireen</b>	<b>Portdrine</b>
<b>Ballymorris</b>	<b>South of Rossmanagher</b>
<b>Cappa Sixmilebridge</b>	<b>Bridge</b>
<b>Castlequarter</b>	<b>The Wells</b>
<b>Cloonoughter</b>	<b>UrlanMore/Bellsfort</b>
<b>Cratloekeel</b>	<b>Woodpark</b>
<b>Deerpark/Corlack</b>	
<b>Drumline 1</b>	
<b>Drumline 2</b>	







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**Municipal Districts and Clusters**

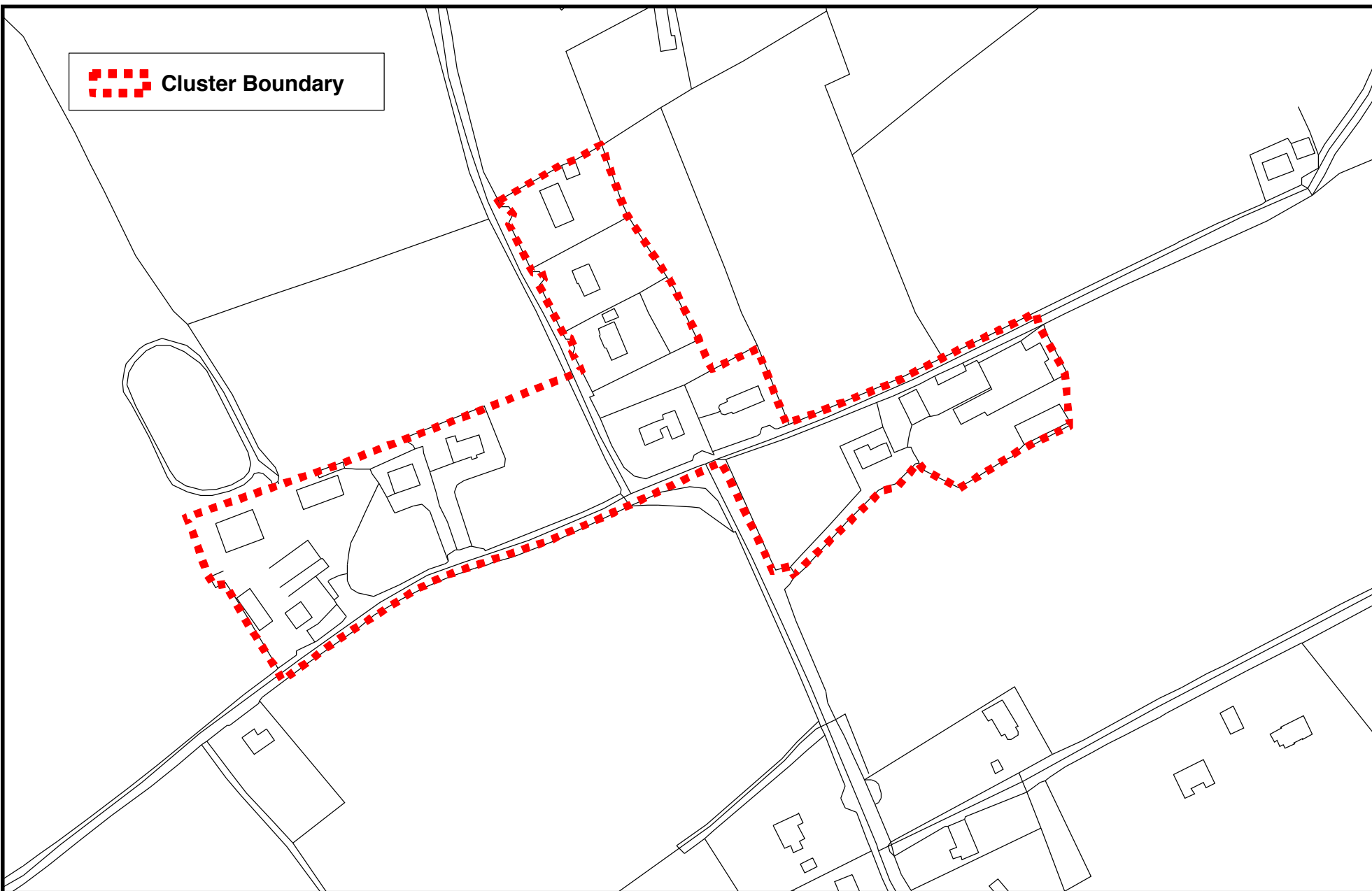
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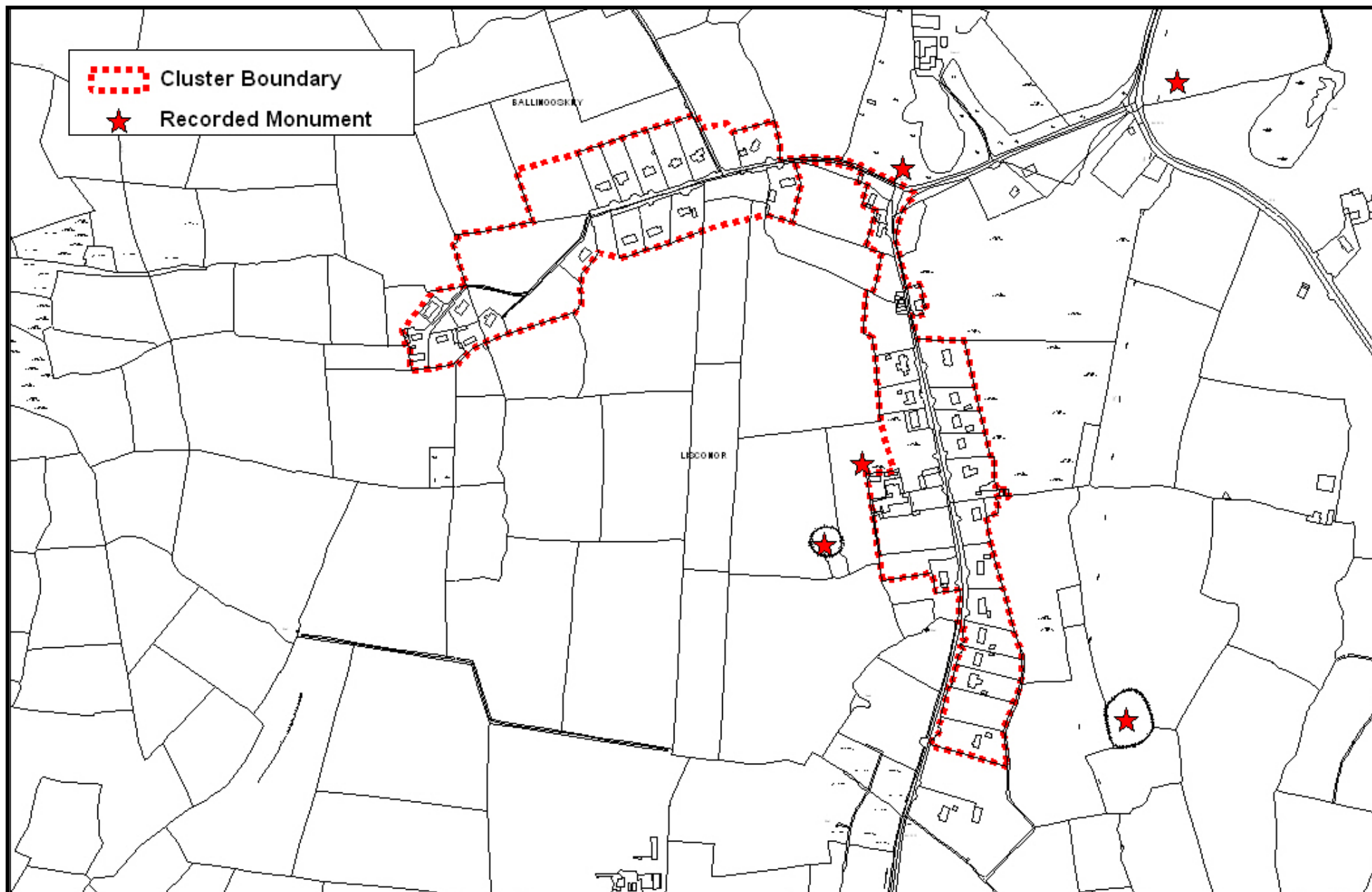
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# Ballinoosky/Lisconor



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**Ballinoosky/Lisconor**

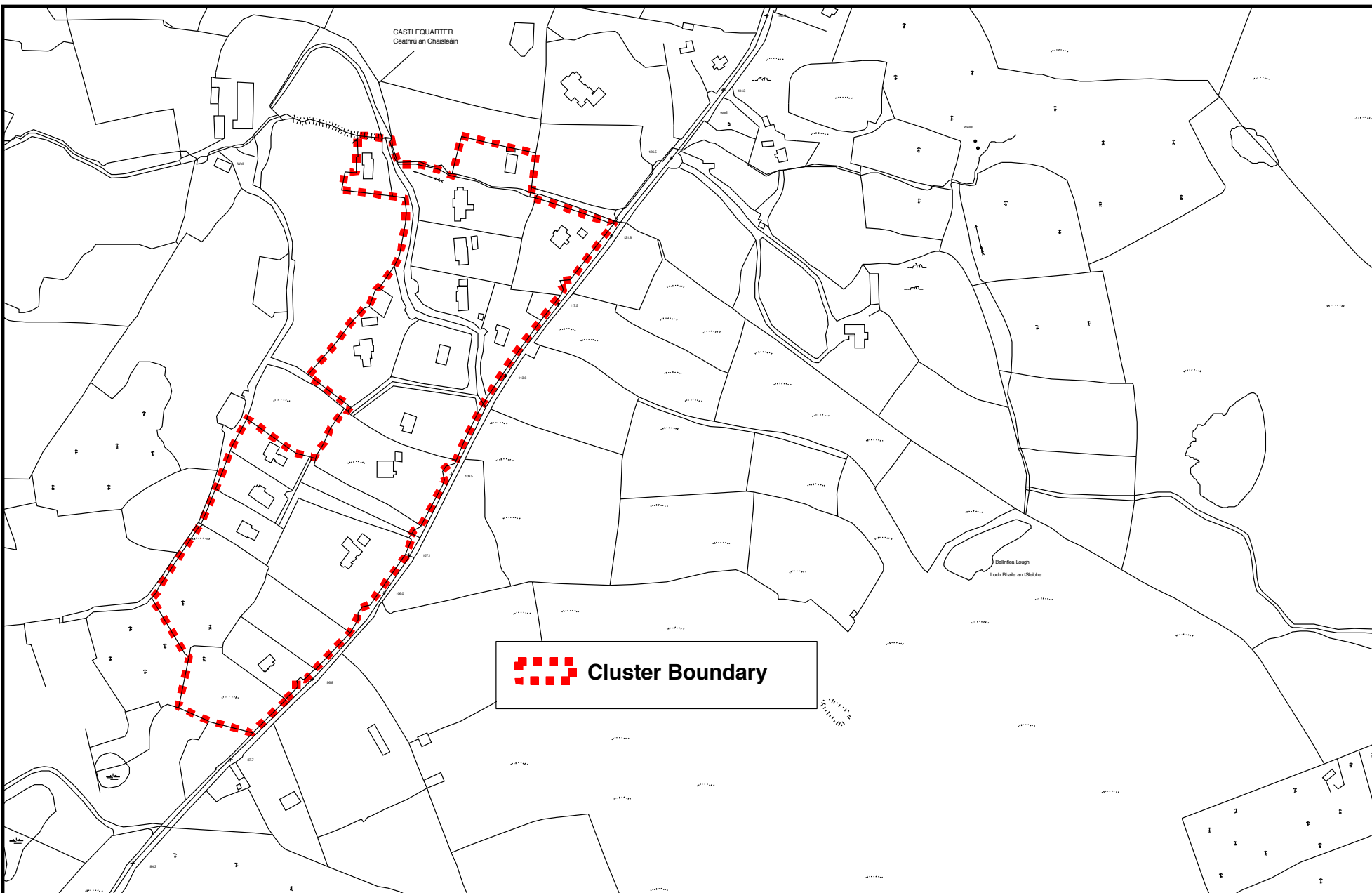
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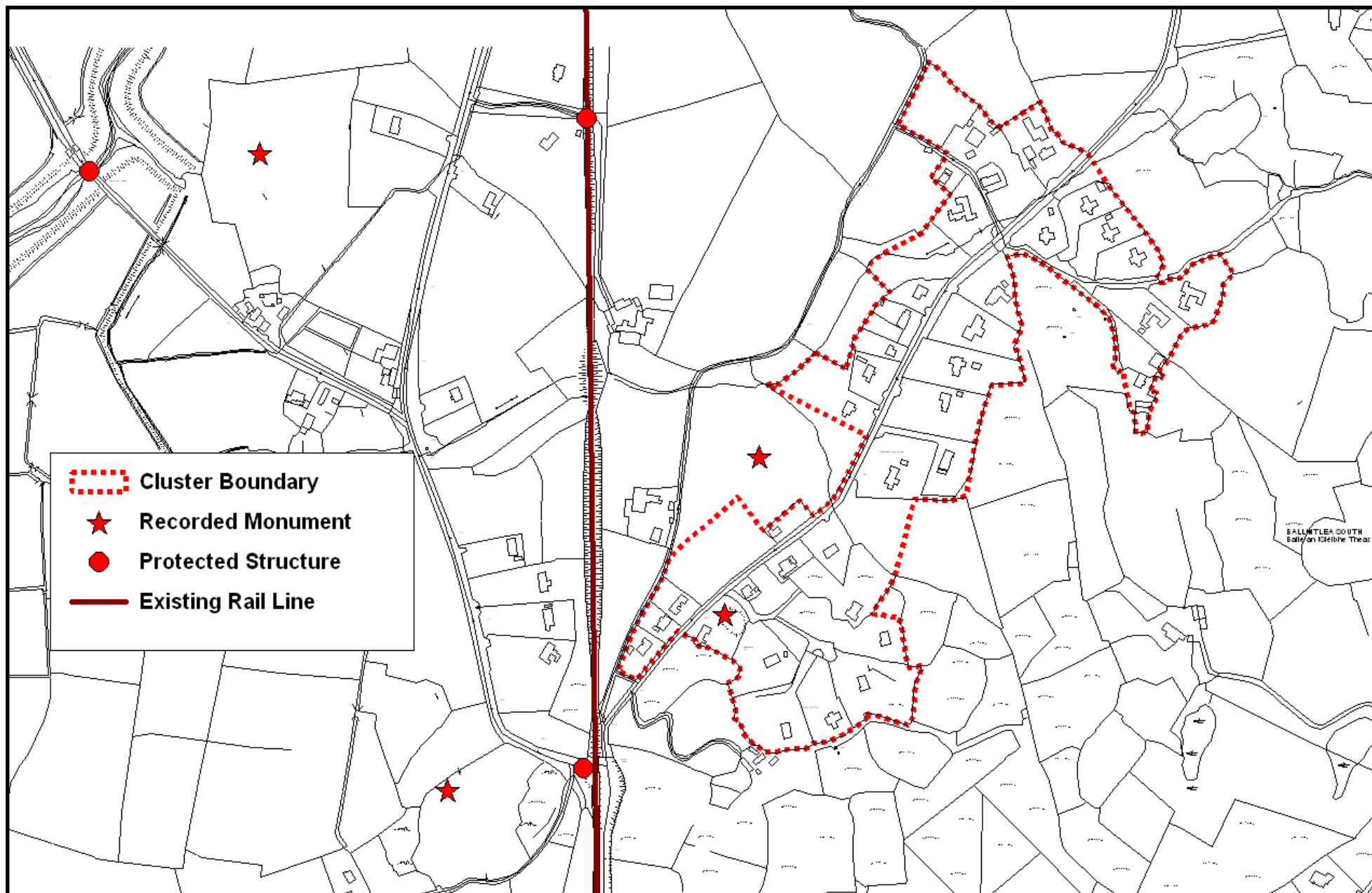
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## Ballintlea South 2



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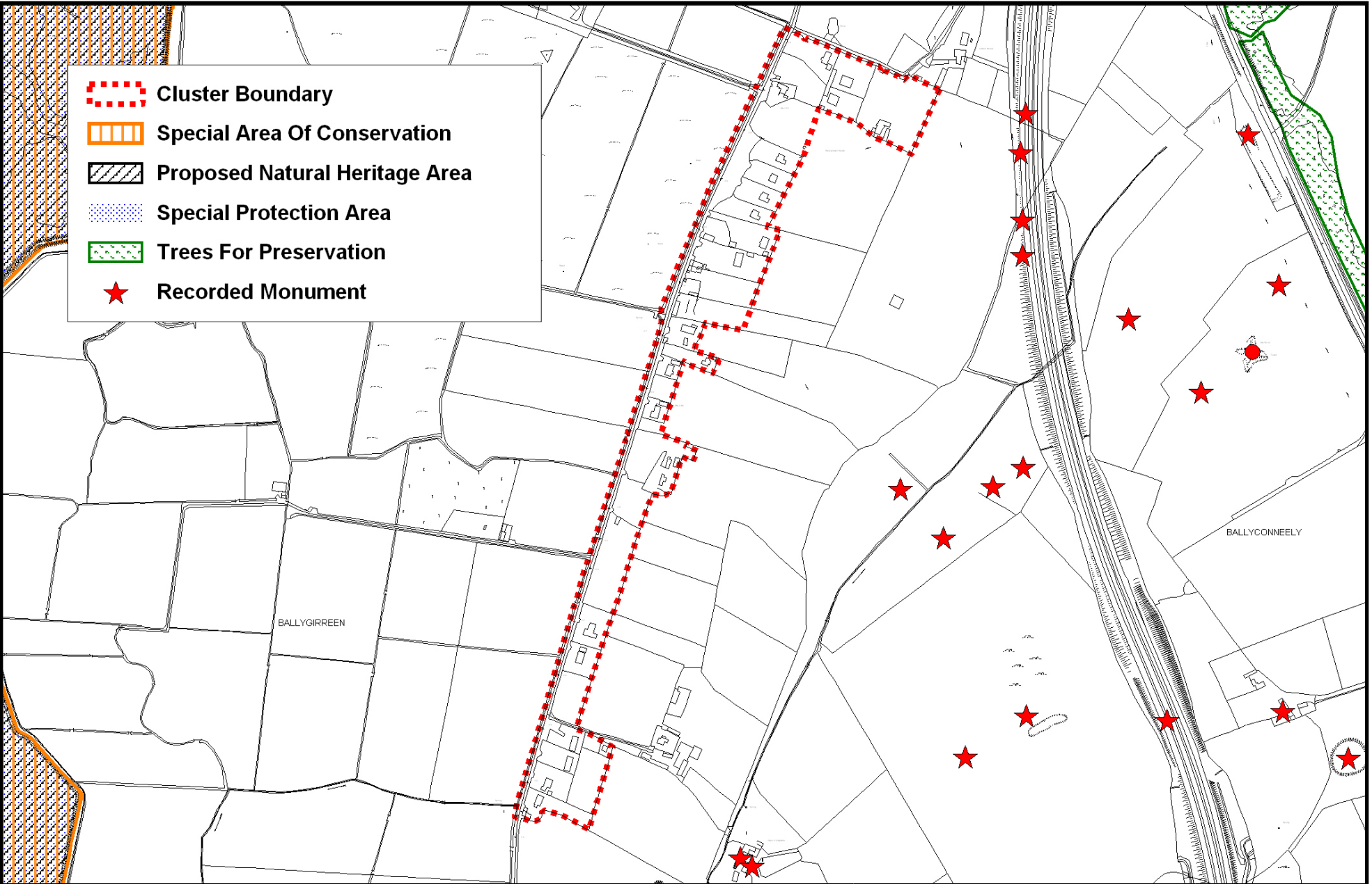
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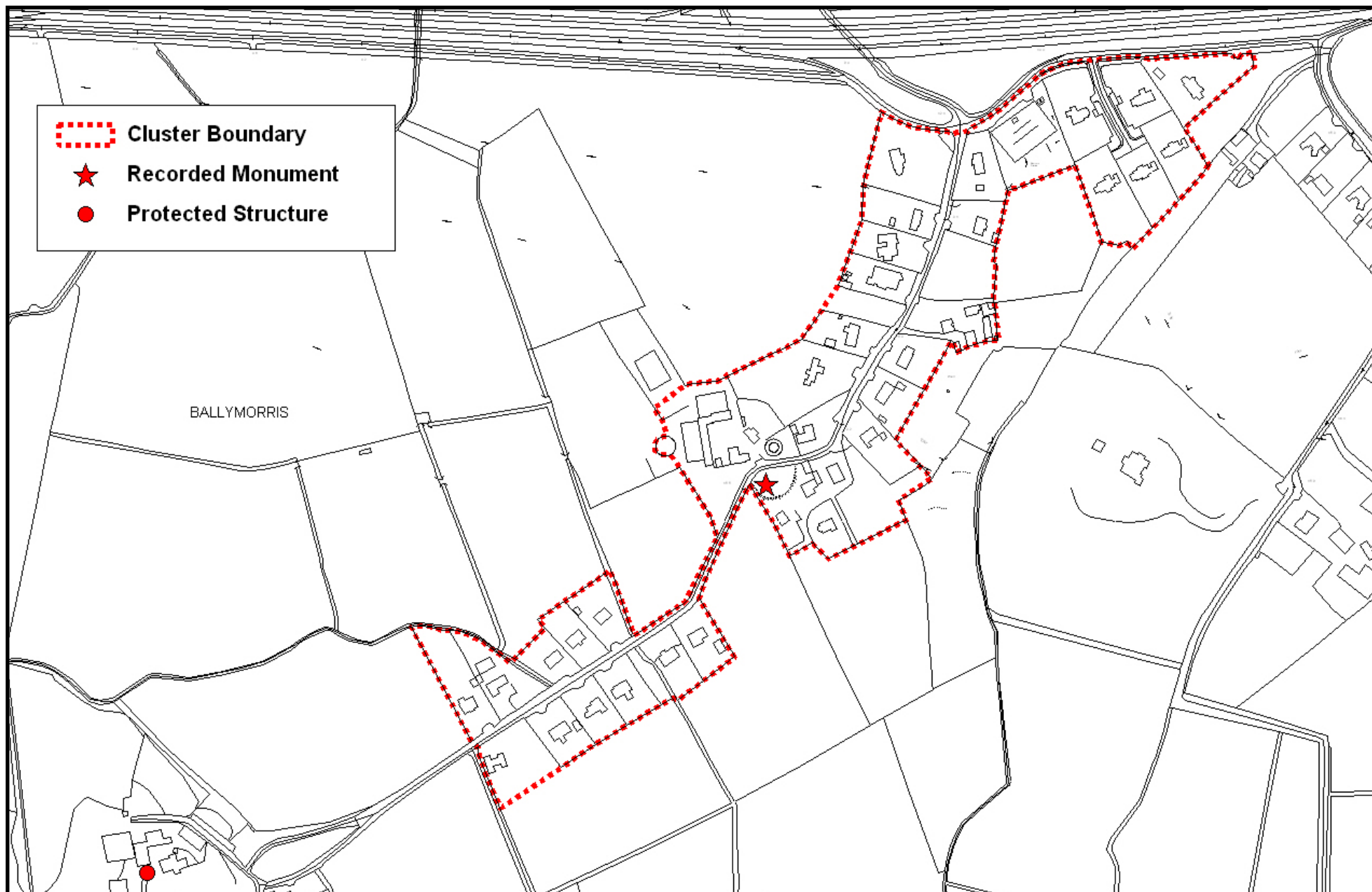
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Clare County Council: <b>Clare County Development Plan 2017-2023</b>		Title: <b>Ballygireen</b>		
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				Date: January 2017

# Ballymorris



Clare County Council:  
Clare County Development Plan 2017–2023

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Title:  
**Ballymorris**

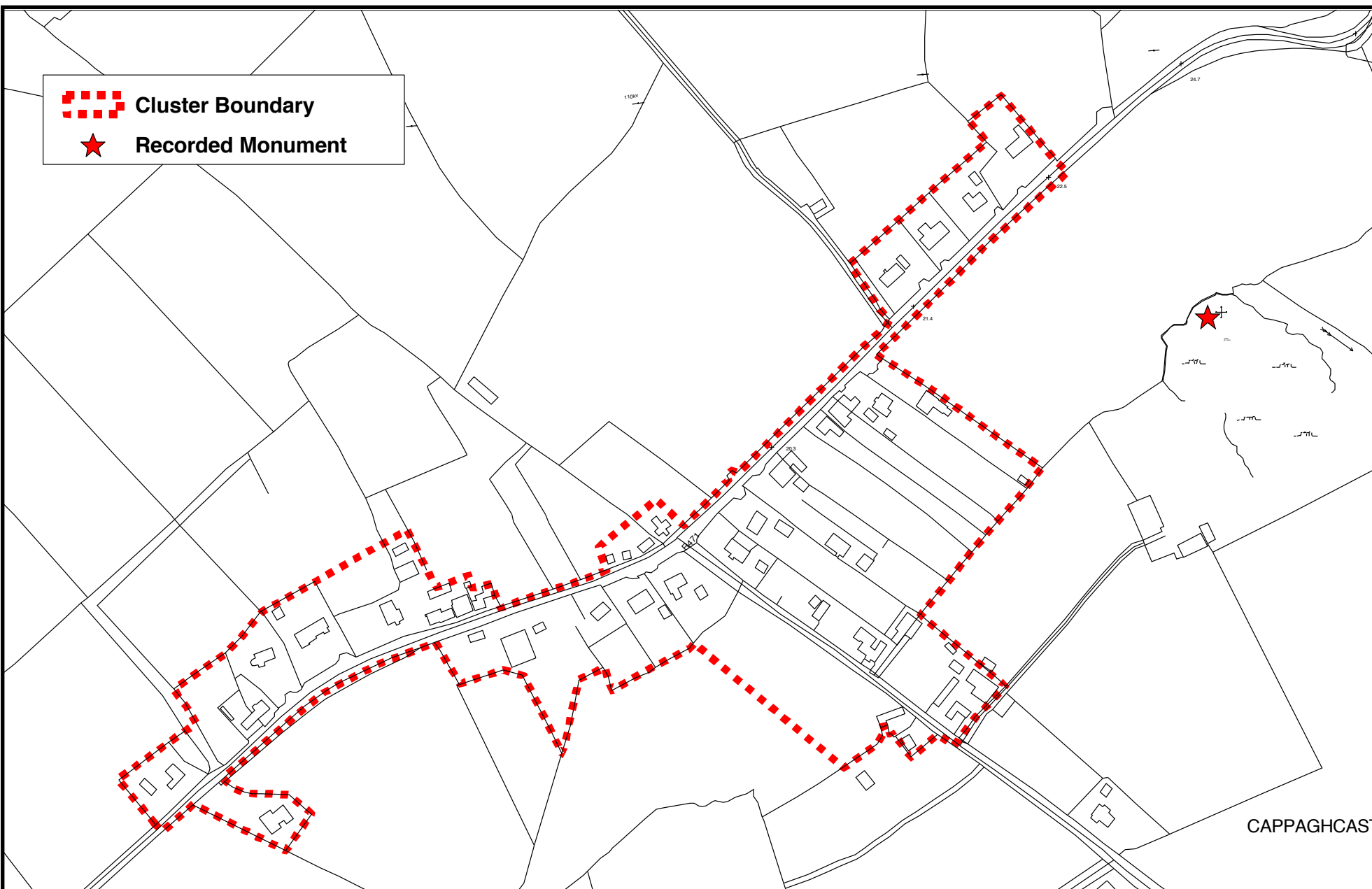
Drawn By:  
Padraig McManus

Checked By:  
Helen Quinn

Scale:  
Not to Scale

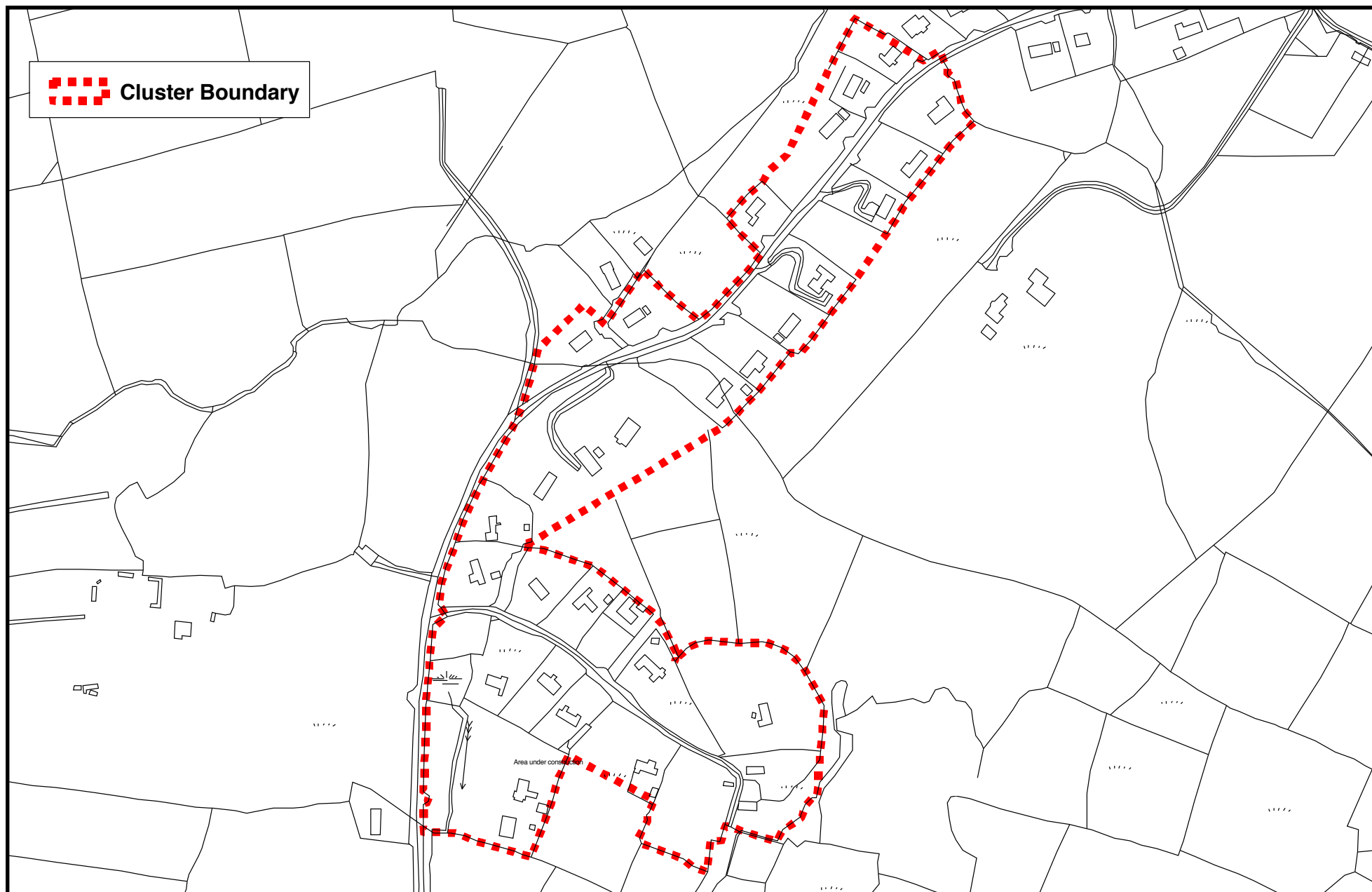
Date:  
January 2017





Clare County Council: <b>Clare County Development Plan 2017–2023</b>		Title: <b>Cappa Sixmilebridge</b>		
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		Date: January 2017		

# Castlequarter



Clare County Council:  
Clare County Development Plan 2017–2023

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Title:  
**Castlequarter**

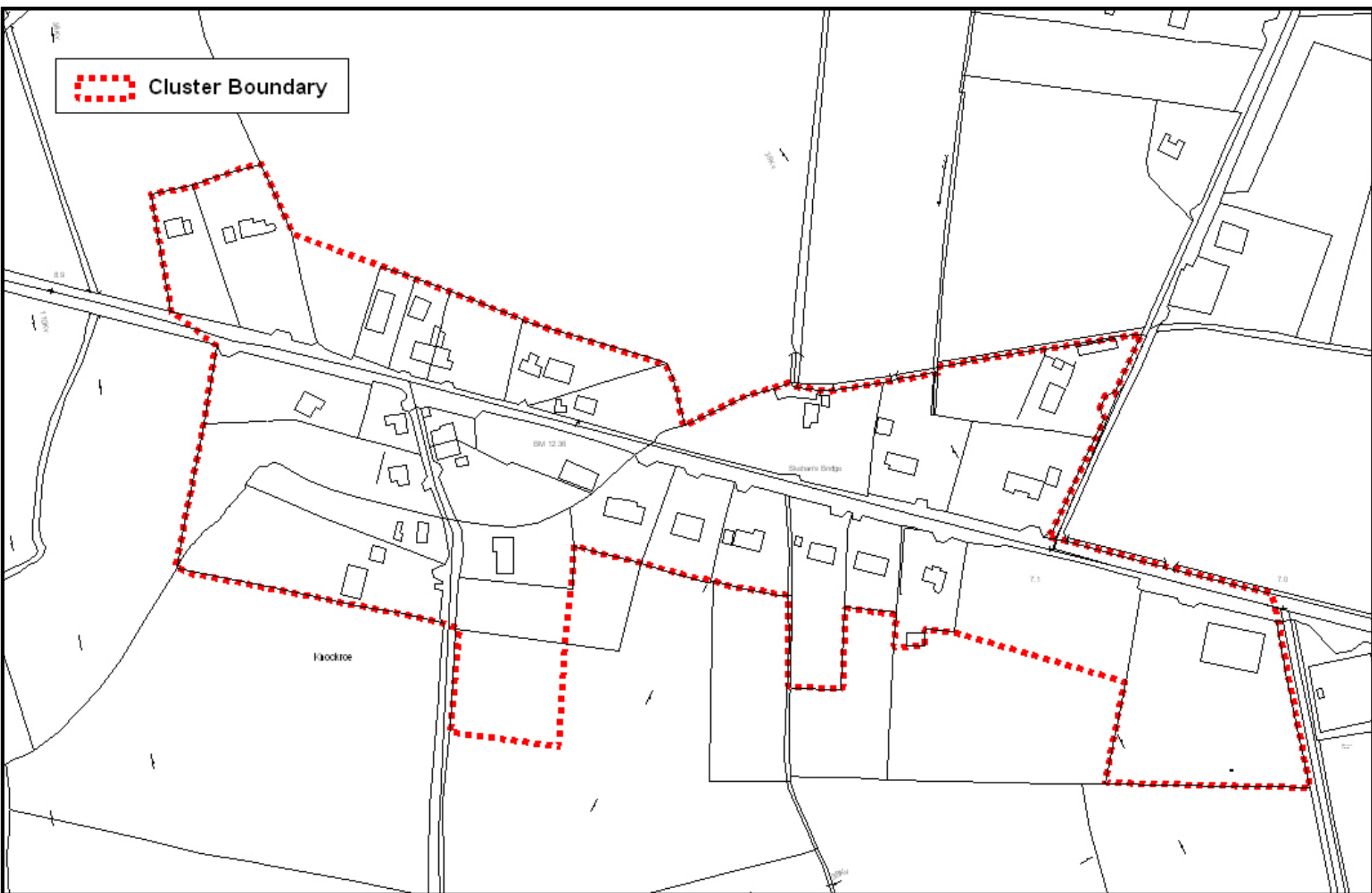
Drawn By:  
Padraig McManus

Checked By:  
Helen Quinn

Scale:  
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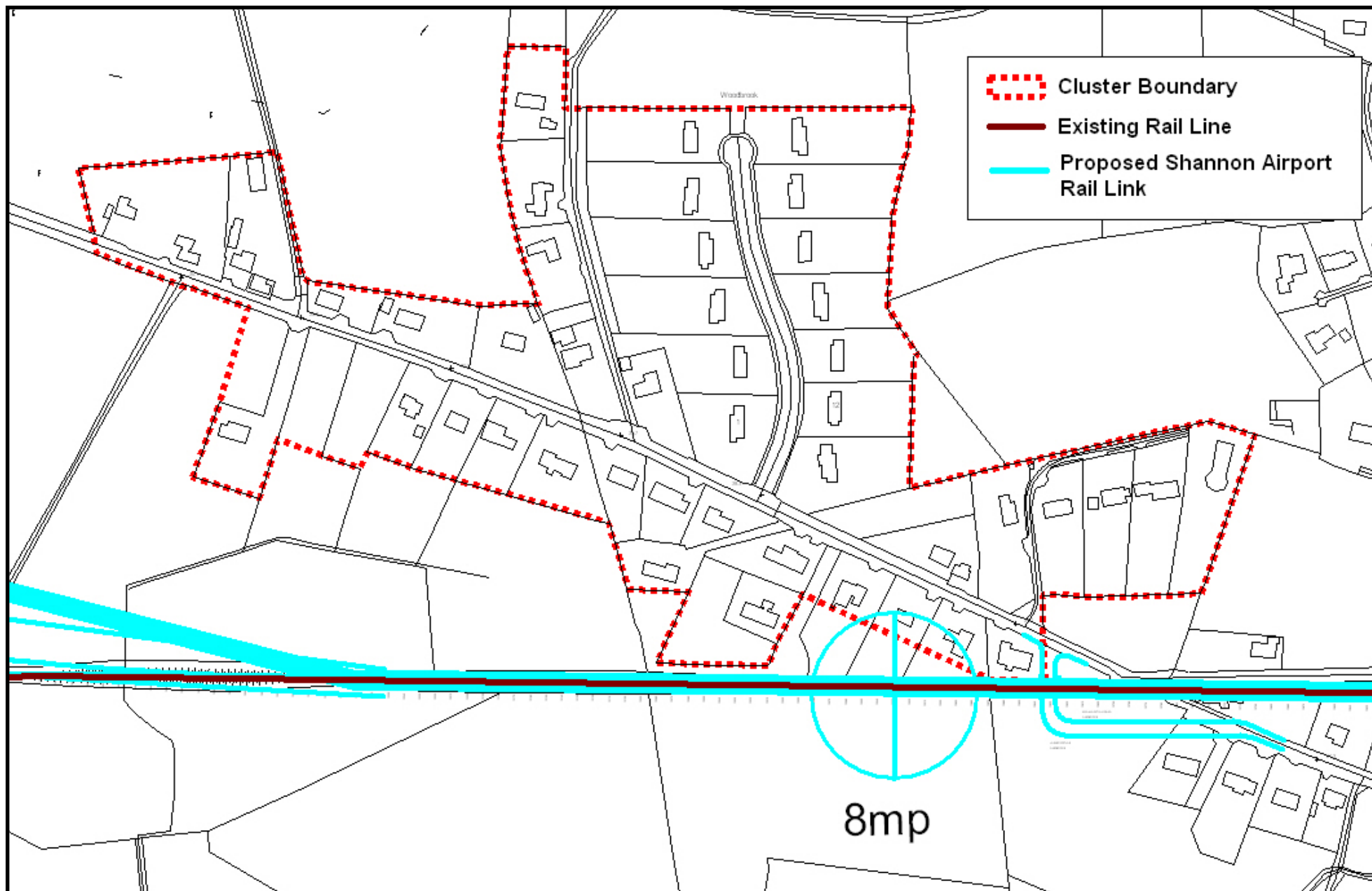
Date:  
January 2017





Clare County Council: <b>Clare County Development Plan 2017–2023</b>		Title: <b>Cloonoughter</b>		
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		Date: January 2017		

# Cratloekeel



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Clare County Development Plan 2017–2023

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Title:  
**Cratloekeel**

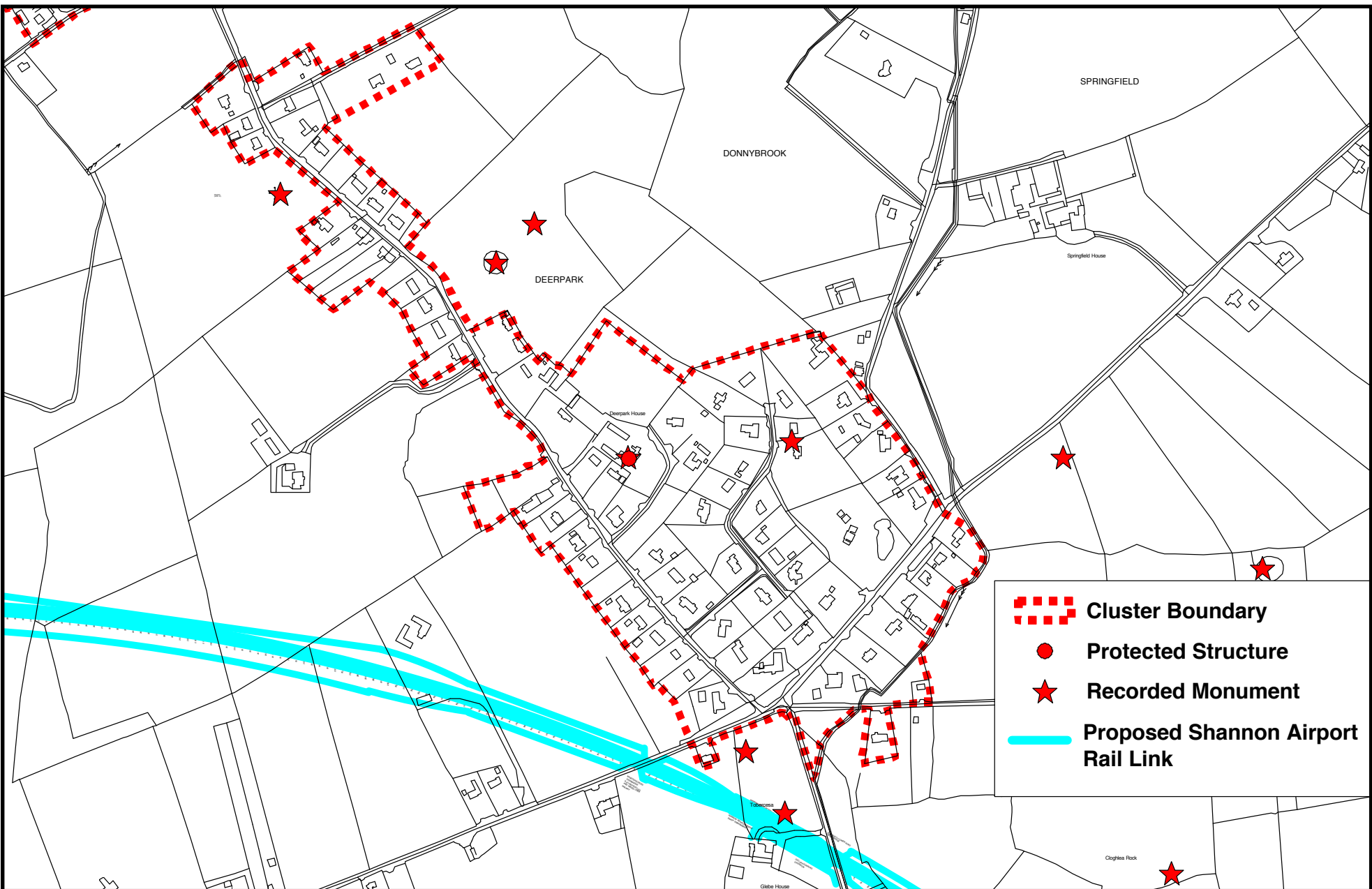
Drawn By:  
Padraig McManus

Checked By:  
Helen Quinn

Scale:  
Not to Scale

Date:  
January 2017





**Cluster Boundary**

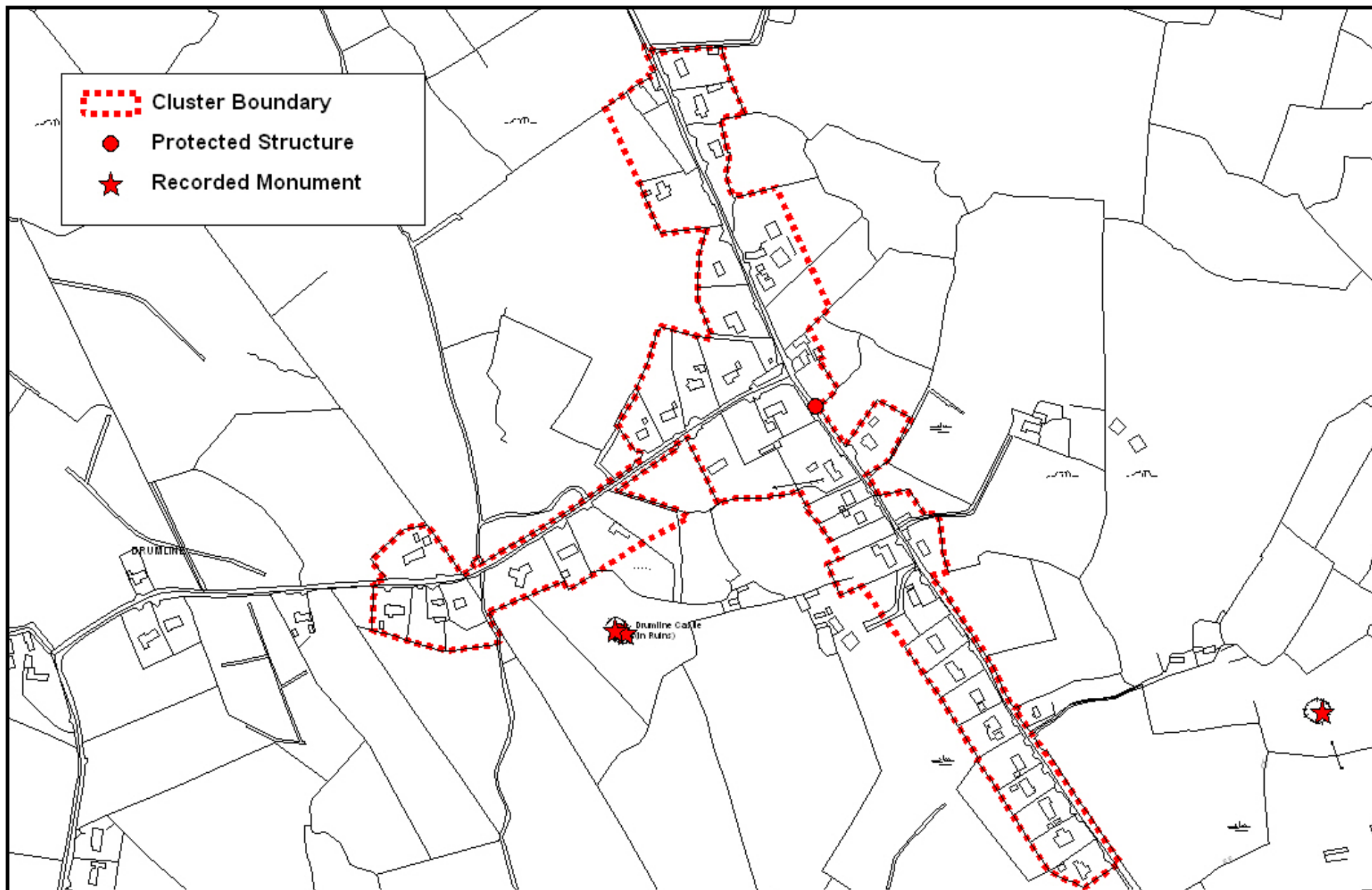
**Protected Structure**

**Recorded Monument**

**Proposed Shannon Airport Rail Link**

Clare County Council: <b>Clare County Development Plan 2017–2023</b>		Title: <b>Deerpark/Corlack</b>		
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				Date: January 2017

# Drumline 1



Clare County Council:  
Clare County Development Plan 2017–2023

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Title:  
**Drumline 1**

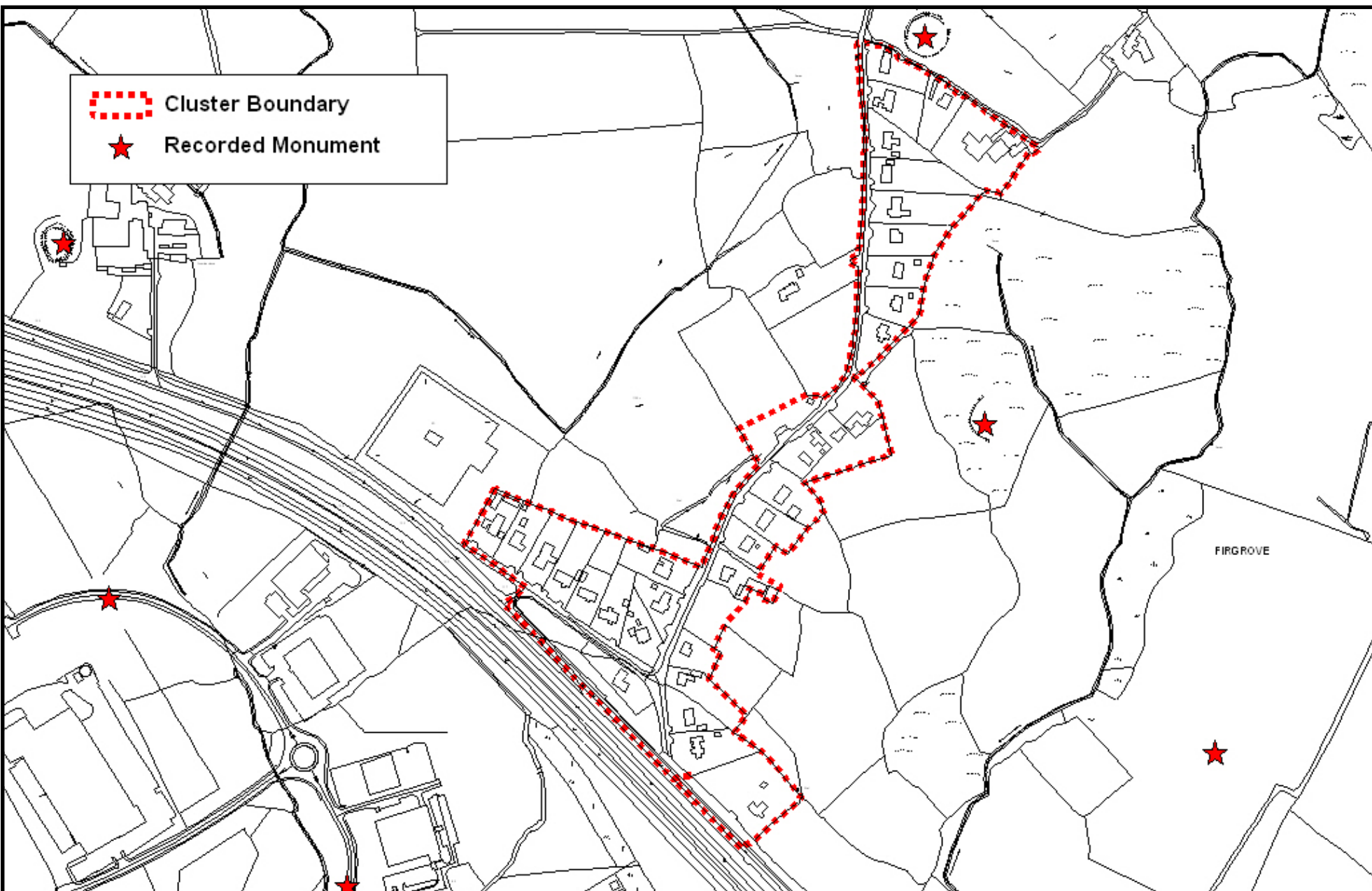
Drawn By:  
Padraig McManus

Checked By:  
Helen Quinn

Scale:  
Not to Scale

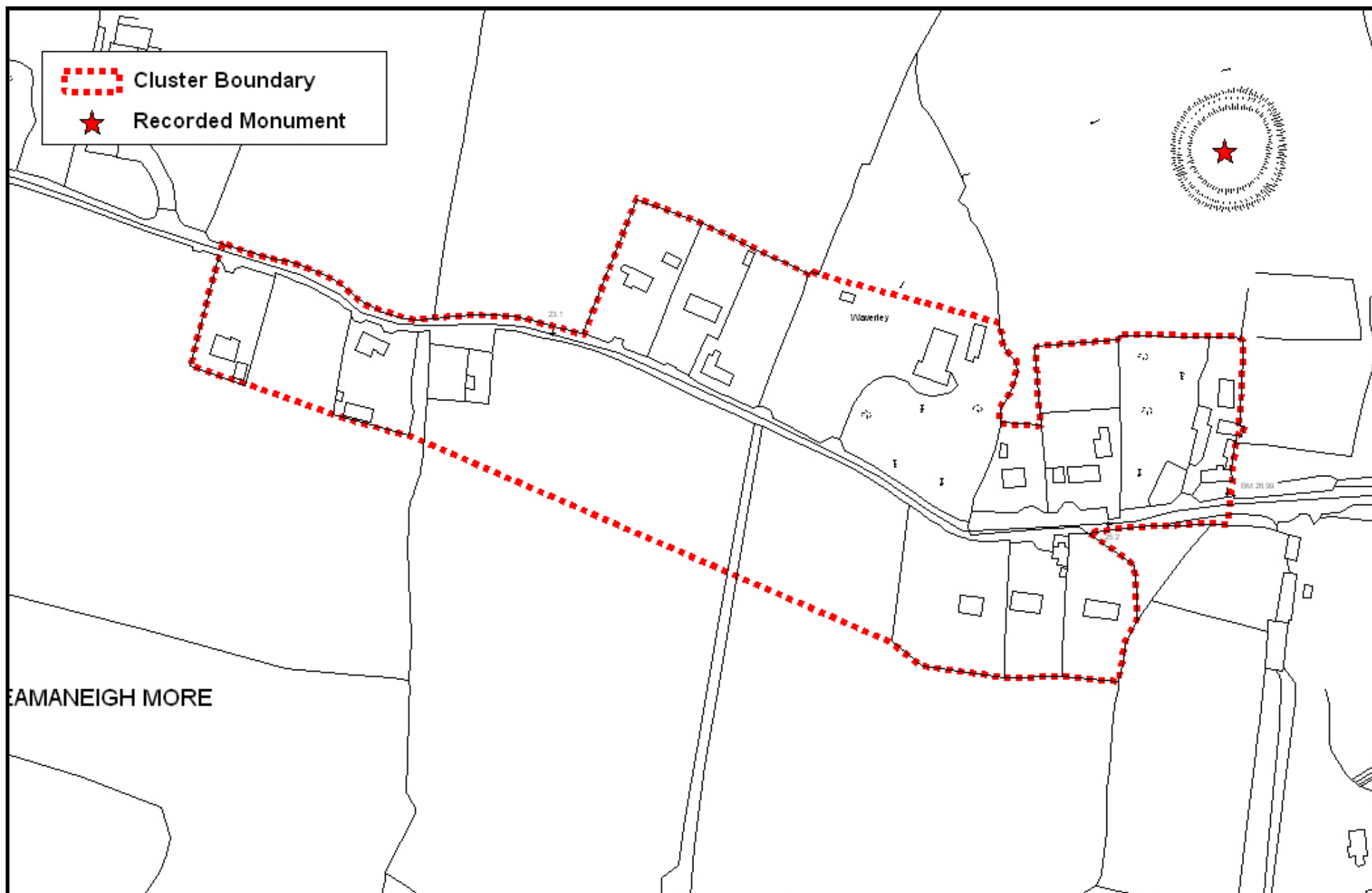
Date:  
January 2017





Clare County Council:		Title:		
Clare County Development Plan 2017–2023		Drumline 2		
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Licence Number: 2015/18/CCMA/Clare County Council		Padraig McManus	Helen Quinn	Not to Scale
				Date:
				January 2017

# Leamaneigh More



Clare County Council:  
Clare County Development Plan 2017–2023

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Title:  
**Leamaneigh More**

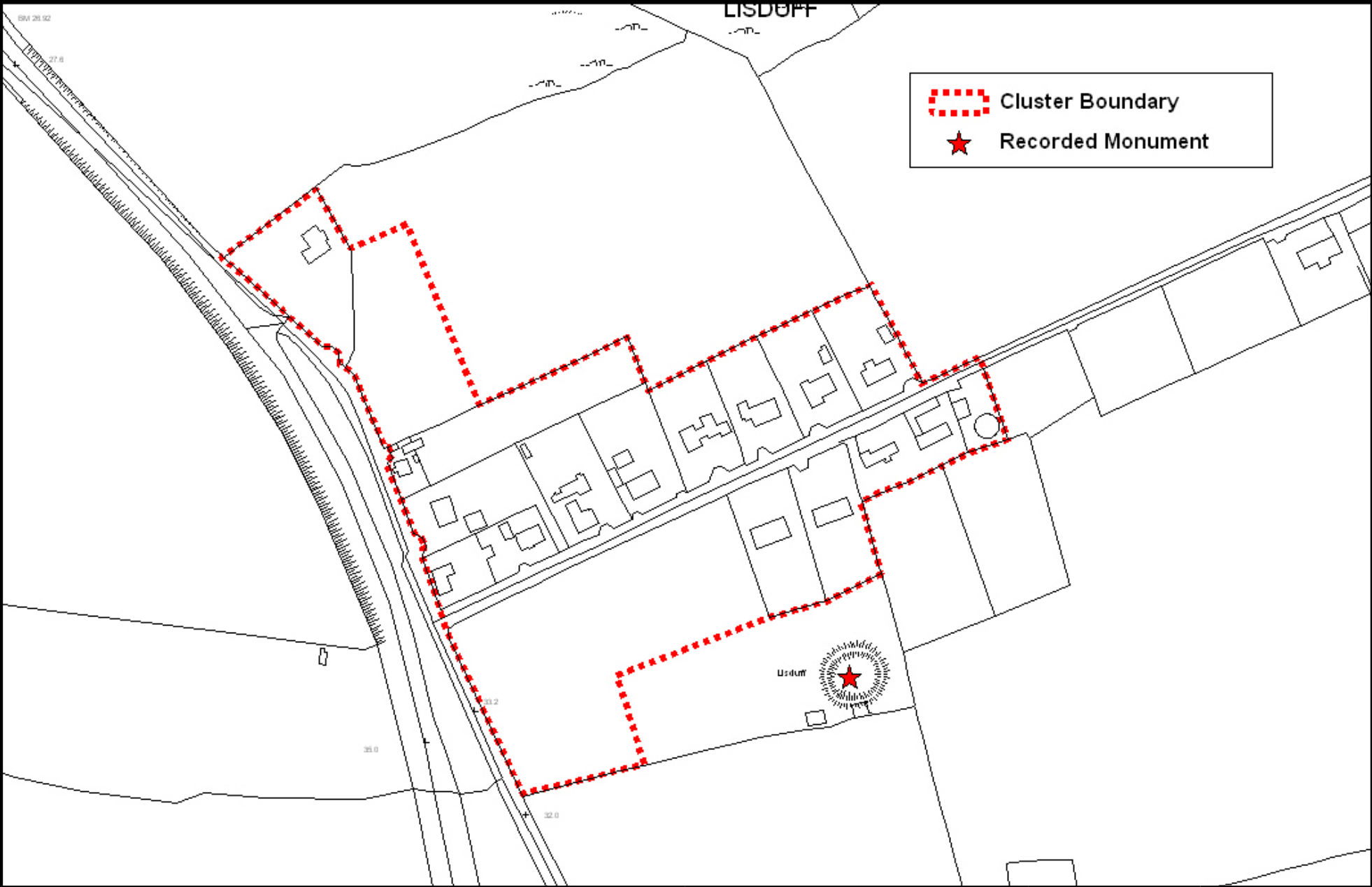
Drawn By:  
Padraig McManus

Checked By:  
Helen Quinn

Scale:  
Not to Scale

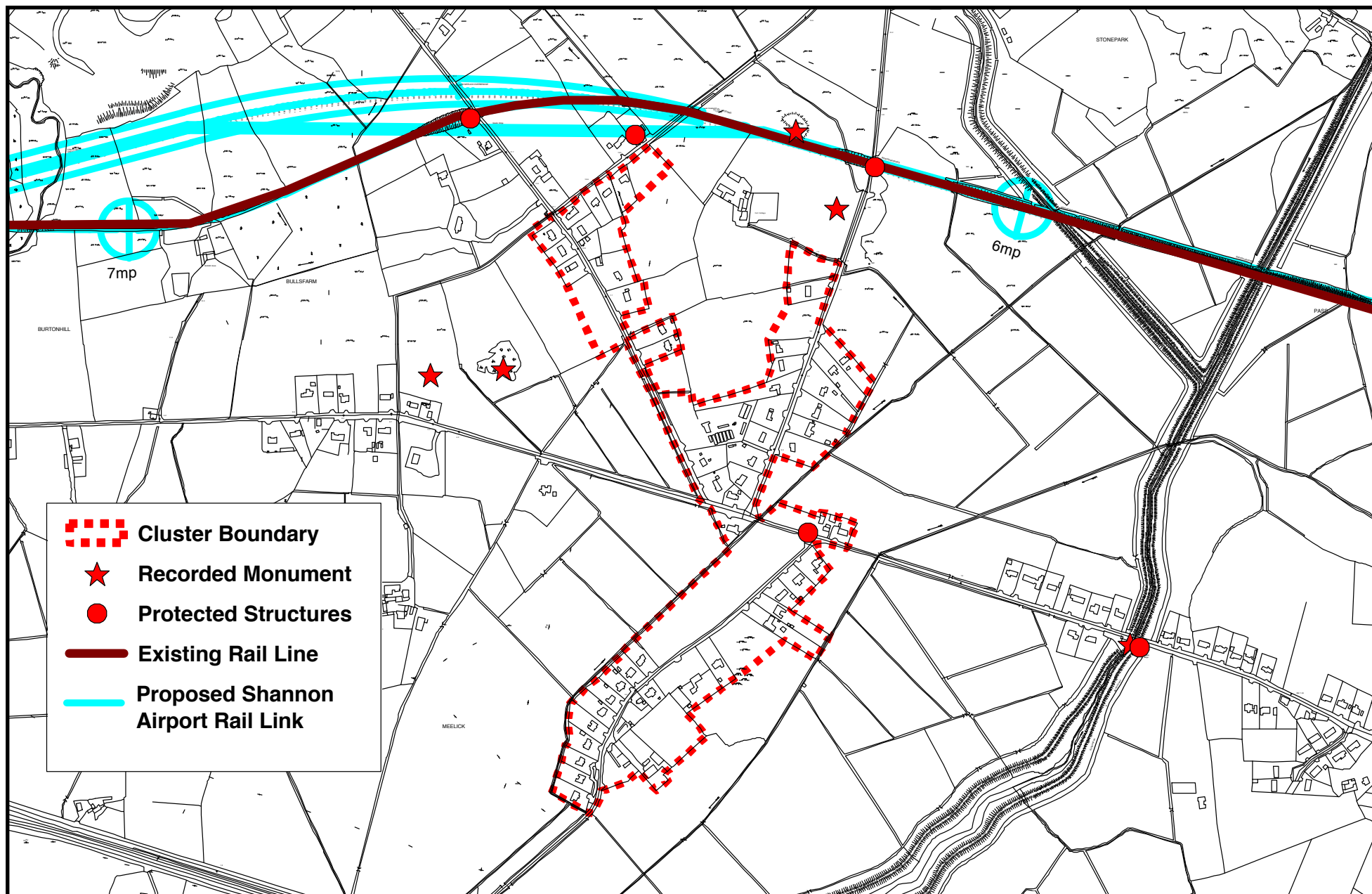
Date:  
January 2017





Clare County Council: Clare County Development Plan 2017–2023		Title: <b>Lisduff</b>		
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				Date: January 2017

# Meelick



Cluster Boundary

Recorded Monument

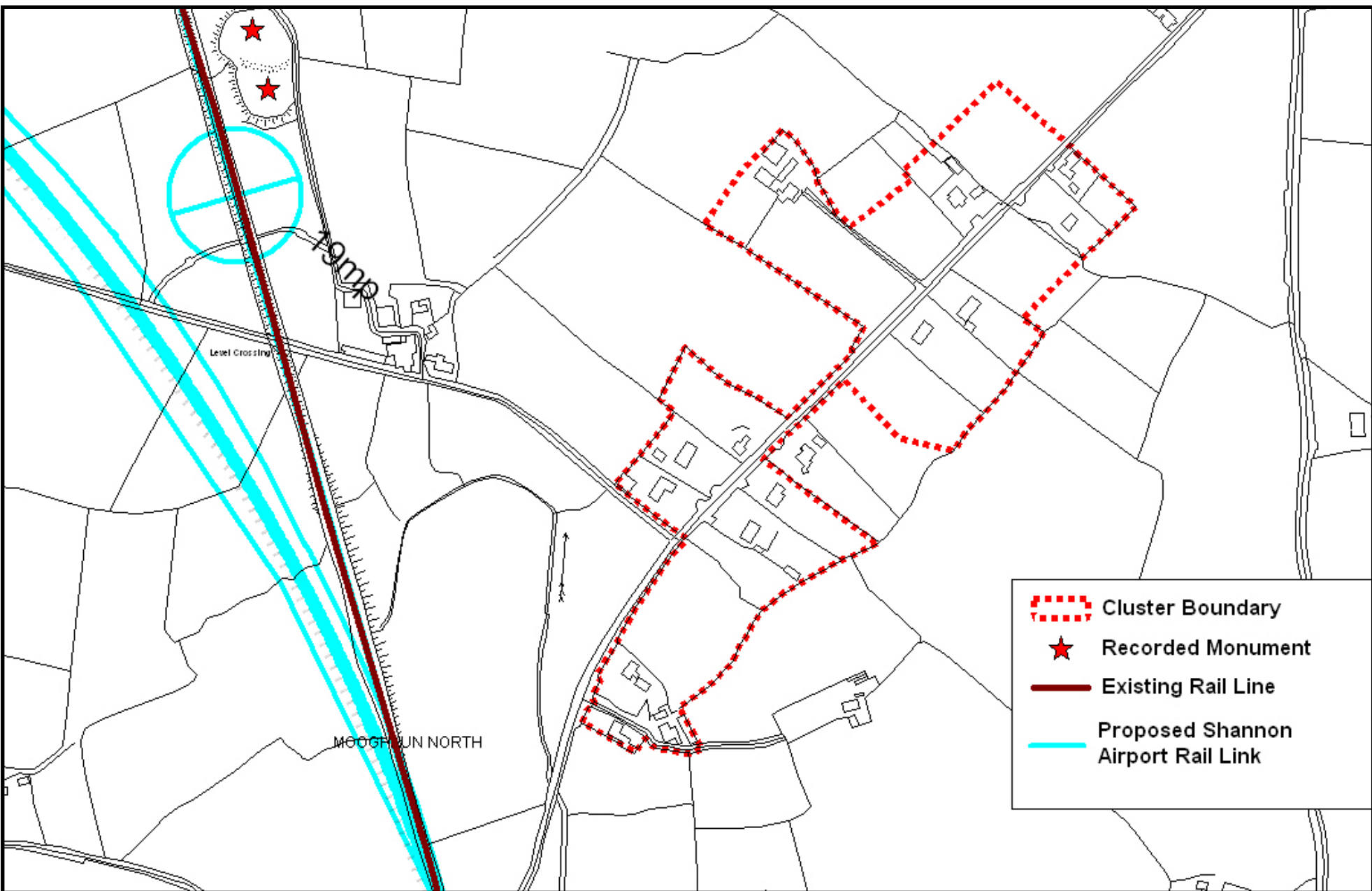
Protected Structures

Existing Rail Line

Proposed Shannon Airport Rail Link

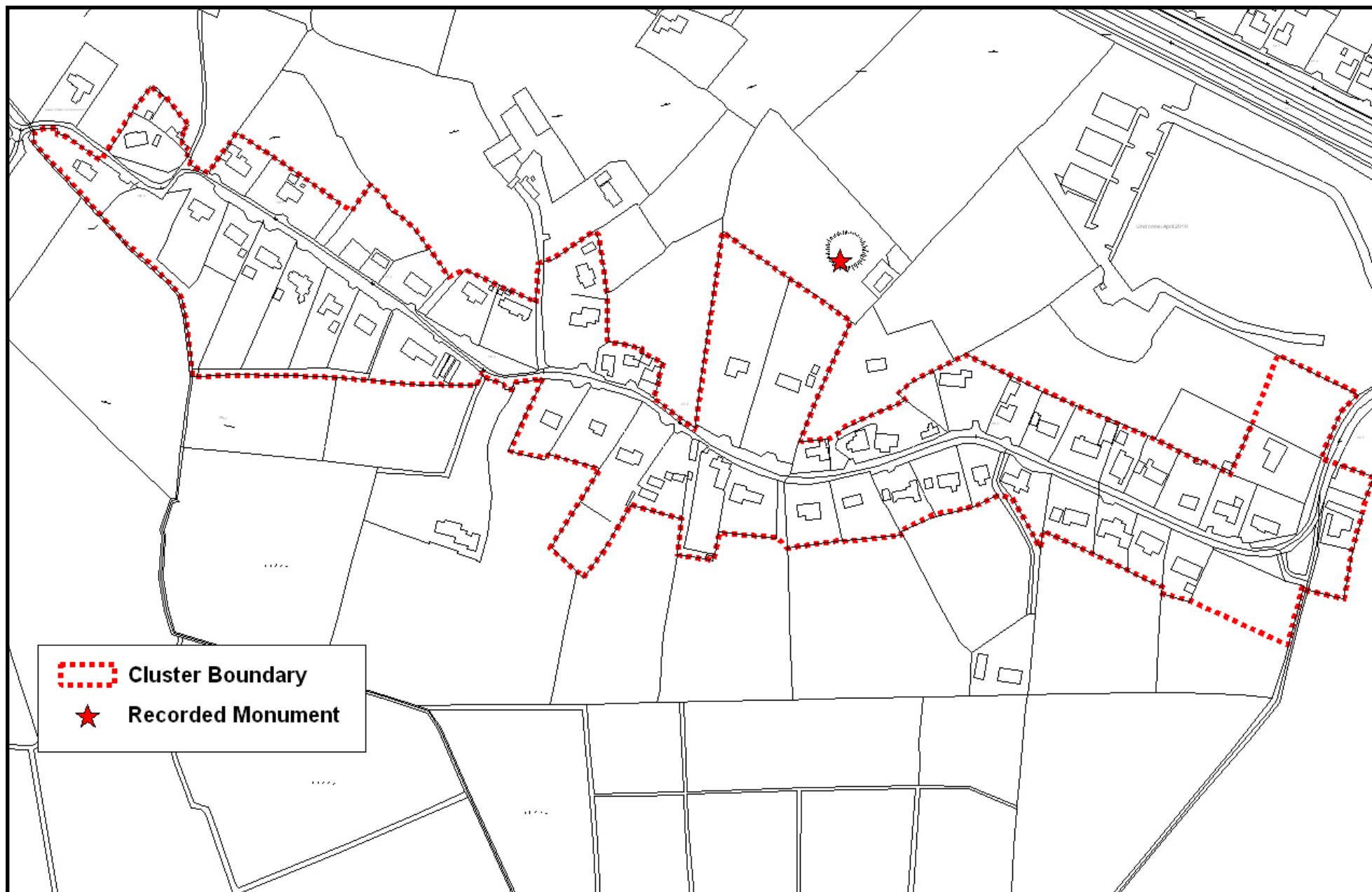
Clare County Council: <b>Clare County Development Plan 2017–2023</b>		Title: <b>Meelick</b>		
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				Date: January 2017





Clare County Council: Clare County Development Plan 2017–2023		Title: <b>Mooghaun North</b>		
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# Portdrine



Clare County Council:  
Clare County Development Plan 2017–2023

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Title:  
**Portdrine**

Drawn By:  
Padraig McManus

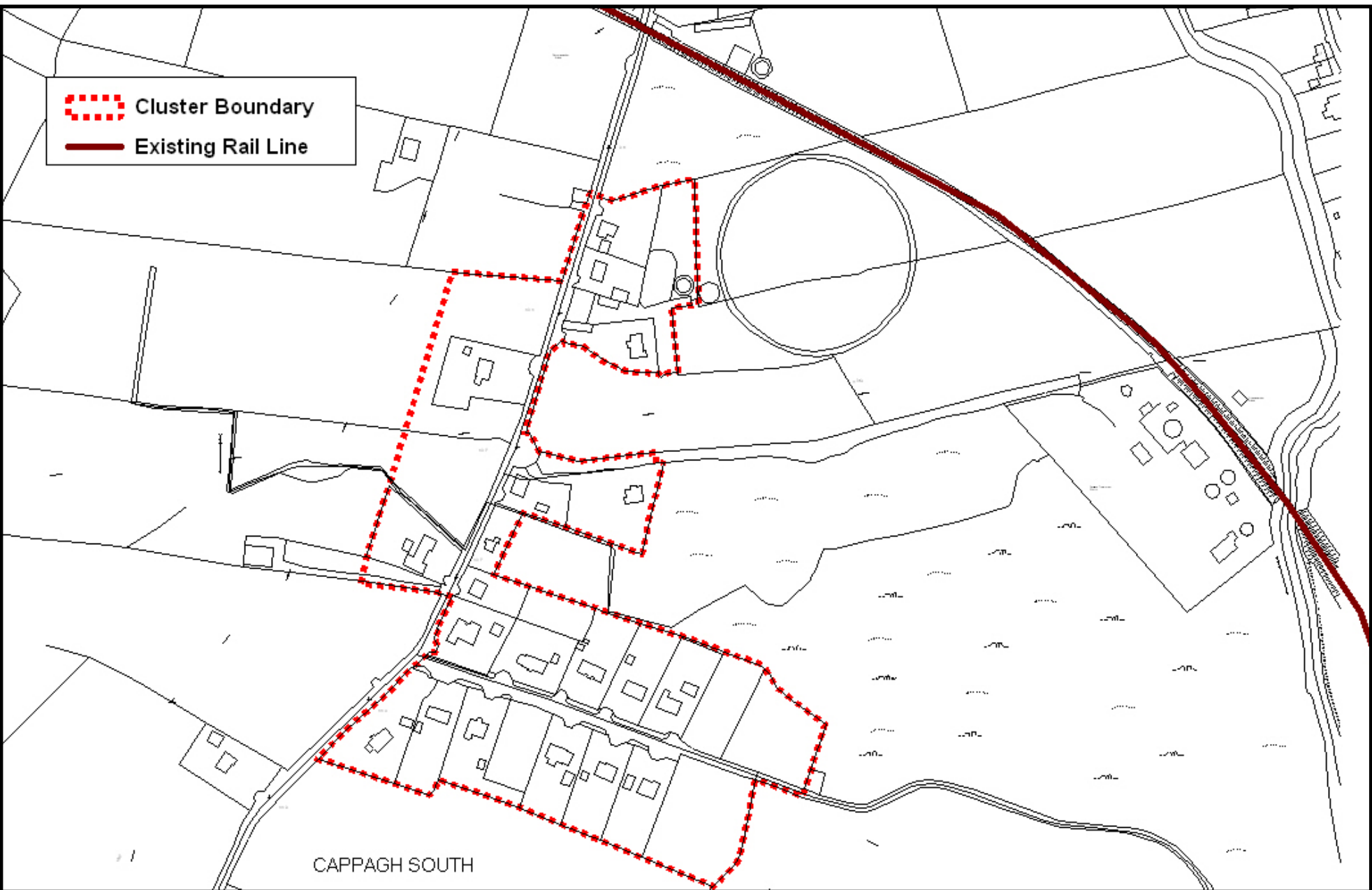
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Helen Quinn

Scale:  
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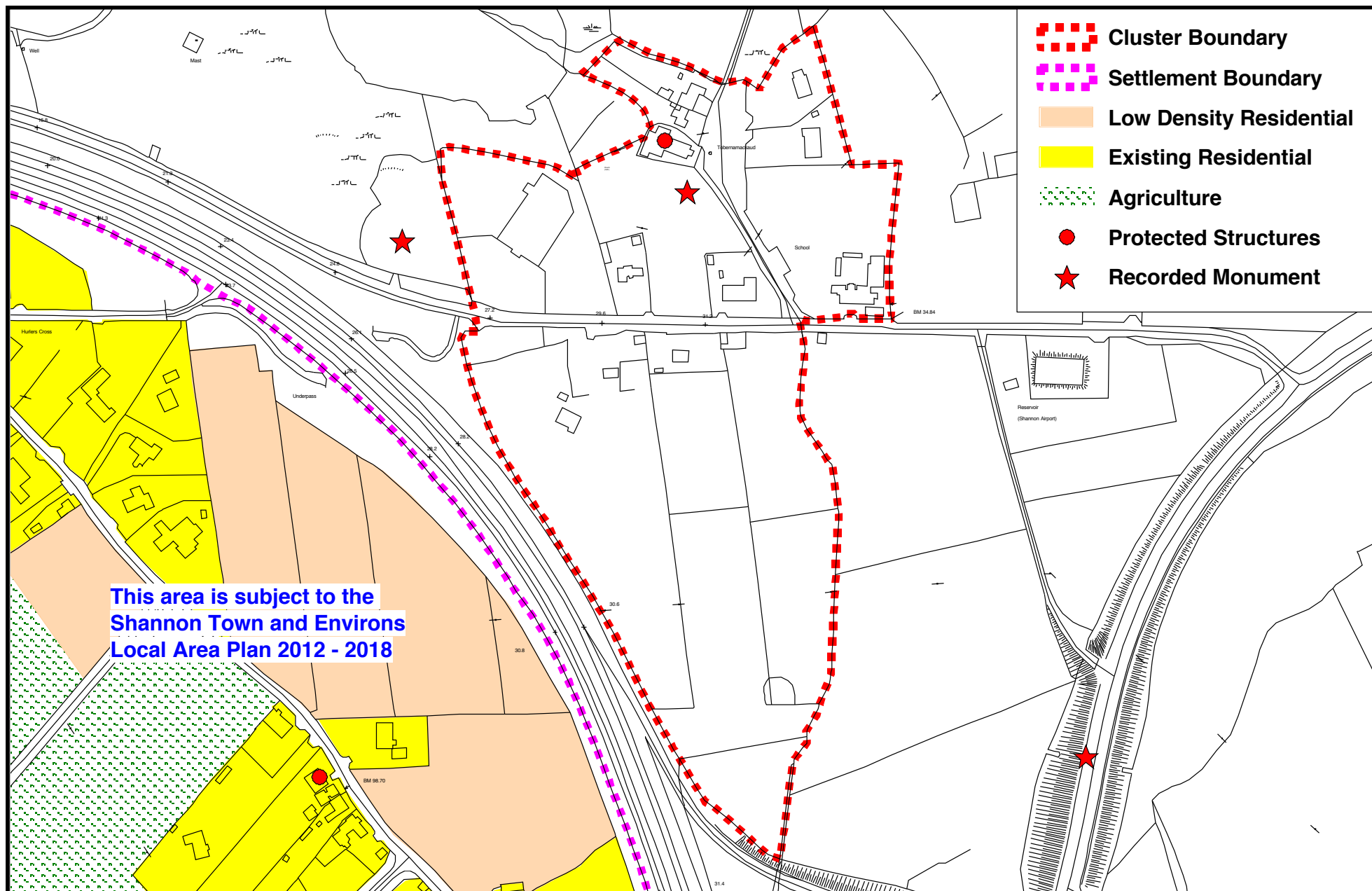
Date:  
January 2017



# South of Rossmanagher Bridge



Clare County Council: <b>Clare County Development Plan 2017–2023</b>		Title: <b>South of Rossmanagher Bridge</b>		
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Clare County Council:  
Clare County Development Plan 2017–2023

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Title:  
**The Wells**

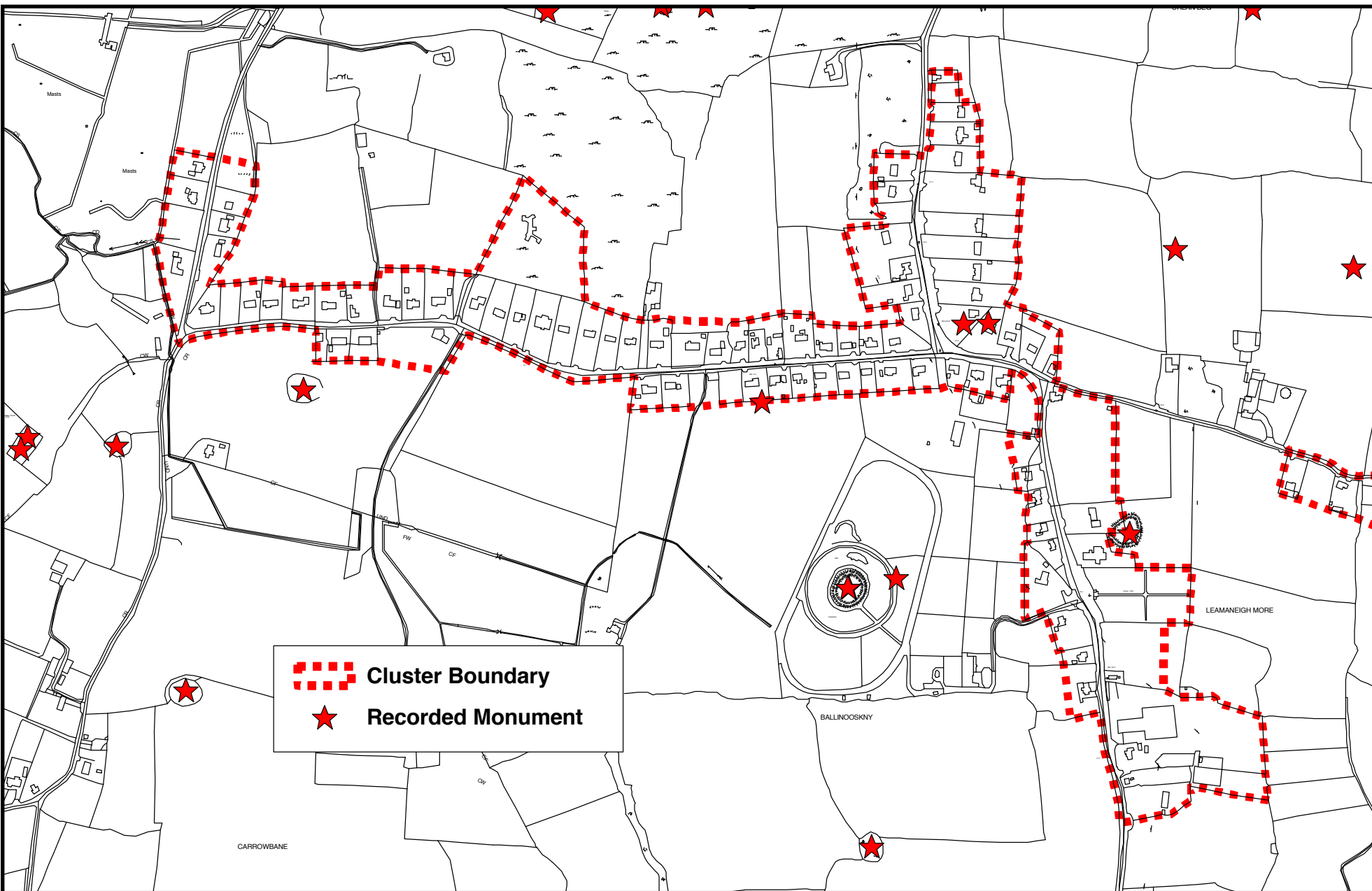
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Padraig McManus

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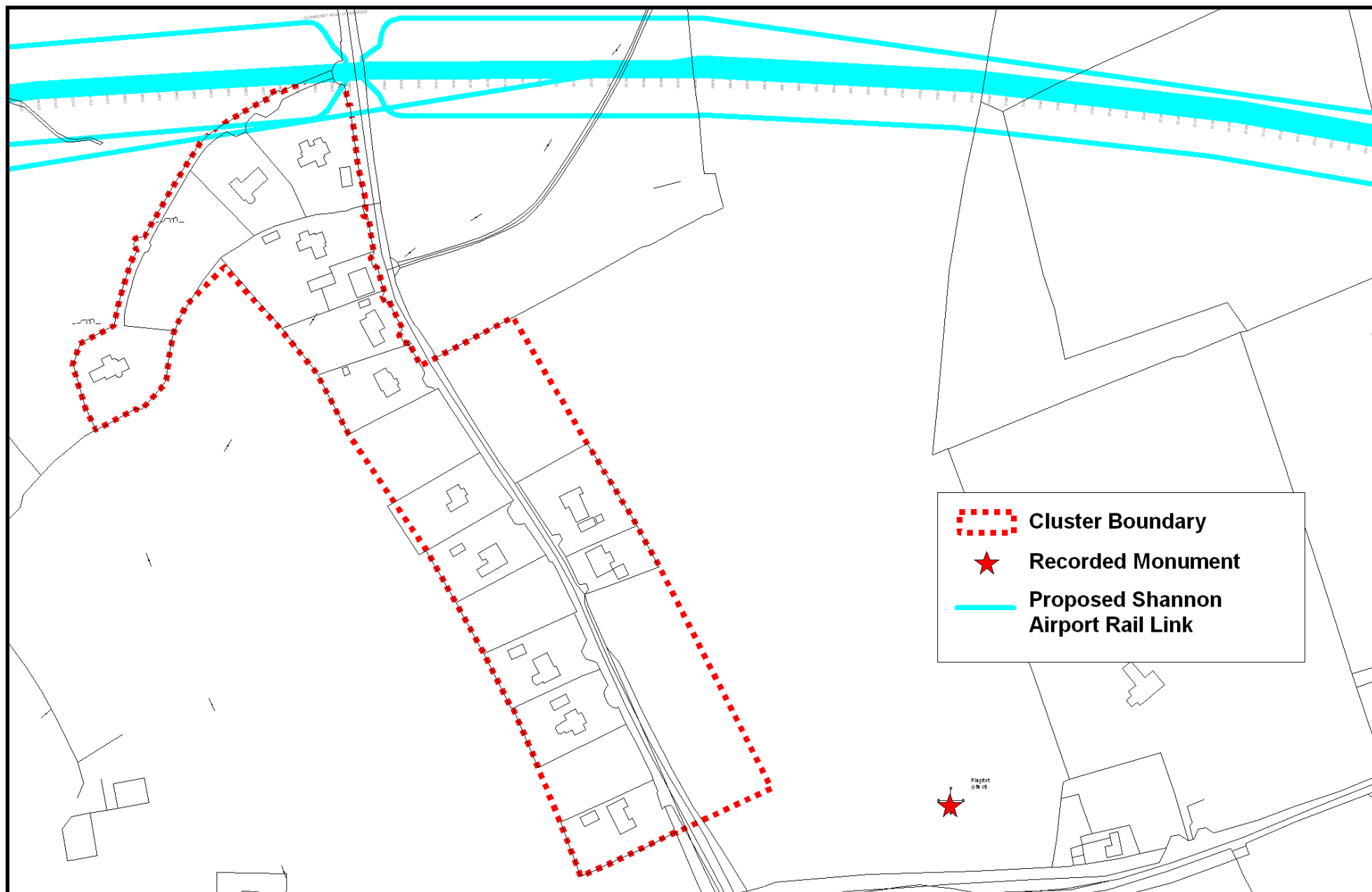
Date:  
January 2017





Clare County Council: <b>Clare County Development Plan 2017–2023</b>		Title: <b>UrlanMore/Bellsfort</b>		
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				Date: January 2017

# Woodpark



**Cluster Boundary**

**Recorded Monument**

**Proposed Shannon Airport Rail Link**



Clare County Council: <b>Clare County Development Plan 2017–2023</b>		Title: <b>Woodpark</b>		
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3b  
Clare County Development Plan 2017-2023  
Shannon Municipal District  
Written Statement & Settlement Plans

