



Comhairle Cathrach  
& Contae **Luimnigh**

**Limerick City  
& County Council**

Forbairt Gheilleagrach,  
Ceanncheathrú Chorpáraideach,  
Cé na gCeannaithe,  
Luimneach

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25<sup>th</sup> June 2019

To Each Member of the Municipal District of Cappamore - Kilmallock

**Re: Proposed Kilmallock Local Area Plan 2019 – 2025**

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A Chomhairleoir, a chara,

I enclose herewith a copy of the Chief Executive's Report on the proposed Kilmallock Local Area Plan for your consideration.

The proposed Local Area Plan was placed on public display from Saturday 13<sup>th</sup> April 2019 to Monday 27<sup>th</sup> May 2019 inclusive. During the statutory display period for the proposed Local Area Plan, a public information meeting was held on 8<sup>th</sup> May 2019. A total of 16 submissions were received within the statutory timeframe. A report consisting of a summary of the submissions received together with the Chief Executives recommendations are attached as required by Section 20 of the Planning and Development Act (Amended). The submissions can be inspected online, or in the Forward/Strategic Planning Section of Limerick City & County Council during normal office hours and copies of the original submissions will be available for inspection at the July meeting of the Municipal District of Cappamore - Kilmallock.

The Members of the Municipal District of Cappamore - Kilmallock at their July meeting shall consider the Chief Executives Report and decide whether to make or amend the proposed Kilmallock Local Area Plan. If the Council decide to amend the Local Area Plan, any material alterations will be put on public display for a further 4 weeks.

If you have any queries on the report please contact Karen Burke, A/ Senior Executive Planner, on 061 557480.

Mise le meas,

Dr. Pat Daly,  
Director of Economic Development

# Proposed Kilmallock Local Area Plan 2019 – 2025

Section 20(3)(c) Chief Executive's Report  
to Elected Members



Limerick City and County Council,  
Forward/Strategic Planning,  
Economic Development Directorate,  
Merchants Quay,  
Limerick

25<sup>th</sup> June 2019



## 1.0 Introduction

This report presents the submissions made following publication and public display of the proposed Kilmallock Local Area Plan (LAP) 2019 - 2025. It sets out the Chief Executive's responses to the issues raised and any amendments to the proposed LAP. The report is part of the statutory procedure for preparing a new Local Area Plan (LAP) as set out in Section 20 of the Planning and Development Act 2000 (Amended).

The proposed Local Area Plan was placed on public display from Saturday 13<sup>th</sup> April 2019 to Monday 27<sup>th</sup> May 2019 inclusive. A total of seventeen written submissions were received, sixteen submissions within the statutory timeframe with one late submission from the Office of Public Works.

### 1.1 Structure of this report

Part A addresses each of the written submissions received within the statutory public display period. It includes the names of the individuals or bodies, who made submissions, a summary of the issues raised, a response and the recommendations of the Chief Executive on each submission.

Part B outlines the proposed amendments recommended to the text of the proposed LAP in response to the Chief Executive's recommendations on the submissions received. Any paragraph, policy or objective to be amended in the proposed LAP is reproduced in full with deleted text shown ~~strike through~~ and additional text shown underlined.

### 1.2 Progress to date and next steps

The steps in the process of preparation of the Plan for Kilmallock are shown in the following table.

Date	Stage
18 <sup>th</sup> October 2018	Formal notification of intention to review the existing LAP and commence the preparation of the proposed LAP
27 <sup>th</sup> November 2018	The Strategic Environmental Assessment Screening was issued to the Environmental Authorities.
8 <sup>th</sup> December 2018 – 11 <sup>th</sup> January 2019	First issues stage: Submissions were invited from external agencies and the public to identify issues relevant to the preparation of the proposed Kilmallock Local Area Plan
18 <sup>th</sup> December 2018	Public Information Evening on First Issues stage
16 <sup>th</sup> March 2019 – 27 <sup>th</sup> May 2019	Proposed Plan on public display: Public submissions invited during statutory period
8 <sup>th</sup> May 2019	Public information evening on Proposed LAP
<b>The remaining stages of the Plan are as follows:</b>	
18 <sup>th</sup> July 2019	Municipal District of Cappamore - Kilmallock Meeting, members of the area shall consider this report and make, revoke or amend the proposed plan.
August 2019	Material Alterations on display for a further 4 weeks. Public submissions can only be made on the proposed alterations
September 2019	Chief Executive's Report on alterations to be prepared

October 2019	Final adoption of Plan
November 2019	Plan comes into force 4 weeks from the time of adoption

Following receipt of the Chief Executive’s Report, the members of the Municipal District of Cappamore - Kilmallock, have up to 6 weeks in which to consider the contents of this report and the proposed Local Area Plan. Members may then accept the proposed plan and adopt it. Should amendments be proposed which, would constitute material alterations to the proposed plan, there is a further public display period (4 weeks) giving members of the public an opportunity to comment on the proposed amendments only. This is followed by the preparation of a second Chief Executive’s Report, which will be presented to the Members on any submissions received on the proposed amendments.

Members may then decide to make the plan with or without the proposed amendments, or with modifications to the proposed amendments, subject to the provisions of the Planning and Development Act 2000 (Amended). The formal making of the Local Area Plan is by resolution of the Members of the Municipal District of Cappamore - Kilmallock. During the Local Area Plan process, the Council must consider the proper planning and sustainable development of Kilmallock, statutory obligations and any relevant plans and policies of the Government or any Minister of the Government.

## 2.0 Persons / Bodies who made submissions within the statutory timeframe

Submission no	Received from:
1	Office of the Planning Regulator
2	Environmental Protection Agency
3	Transport Infrastructure Ireland
4	Irish Water
5	Canon William Fitzmaurice, Board of Management Coláiste Ióseaf and Scoil Mocheallóg
6	Ruth Corkery, Scoil Mocheallóg Parents Association
7	Noel Kelly, Principal, Coláiste Ióseaf, Kilmallock
8	Alphonsus O'Regan, Traffic Warden, Kilmallock
9	Michael O'Connor, Principal, Scoil Mocheallóg
10	Tony Dowling, Kilmallock District Community Council
11	Anita O'Brien, Scoil Mocheallóg Parents Association, Kilmallock
12	Peter Hennessy
13	Limerick and Clare Education and Training Board
14	Ann Zray
15	Thomas O'Brien on behalf of Peter Leonard
16	Michael Donegan MCC

One late submission was received from the Office of Public Works on the 04<sup>th</sup> June 2019, this submission is invalid, as it was received outside the statutory timeframe.

1	Office of Public Works
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## **Part A**

### **Submissions, Responses and Chief Executive's Recommendations**

1	<b>Name/Group:</b>	Office of the Planning Regulator (OPR)
	<b>Submission:</b>	<b>Response</b>
	<p>(a) The role of the OPR is to ensure there is broad policy consistency between national, regional and local levels of the statutory planning policy hierarchy, including the National Planning Framework (NPF), the Regional Spatial and Economic Strategy (RSES) for the Southern Assembly Region, and the Limerick City &amp; County Development Plans. The proposed LAP was prepared prior to the adoption of the RSES for the Southern region. Once the adopted RSES provides the strategic direction for development in the Southern Region, subsequent City and County Development Plans must align with these higher level plans, as must local area plans. The OPR recommend a written objective that the Proposed LAP is interim (2019 – 2022) and is subject to review in the context of its consistency with the RSES for the Southern Region, when adopted and subsequent Limerick City &amp; County Development Plan.</p> <p>(b) The OPR recommends that justification for the Phase 2 residentially zoned lands be critically re – appraised with regard to evidential justification of need. If the proposed lands are to be retained in the interim pending a further review in the context of the next city and county development plan. Objective H2 shall be clarified that Phase 2 residential zonings will not be brought forward for development in the proposed LAP period.</p>	<p>(a) The Planning Authority acknowledges the comments of the Office of the Planning Regulator. It was necessary to make assumptions in terms of population projections, in the absence of an adopted RSES and subsequent City and County Development Plan for Limerick. The Kilmallock Local Area Plan was previously extended in 2014 and in accordance with the Planning and Development Act 2000 (Amended), the statutory process for review of the plan had to commence. The Planning Authority have considered the population figures set out in the National Planning Framework, the Implementation Roadmap for the National Planning Framework, draft RSES for the Southern Region and have estimated population growth for Kilmallock, based on these figures. In the event of the population estimates not being consistent with the Core Strategy of the Limerick City and County Development Plan, when prepared, the local authority will review the plan and an objective will be included in the proposed plan stating such.</p> <p>(b) Having regard to the OPR submission and Appendix 3 of the National Planning Framework, a re-evaluation of the land zoning requirements has been carried out, based on the above assessment of estimated population growth. Following this re-evaluation, it is recommended that all Phase 2 residential zoned lands are removed from the zoning requirements of the plan as there is no justifiable need for these lands within the life of the proposed LAP. All remaining zoned lands identified in the plan are serviced or serviceable, within the lifetime of the plan, in accordance</p>



	<p>(c) The OPR recommend an overall Implementation and Infrastructural Delivery Schedule shall be developed and inserted into the Local Area Plan, as provided for in Chapter 6 of the Local Area Plan Guidelines for Planning Authorities (2013). It is considered that a phasing schedule for the proposed road and other supporting infrastructure for the local area plan, should be included.</p>	<p>with the methodology for a tiered approach to land zoning as set out in the National Planning Framework – Appendix 3. This is documented in the serviced land assessment matrix in Appendix 4 of the plan, which is amended following the re-evaluation of the zoned land requirement.</p> <p>(c) An Implementation and Infrastructural Delivery Schedule has been prepared and will be included in Appendix 6 of the plan. The inclusion of the proposed western distributor road is to future proof the development of Kilmallock. The development of the proposed road is a long term objective to safeguard the historic centre of Kilmallock.</p>
	<p><b>Chief Executive’s Recommendations:</b> See part B for details of proposed amendments</p>	
	<p>(a) Amend title of Figure 1.1</p> <p>(b)</p> <ul style="list-style-type: none"> <li>- Amend Section 2.3</li> <li>- Amend Section 2.4</li> <li>- Amend Table 2.2</li> <li>- Amend Table 2.3</li> <li>- Amend Section 3.2</li> <li>- Amend Table 9</li> <li>- Amend Zoning Map, to update zoning</li> <li>- Amend Flood Map, to update zoning</li> <li>- Amend New Residential and Serviced Sites Matrix – Serviced Land Assessment</li> </ul> <p>(c) Include an Implementation and Infrastructural Delivery Schedule in Appendix 6</p>	
	<p><b>SEA/AA Response</b></p>	
	<p>The recommended changes result in a reduction in the area of lands to be zoned for residential purposes and an increase in agricultural zoning, therefore reducing the footprint for development and a significant reduction in the intensity of proposed land uses within the LAP boundaries. No SEA/AA implications considered.</p>	

<b>2</b>	<b>Name/Group:</b>	Environmental Protection Agency (EPA)
	<b>Submission:</b>	<b>Response</b>
	<p>(a) The submission acknowledges receipt of the proposed plan and outlines the role of the EPA, which is to promote the full and transparent integration of the findings of the environmental assessment into the plan and advocate that the key environmental challenges for Ireland are addressed as relevant and appropriate to the proposed Plan. The submission advises on EPA guidance documents, reports and other EPA resources available to the Planning Authority including the SEA of Local Authority Land Use Plans – EPA Recommendations and Resources.</p> <p>(b) The EPA notes the Council’s proposed SEA determination.</p> <p>(c) In relation to sustainable development, the EPA outline that in proposing and implementing the plan, the local authority shall ensure that adequate and appropriate critical service infrastructure should be in place, or required to be put in place to service any development proposed or authorised within the lifetime of the Plan.</p> <p>(d) The proposed plan should align with national commitments on climate mitigation and adaptation, and relevant recommendations in sectoral, regional and local climate adaptation plans. The Plan should be consistent with key relevant higher level plans and programmes.</p> <p>(e) In preparing the Plan, the recommendations, key issues and challenges described in the most</p>	<p>(a) Noted. The Planning Authority had regard to all relevant guidance documents during the preparation of the plan.</p> <p>(b) Noted</p> <p>(c) Noted. In response to Submission 1 above the service land assessment in Appendix 4 has been updated.</p> <p>(d) The Local Authority are currently in the process of preparing a Climate Adaptation Action Plan, which the plan has had regard to. Also, Objective H8 Climate Change supports the National Adaptation Framework 2018 and the National Climate Change Strategy.</p> <p>(e) Noted</p>

	<p>recent State of the Environment Report Ireland’s Environment – and Assessment 2016 (EPA, 2016) is relevant and appropriate to the plan.</p> <p>(f) Future amendments to the plan should be screened for potential or likely significant effects in accordance with Schedule 2A of SEA Regulations (S.I. No.436 of 2004).</p> <p>(g) In terms of Appropriate Assessment, the Plan shall comply with the requirements of the Habitats Directive where relevant. Where Appropriate Assessment is required, the key findings and recommendations should be incorporated into the SEA and the Plan.</p> <p>(h) The submission advises consultation with Prescribed Bodies as required by the SEA Regulations, in particular, the Minister for Housing, Planning and Local Government; the Minister for Agriculture, Food and the Marine, and the Minister for Communications, Climate Action and Environment where the plan or amendment to the plan might have significant effects on fisheries or the marine environment; the Minister for Culture, Heritage and the Gaeltacht if the plan where the plan or amendment of the plan might have a significant impact on architectural, archaeological or natural heritage, and any adjoining planning authority, which is contiguous to the area of Limerick City &amp; County Council which prepared the plan.</p>	<p>(f) All amendments and changes will be screened. In this report an initial response is also included under the SEA response which summarises environmental responses to each of the submissions.</p> <p>(g) An Appropriate Assessment Screening was prepared as part of the draft plan, all amendments and changes will be screened. In this report an initial response is also included under the AA response which summarises environmental responses to each of the submissions.</p> <p>(h) Consultation has taken place with the Prescribed bodies, as required and with adjoining Local Authorities.</p>
	<b>Chief Executive’s Recommendations:</b>	No Change
	<b>SEA/AA Response</b>	N/A

<b>3</b>	<b>Name/Group:</b>	Transport Infrastructure Ireland (TII)
	<b>Submission:</b>	<b>Response</b>
	The TII has no specific observation in relation the proposed Kilmallock Local Area Plan.	Noted
	<b>Chief Executive's Recommendations:</b>	No Change
	<b>SEA/AA Response</b>	N/A

<b>4</b>	<b>Name/Group:</b>	Irish Water
	<b>Submission:</b>	<b>Response</b>
	<p>(a) It is envisaged that there is adequate treatment capacity to accommodate the proposed population increase outlined in the draft plan, over the plan period, the waste water treatment plant capacity is 4,000 populations equivalent and the load in 2018 was 1,890 population equivalent. The new plant commissioned in 2014 includes sludge dewatering.</p> <p>(b) It is envisaged that there is adequate treatment capacity to accommodate the proposed population increase outlined in the draft plan, over the plan period, as noted in the draft plan, the source can be supplemented from Jamestown as required, the reservoir storage figure should be confirmed.</p> <p>(c) Available GIS mapping of the network indicates that several sites on the extremity of the town requires network extensions to service these lands. There is no wastewater network north of the town centre and the River Loobagh, and this would require a river crossing to service these sites. There is no new wastewater network infrastructure planned for the town and future network improvements are subject to the national capital maintenance programme.</p>	<p>(a) Noted</p> <p>(b) Noted. There is in excess of 24-hour storage at the Kilmallock reservoir and when the supply is supplemented by the Jamestown source, there is an additional 10-hours storage available.</p> <p>(c) Following a re-evaluation of all serviced lands in response to Submission 1 from the Office of the Planning Regulator, all lands north of the River Loobagh have been rezoned to agricultural use, save for small infill sites.</p>

	(d) All new development seeking water supply connection will be assessed through Irish Water's new connection process to determine network and treatment capacity. Existing water services infrastructure must be protected, diverted, accessed and maintained in accordance with Irish Water policy. There shall be no building over existing water services infrastructure. Early notification of planned road and public realm projects is requested to enable Irish Water to plan works accordingly and minimise disruption to the public.	(d) Noted
	<b>Chief Executive's Recommendations:</b>	Lands north of the River Loobagh to be re-zoned in accordance with the requirements of Submission 1 above
	<b>SEA/AA Response</b>	See Submission 1 above

<b>5</b>	<b>Name/Group:</b>	Canon William Fitzmaurice, Board of Management Coláiste Ióseaf and Scoil Mocheallóg
	<b>Submission:</b>	<b>Response</b>
	<p>This submission is identical to submissions 6, 7, 8, 9, 10, 11</p> <p>(a) The submission raises concerns regarding traffic management in relation Scoil Mocheallóg national School and Coláiste Ióseaf secondary school, and in particular, the new proposals at the Glenfield Road junction, which include the extension of footpaths, revision of kerb lines and proposed raised table, which will reduce the overall area for the free movement of traffic.</p> <p>(b) The alternative of a roundabout and a left hand slip road is an absolute priority for the area and an extension of the path opposite Scoil Mocheallóg for the pedestrian safety of the students attending the school.</p>	<p>(a) Road improvements have been recently approved under Section 38 of the Road Traffic Act 1994, on the Regional Road (R512) from the North Bridge to the pedestrian crossing by Coláiste Ióseaf, which include revised kerb lines to reduce the width of the junction of the local road (L1584) and the Regional Road (R512) into the Glenfield Estate, a raised table top, as well as road and path surface improvements. These works are due to commence in July 2019 and are being undertaken in the interest of traffic and pedestrian safety.</p> <p>(b) The Glenfield Road Junction is not part of these proposed works, however, proposed junction improvements works have been identified in the plan and the Council have commenced a preliminary design process for improvements to the</p>

	(c) The location of the existing pedestrian crossing is considered unsuitable as it is at a distance from the main entrance to Coláiste Ióseaf and the students are not using the pedestrian crossing.	<p>junction, which will include detailed traffic assessments being carried out to inform best possible solution for this junction. Delivery of the improvements will be subject to funding.</p> <p>(c) The recently approved works identified in point (a) above, includes for the installation of two number uncontrolled/controlled pedestrian crossings</p>
	<b>Chief Executive's Recommendations:</b>	No Change
	<b>SEA/AA Response</b>	N/A

<b>6</b>	<b>Name/Group:</b>	Ruth Corkery, Coláiste Ióseaf Parents Association
	<b>Submission:</b>	<b>Response</b>
	<p>This submission is identical to submissions 5, 7, 8, 9, 10, 11</p> <p>(a) The submission raises concerns regarding traffic management in relation Scoil Mocheallóg National School and Coláiste Ióseaf secondary school, and in particular, the new proposals at the Glenfield Road junction, which include the extension of footpaths, due to revision of kerb lines and proposed raised table, which will reduce the overall area for the free movement of traffic.</p> <p>(b) The alternative of a roundabout and a left hand slip road is an absolute priority for the area and an extension of the path opposite Scoil Mocheallóg for the pedestrian safety of the students attending the school.</p> <p>(c) The location of the existing pedestrian crossing is considered unsuitable as it is at a distance from the main entrance to Coláiste Ióseaf and the students are not using the pedestrian crossing.</p>	<p>(a) See response to Submission No. 5(a) above.</p> <p>(b) See response to Submission No. 5 (b) above.</p> <p>(c) See response to Submission No. 5 (c) above.</p>
	<b>Chief Executive's Recommendations:</b>	No Change
	<b>SEA/AA Response</b>	N/A

<b>7</b>	<b>Name/Group:</b>	Noel Kelly, Coláiste Ióseaf Secondary School
	<b>Submission:</b>	<b>Response</b>
	<p>This submission is identical to submissions 5, 6, 8, 9, 10, 11</p> <p>(a) The submission raises concerns regarding traffic management in relation Scoil Mocheallóg National School and Coláiste Ióseaf secondary school, and in particular, the new proposals at the Glenfield Road junction, which include the extension of footpaths, due to revision of kerb lines and proposed raised table, which will reduce the overall area for the free movement of traffic.</p> <p>(b) The alternative of a roundabout and a left hand slip road is an absolute priority for the area and an extension of the path opposite Scoil Mocheallóg for the pedestrian safety of the students attending the school.</p> <p>(c) The location of the existing pedestrian crossing is considered unsuitable as it is at a distance from the main entrance to Coláiste Ióseaf and the students are not using the pedestrian crossing.</p>	<p>(a) See response to Submission No. 5 (a) above.</p> <p>(b) See response to Submission No. 5 (b) above.</p> <p>(c) See response to Submission No. 5 (c) above.</p>
	<b>Chief Executive's Recommendations:</b>	No Change
	<b>SEA/AA Response</b>	N/A

<b>8</b>	<b>Name/Group:</b>	Alphonsus O'Regan, Kilmallock Traffic Warden
	<b>Submission:</b>	<b>Response</b>
	<p>This submission is identical to submissions 5, 6, 7, 9, 10, 11</p> <p>(a) The submission raises concerns regarding traffic management in relation Scoil Mocheallóg National School and Coláiste Ióseaf secondary school, and in particular, the new proposals at the Glenfield Road junction, which include the extension of footpaths, due to</p>	<p>(a) See response to Submission No. 5 (a) above.</p>

	<p>revision of kerb lines and proposed raised table, which will reduce the overall area for the free movement of traffic.</p> <p>(b) The alternative of a roundabout and a left hand slip road is an absolute priority for the area and an extension of the path opposite Scoil Mocheallóg for the pedestrian safety of the students attending the school.</p> <p>(c) The location of the existing pedestrian crossing is considered unsuitable as it is at a distance from the main entrance to Coláiste Íoseaf and the students are not using the pedestrian crossing.</p>	<p>(b) See response to Submission No. 5 (b) above.</p> <p>(c) See response to Submission No. 5 (c) above.</p>
	<b>Chief Executive's Recommendations:</b>	No Change
	<b>SEA/AA Response</b>	N/A

<b>9</b>	<b>Name/Group:</b>	Michael O'Connor, Scoil Mocheallóg National School
	<b>Submission:</b>	<b>Response</b>
	<p>This submission is identical to submissions 5, 6, 7, 8, 10, 11</p> <p>(a) The submission raises concerns regarding traffic management in relation Scoil Mocheallóg National School and Coláiste Íoseaf secondary school, and in particular, the new proposals at the Glenfield Road junction, which include the extension of footpaths, due to revision of kerb lines and proposed raised table, which will reduce the overall area for the free movement of traffic.</p> <p>(b) The alternative of a roundabout and a left hand slip road is an absolute priority for the area and an extension of the path opposite Scoil Mocheallóg for the pedestrian safety of the students attending the school.</p>	<p>(a) See response to Submission No. 5 (a) above.</p> <p>(b) See response to Submission No. 5 (b) above.</p>



	(c) The location of the existing pedestrian crossing is considered unsuitable as it is at a distance from the main entrance to Coláiste Ióseaf and the students are not using the pedestrian crossing.	(c) See response to Submission No. 5 (c) above.
	<b>Chief Executive's Recommendations:</b>	No Change
	<b>SEA/AA Response</b>	N/A

<b>10</b>	<b>Name/Group:</b>	Tony Dowling, Kilmallock District Community Council
	<b>Submission:</b>	<b>Response</b>
	<p>This submission is identical to submissions 5, 6, 7, 8, 9, 11</p> <p>(a) The submission raises concerns regarding traffic management in relation Scoil Mocheallóg National School and Coláiste Ióseaf secondary school, and in particular, the new proposals at the Glenfield Road junction, which include the extension of footpaths, due to revision of kerb lines and proposed raised table, which will reduce the overall area for the free movement of traffic.</p> <p>(b) The alternative of a roundabout and a left hand slip road is an absolute priority for the area and an extension of the path opposite Scoil Mocheallóg for the pedestrian safety of the students attending the school.</p> <p>(c) The location of the existing pedestrian crossing is considered unsuitable as it is at a distance from the main entrance to Coláiste Ióseaf and the students are not using the pedestrian crossing.</p>	<p>(a) See response to Submission No. 5 (a) above.</p> <p>(b) See response to Submission No. 5 (b) above.</p> <p>(c) See response to Submission No. 5 (c) above.</p>
	<b>Chief Executive's Recommendations:</b>	No Change
	<b>SEA/AA Response</b>	N/A

<b>11</b>	<b>Name/Group:</b>	Anita O'Brien, Scoil Mocheallóg Parents Association
	<b>Submission:</b>	<b>Response</b>
	This submission is identical to submissions 5, 6, 7, 8, 9, 10	

	<p>(a) The submission raises concerns regarding traffic management in relation Scoil Mocheallóg National School and Coláiste Ióseaf secondary school, and in particular, the new proposals at the Glenfield Road junction, which include the extension of footpaths, due to revision of kerb lines and proposed raised table, which will reduce the overall area for the free movement of traffic.</p> <p>(b) The alternative of a roundabout and a left hand slip road is an absolute priority for the area and an extension of the path opposite Scoil Mocheallóg for the pedestrian safety of the students attending the school.</p> <p>(c) The location of the existing pedestrian crossing is considered unsuitable as it is at a distance from the main entrance to Coláiste Ióseaf and the students are not using the pedestrian crossing.</p>	<p>(a) See response to Submission No. 5 (a) above.</p> <p>(b) See response to Submission No. 5 (b) above.</p> <p>(c) See response to Submission No. 5 (c) above.</p>
	<b>Chief Executive's Recommendations:</b>	No Change
	<b>SEA/AA Response</b>	N/A

<b>12</b>	<b>Name/Group:</b>	Peter Hennessey
	<b>Submission:</b>	<b>Response</b>
	<p>(a) The submission outlines the historic significance and tourism potential that the re-opening the Kilmallock Railway station would create. Every effort must be made to save the building and protect it for future generations.</p> <p>(b) The submission suggests the need for a two-way approach for the future development of the station;</p> <ul style="list-style-type: none"> <li>- Secure the station building, and</li> <li>- Pursue an unmanned train station with ticket machines similar to Sixmilebridge.</li> </ul>	<p>(a) The Kilmallock Railway station is located outside the boundary of the proposed Kilmallock Local Area Plan. The Council served the landowner of the building a notice on 4<sup>th</sup> April 2019 under the Derelict Sites Act 1990. The landowner is co-operating with the Council at present.</p> <p>(b) Objective TI2 - <b><i>Measures in Support of Public Transport</i></b> as set out in the proposed plan, supports the future development of the railway station for public transport, however the local authority will remain guided by national transport policy, in this regard.</p>

	<b>Chief Executive's Recommendations:</b>	No Change
	<b>SEA/AA Response</b>	N/A

<b>13</b>	<b>Name/Group:</b>	Limerick and Clare Education and Training Board
	<b>Submission:</b>	<b>Response</b>
	<p>(a) The submission seeks an amendment to the existing policies and objectives to facilitate the development of a playing pitch in the Special Control Area. The lands referred to by the submission consist of 2.8 ha adjacent to the Coláiste Iósaef campus to accommodate a GAA playing pitch and open space for 600 students in the interest of active lifestyle and student well-being. The 3,500m<sup>2</sup> extension, recently constructed has resulted in the loss of open space on the school grounds. The proposed location of the pitch is approximately 56m north of the Dominican Priory. Access to the proposed pitch will require a new pedestrian bridge over the River Loobagh. Alternatives have been considered and this is the only option, that is considerable viable for the development of a pitch to serve the school. The submission considers this location to be most suitable site given the minimal ground disturbance on level land. Infrastructure includes goal posts to north and south of pitch, a ball net to the north and new pedestrian bridge to access the pitch from the school. There are no proposals for lighting. The LCETB will enter into a legal agreement with the Council regarding prohibition of the further infrastructure, including lighting.</p>	<p>(a) Limerick City &amp; County Council has long recognised the importance of the Priory, its setting and the inward views towards the monument. Objective EH 027 of the Limerick County Development Plan 2010 – 2016 (As Extended) addresses the Council's objective on the protection of the setting of archaeological monuments. In the Local Area Plan 2009 - 2015 (extended) a Special Control Area was established surrounding the Priory, this included the rezoning of land previously zoned residential. The zoning matrix for the Special Control Area prohibited any development within the zone. The Special Control Area zoning was sincerely welcomed by the National Monuments Service and the Office of Public Works as providing proper protection into the future for the monument, its setting and any associated features. Limerick County Council resisted a previous attempt to develop playing pitches on the east bank of the river in 2011. To develop a GAA pitch in the Priory's landscape would have a very negative effect on the setting of this unique National Monument. It would change the land management regime, which would also effect the setting, changing it from its current peaceful, pastoral setting to a manicured, busy setting.</p> <p>It is noted that the LCETB are willing to enter a legal agreement regarding prohibition of further infrastructure, however, it is considered that once the area is opened up the landscape will be irredeemably altered. The pitch would impinge on the view of the Priory from many different directions. Views are very fragile yet very unique resources and the</p>

	<p>(b) The submission requests clarity on the objective for the Special Control Area, such that leisure facilities can be facilitated, providing such facilities do not adversely the amenity and preservation of the built heritage. On one hand, Section 6.3(ii) of the draft plan see to protect the Special Control Area, from development, while on the on hand seeks to ensure that any development proposals within areas of high natural and historical value shall have regard to a number of factors. The submission states that the proposed pitch has regard to the criteria outlined in Section 6.3 (ii) of the proposed LAP to protect the integrity and appearance of the Special Control Area. The proposal is stated to have regard to the Town Wall Conservation and Management Plan; contributes to and enhances the environment and character of the Special Control Area and as it maintains existing levels within limited intervention works; the amenity of the Dominican Priory is not compromised as no buildings are proposed; does not include measures that detract from the Special Control Area; and protects the natural landscape elements of the areas special character. The</p>	<p>hardest to protect. These views have been further enhanced by the opening of the Priory Walk through the school grounds, along the west bank of the Loobagh River.</p> <p>The proposal would have a profoundly negative effect on the pristine setting of the best preserved Dominican Priory in Ireland, which would go against fundamental heritage objectives of the Local Authority.</p> <p>(b) Objective H3 Special Control Area states that the objective of the Council is not to permit future development in the Special Control Area, other than leisure/tourism development, which complements the use of the town walls, the historical buildings and the natural amenities within these zones. The Planning Authority does not consider that a playing pitch would complement the setting of these restricted areas. Objective H3 coupled with Objective H4 Kilmallock's Protected Views/Viewsheds seeks to safeguard the setting and the views and particularly the open spaces close to these historical structures and which contribute to their settings. Objective H3 shall be clarified, so that there is no ambiguity in terms of the type of development, which will be considered within these areas.</p>
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	<p>development offers improved accessibility as the new pedestrian bridge will be connected into a walkway to be provided on the northern bank linking the existing pedestrian bridge by the Dominican Priory.</p> <p>(c) The submission outlines that the National Monuments Service has defined and delineated the extent of the national monument/historic town and it includes the Dominican Priory and surrounding lands. The submission outlines that the proposed pitch is largely located outside the defined historic site. Furthermore, this is further reinforced in the context of Joanes' map of c.1600 and the extent of the Dominican Priory landholding.</p> <p>(d) The request consists of additional text to the land use zoning objective in Section 9.2 Land Use Zoning Categories, Special Control Area (page 85 of the Proposed LAP). The additional text is outlined below in <i>italics</i>: 'This zoning recognises the importance of recorded monuments including the town defences, and the Dominican Priory. The designated area will be protected from development in order to maintain the archaeological heritage of the site in the interest of protected views of these national monuments, <i>other than leisure/tourism development which complements the use of the town walls, and the historical buildings and the natural amenities located within these zones</i>'. Furthermore, the submission requests a change to the Zoning</p>	<p>(c) The curtilage of the Priory is likely to have been large and certainly would have stretched as far as the river bank, where water mills are shown on older maps. Seventeenth century maps show a 17-acre field (17 acres 2 roods &amp; 6 perches) surrounding the Priory, marked as under religious ownership. This includes the large field still surrounding the Priory and would incorporate the entire site of the proposed pitch. The map referred to in the submission was surveyed for military purposes and would have indicated the immediate environs of the Priory, as it related to the approach to the town.</p> <p>(d) The Objective of the Special Control Area will be clarified and 9.2 Land Use Zoning Categories text on Special Control Area, so that, it is clear that only development which complements the use of the town walls, historical buildings and natural amenities are protected. Developments other than tourism related development shall be omitted. The zoning matrix shall remain as outlined in the proposed plan.</p>
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	Matrix to facilitate open space and recreation.	
	<b>Chief Executive's Recommendations:</b> See part B for details of proposed amendments	
	(a) No Change (b) Amend Objective H3 (c) No Change (d) Amend Special Control Area text in Section 9.2 Land Use Zoning Categories	
	<b>SEA/AA Response</b>	Amendments proposed are for clarity purposes only and will not have any AA / SEA impacts.

<b>14</b>	<b>Name/Group:</b>	Ann Zray
	<b>Submission:</b>	<b>Response</b>
	(a) The submission expresses disappointment with the lack of consideration of the proposed LAP for wheelchair users. There are multiple references to improving community facilities, improving pedestrian walkways/cycle ways and an acknowledgement that the population is aging but only one reference to 'those less mobile in the community' in Objective TI 7 (b).  (b) The submission refers to a statement in the plan for the significant public investment by the Council on the new footbridge and the West Wall Walk. However, the new footbridge does not have wheelchair access and the surface used on the West Wall Walk is unsuitable for people using wheelchairs.	(a) The Council is committed to achieving universal design in all developments proposed and delivered, Objective TI 7 Movement and Accessibility as set out in the proposed plan, states that it is an objective of the Council to encourage the development of safe and efficient movement and accessibility networks that will cater for the needs of all users and to encourage priority for walking and cycling, public transport provision and accident reduction.  (b) The Council continue to invest and seek funding to invest in enhancing the public realm in Kilmallock, all works complete meet with the relevant standards.
	<b>Chief Executive's Recommendations:</b>	No Change
	<b>SEA/AA Response</b>	N/A

<b>15</b>	<b>Name/Group:</b>	Thomas O'Brien on behalf of Peter Leonard
	<b>Submission:</b>	<b>Response</b>
	The submission seeks to change lands zoned agriculture in Deebert to tourism development, as zoned in the Kilmallock LAP 2009 – 2015 (as extended). It is considered that tourism development at this location would benefit the tourism potential of the	In line with national policy, the priority location for future development of Kilmallock, including the development of tourism facilities, is within the town centre. Town centre renewal is critical for the town of Kilmallock, particularly within the existing urban footprint and shall be carried out

	town as part of the Ballyhoura Country and Ireland's Wild Atlantic Way marketing programmes. Spacious parking at this location within a short walking distance of the town would benefit local sporting clubs. There is no sizable land bank in the centre of the town to accommodate tourism development.	through infill development and utilising the existing vacant or underused buildings and sites. Section 4.4 of the proposed plan outlines the crucial importance of the development and sustainability of the tourism in Kilmallock.  Also the land in question is not serviced and due to the levels at this location pumping of sewerage would be required.
	<b>Chief Executive's Recommendations:</b>	No Change
	<b>SEA/AA Response</b>	N/A

<b>16</b>	<b>Name/Group:</b>	Michael Donegan, Member of Limerick City and County Council
	<b>Submission:</b>	<b>Response</b>
	<p>The submission requests the Council to:</p> <p>(a) Explore the possibility of a roundabout at the junction of Sheares Street and Glenfield Road, which would assist traffic calming measures and help traffic flow during school drop off/collection times.</p> <p>(b) Improve accessibility to public transport in the town by designating three bus stops in the town with proper signage and bus shelters</p> <p>(c) Highlight the existing loop walks and cycle routes.</p>	<p>(a) See response to Submission No. 5 (a) above.</p> <p>(b) Objective TI2 seeks to facilitate measures to improve public transport infrastructure in Kilmallock, the development of bus stops is based on assessment criteria prepared by the National Transport Authority and subject to available funding.</p> <p>(c) Amenity Map in Appendix 1 identifies existing and proposed walkways, the map shall be amended to retitle this walkways/cycleways and updated to include recently developed walkway/cycleways.</p>
	<b>Chief Executive's Recommendations:</b>	
	<p>(a) No Change</p> <p>(b) No Change</p> <p>(c) Amenity Map in Appendix 1 identifies existing and proposed walkways, the legend shall be amended to include cycleways.</p>	
	<b>SEA/AA Response</b>	No SEA / AA implications

**Part B**  
**Proposed Amendments to the Proposed Kilmallock Local Area Plan**  
**2019- 2025**

(To be read in association with Part A)

Omit wording ~~struck through~~ and insert wording underlined. Where policies or objectives are proposed to be included or amended the policy / objective numbers of those existing may need to be revised.



## Chapter 1

Amend heading of Figure 1.1: ~~Development Plan—links with other plans~~ and replace with Hierarchy of Statutory Plans.

Insert the following text in Section 1.6

The City and County Development Plans will be reviewed following adoption of the Regional Economic and Spatial Strategy for the Southern Region and is required to be consistent with the Hierarchy of Statutory Plans. On the adoption of the finalised City & County Development Plan the Council is required to review local areas plans to ensure their consistency with the newly adopted City and County Development Plan.

### Objective C 1 Consistency of the proposed Kilmallock Local Area Plan with the hierarchy of statutory plans

It is the objective of the Council to ensure that the Kilmallock Local Area Plan is consistent with the hierarchy of statutory plans. The proposed LAP will be subject to a review in the context of its consistency with the Limerick City & County Development Plan adopted following the making of the Regional Spatial and Economic Strategy (RSES) for the Southern Assembly Region.

## Chapter 2 – amend section 2.3 and 2.4:

### 2.3 Population targets

The National Planning Framework has been published for Ireland (February 2018) and will govern where development takes place in the country until 2040. The plan will be implemented through the Regional Spatial and Economic Strategies. ~~The and presently, the~~ strategy for the Southern Region is currently being prepared. In the absence of the adopted RSES for the Southern Region, population growth for Limerick has been calculated based on the NPF strategy and Implementation Road Map.

Limerick City & County Council have considered the population growth of the City and County. The anticipated population in Kilmallock expects the town’s population ~~to grow in the range of 842 to 949 additional people by 2031 to reach 3,169 people by 2040.~~ Applying these targets to the new Kilmallock Plan, there is an anticipated growth of an additional ~~563~~ 567 persons by 2025. This equates to ~~62.5~~ 63 persons per annum over nine years (2016 – 2025).

**Table 2.1 Population growth based on draft RSES of the Southern Region**

Census 2016	Population increase to 2025 Low range	Population Increase to 2025 High range	Population Increase to 2025 + 25% headroom (high range)	Total population 2025 (excluding headroom and Using high range projections)
1668	<del>563</del> 505	567	709	<del>2,231</del> 2,235

Such a scale of growth is considered appropriate given the town's strategic location relative to Limerick and Cork, the availability of serviced lands and the range of services available to sustain a growing population. It is noteworthy that objective SS01 of the CDP requires the town to grow sequentially from the town centre, maintaining a compact urban settlement and avoiding leap-frogging of development. Proposals for infill development, particularly in town core are encouraged and are necessary given the level of vacancy in the town. The NPF seeks that at least 30% of all new homes nationally are provided within the built-up footprint of existing settlements. Additional population growth in Kilmallock will lead to increased service demand and a ~~criteria~~critical mass for the provision of additional services.

#### 2.4 — Land zoning requirements

~~Based on the above the anticipated amount of residentially zoned lands required in the new Local Area Plan is broken down as follows:~~

~~1500 population over the next 24 years resulting in:~~

- ~~- 62.5 additional people in Kilmallock per annum~~
- ~~- 563 additional people in Kilmallock over the plan period (2016-2025)~~
- ~~- 321 houses required (on the basis of a household size of 2.5)~~
- ~~- 15.3 hectares of residential lands required for Residential Development Areas (based on a density of 22 units per hectare)~~
- ~~- 6.42 hectares of Serviced Sites lands (based on a density of 10 units per hectare)~~
- ~~- Add headroom of 25% as set out in the National Planning Framework Implementation Road Map 2018 for Limerick – 15.3 hectares for Residential Development Area, and 7.33 hectares for Serviced Sites.~~

~~Total amount of land required for residential development 22.63 hectares of land.~~

~~Note: It is anticipated that 80% of new residential development will take place in the form of residential estates with the other 20% accounted for as Serviced Sites.~~

~~It should be noted that the above figures does not take account of the number of vacant residential units in Kilmallock town and the number of persons on the Social Housing waiting list for this town. This is set out in the Draft RSES for the Southern Region. It states that "Additional housing will also be required to cater for existing population requirements including social housing demand, renewal/upgrading and replacement of older and poor-quality stock, formation of smaller families, increase ageing population with resultant requirement for additional housing responses." Section 2.4 underneath and Tables 2.2 and 2.3 carry out this assessment.~~

~~Consideration has been given to the number of people on the waiting list for Social Housing in Kilmallock. The RSES for the Southern Regions requires consideration to be given to the Social Housing waiting list. This figure stands at 322 people and has been incorporated as an additional land zoning requirement for Kilmallock town. This detail is set out in Table 2.2 and 2.3 underneath.~~

~~According to the assessment carried out in Section 2.3, there is a requirement for 22.63 hectares of lands needed for residential use over the plan period. The plan proposes to introduce a phasing programme, which will be supported by an Objective in Chapter 3 Quality Housing, whereby 50% of the lands in Phase 1 must be developed before development can proceed on lands identified in Phase 2.~~

A detailed serviced lands assessment matrix was compiled as part of the plan preparation process in line with the requirements of the NPF to establish the suitability of the land for development within the plan boundary. This has been included in the plan by way of an Appendix (Appendix 4). All the lands zoned for residential development phase 1 have been zoned on the basis that adequate services are available to facilitate the development of each of the sites. Two further issues for consideration in assessing the land zoning requirements are residential vacancy and the Social Housing waiting list for the town. The assessment of vacancy in the town has identified 33 vacant residential units and these have been included in Table 4 below to calculate zoning requirements in the town.

**Table 2.2 — Residential units required to accommodate projected population growth to 2025**

A	B	C	D	E	F	H	I
Pop increase	Persons requiring social housing Jan 2019	Total persons requiring housing (A+B)	GeoDirectory vacant residential units*	Potential persons per Geodirectoy vacant units	Housing units required $C - E / 2.5$ average household size - vacant units	Total new residential units required $F \times 80\%$	Total Serviced site units required $F \times 20\%$
563	322	885	33	83	321	257	64

**Table 2.3 — Residential zoned land requirements based on Table 2.2 above**

A	B	C	D	E	F
Total units required	New residential units required	Hectares for new residential at 22 units per ha + 25% headroom $B / 22 + 25\%$	Serviced Sites required	Hectares for Serviced site units required at 10 per ha + 25% headroom $D / 10$ units per ha + 25%	Total ha required $C + E$
321	257	15	64	7	22

## 2.4 Land zoning requirements

The residential zoned land requirement is calculated having regard to the projected population growth outlined above and the guidance contained in the “Sustainable Residential Development in Urban Area – Guidelines for Planning Authorities”. In accordance with these

guidelines 80% of the projected housing units will have a density of 22 units per hectare, while the remaining 20% of housing units will be in the form of serviced sites at a density of 10 units per hectare. In accordance with the National Planning Framework Implementation Road Map 2018, 25% headroom is also included and an allowance is also made for social housing requirements in line with the Draft Regional Spatial and Economic Strategy for the Southern Region.

**Table 2.2 Residential units required to accommodate projected population growth to 2025**

A	B	C	D	E	F	H	I
Pop increase	Persons requiring social housing (social housing waiting list Jan 2019)	Total persons requiring housing (A+B)	No. of housing units required from pop. Increase and social housing requirements (2.5 average household size)	GeoDirectory vacant residential units	Total Housing units required (D-E)	Total new residential units required at 22units per hectare  F x 80%	Total Serviced site units required at 10 units per hectare  F x 20%
709	322	1031	412	33	379	304	76

**Table 2.3 Residential zoned land requirements based on Table 2.2 above**

A	B	C	D	E	F
Total units required	New residential units required	Hectares for new residential at 22 units per ha  B/22	Serviced Sites units required	Hectares for Serviced site units required at 10 per ha  D/10	Total ha required  C + E
379	304	14	65	8	22

A detailed serviced lands assessment matrix was compiled as part of the plan preparation process in line with the requirements of the NPF to establish the suitability of the land for development within the plan boundary. This has been included in the plan by way of an Appendix (Appendix 4). All the lands zoned for residential development have been zoned on the basis that adequate services are available to facilitate the development of each of the sites.

### Chapter 3

Amend Section 3.2 as follows:

Population projections for the town identifies a requirement of ~~22~~ 23 hectares to accommodate future growth envisaged to 2025. Refer to Section 2.3 for population projections. This LAP zones ~~15.93~~ 13.7 hectares as Residential Development ~~Phase 1 Area~~ and ~~7.1~~ 7.5 hectares as Serviced Sites ~~Phase 1~~ to accommodate the envisaged population growth to 2025. ~~A further 17.38 hectares has been zoned as Phase 2 Residential Development and Phase 2 Serviced Sites for population growth beyond 2025. Phase 2 lands will only be permitted when at least 50% of the housing in Phase 1 has been completed.~~

Amend Objective H2 Residential density, design and mix, ~~phasing and design~~ as follows:

~~(d) (g) Ensure development of sites in Phase 2 can only proceed when at least 50% of all development in New Residential zoned Areas Phase 1 is completed.~~

Amend Objective Serviced Sites:

~~(e) (e) Development of Phase 2 Serviced Site lands can only proceed when at least 50% of all development in Serviced Sites Phase 1 land has been completed.~~

### Chapter 6

Amend Objective H3 Special Control Area as follows:

It is the objective of the Council not to permit ~~future~~ development in the Special Control Area (SCA), other than ~~leisure~~/tourism development, which complements the use of the town walls and the historical buildings and the natural amenities located within these zones, ~~such as the completion of the orbital walkway to the east side of the town~~. Amenities defined in the Public Realm Plan such as walkways along the town walls will be generally permitted.

### Chapter 9

Amend Land Use Zoning Categories

This zoning recognises the importance of recorded monuments, including the town defences and the Dominican Priory. The designated area will be protected from development, ~~save for appropriate tourism development~~, in order to maintain the archaeological heritage of the sites in in the interest of protecting views of these national monuments.

Amend Table 9 as follows:

**Table 9.1 Total Zoned Lands**

Zoning	Area designated 2019 LAP (ha)	Area designated 2009 LAP (ha)
Agriculture	<del>40.3</del> <u>60.89</u>	40.39
Education and Community Facilities	<del>10</del> <u>10.69</u>	8.68
Existing Residential	<del>31.06</del> <u>29.48</u>	44.31

<b>Enterprise &amp; Employment</b>	<del>34.27</del> <u>34.88</u>	38.66 (i)
<b>Open space and recreation</b>	<del>23.1</del> <u>21.9</u>	39.41 (ii)
<b>Open space and sports Grounds</b>	12.6	19.2 (iii)
<b>Residential Development Area Phase 1</b>	<del>15.93</del> <u>13.78</u>	24.85
<del>Residential Development Area Phase 2</del>	10.84	<del>0 (iv)</del>
<b>Serviced Sites Phase 1</b>	<del>7.1</del> <u>7.53</u>	5.4
<del>Serviced sites Phase 2</del>	<del>6.06</del>	<del>0 (iv)</del>
<b>Special Control Area</b>	18.38	17.29
<b>Utility</b>	3.41	2.26
<b>Town Centre</b>	9.3	8.06 (iv)

(i) Industrial in 2009 Kilmallock LAP

(ii) Natural Open Space in 2009 LAP

(iii) Park, Leisure and Sport Areas in 2009 LAP

~~(iv) No phasing of new residential or serviced sites zoned lands in 2009 LAP~~

(v) (iv) Town Centre/Mixed Use in the 2009 LAP

#### Appendix 1 Maps

- [Amend Zoning Map, to update zoning](#)
- [Amend Flood Map, to update zoning](#)
- [Amend Amenity Map to include updated Walkways/Cycleways](#)

#### Appendix 4 – New Residential and Serviced Site Matrix

- [Amend Serviced Land Assessment](#)
- [Amend Residential and Service Sites Matrix – Serviced Land Assessment](#)

**Legend**

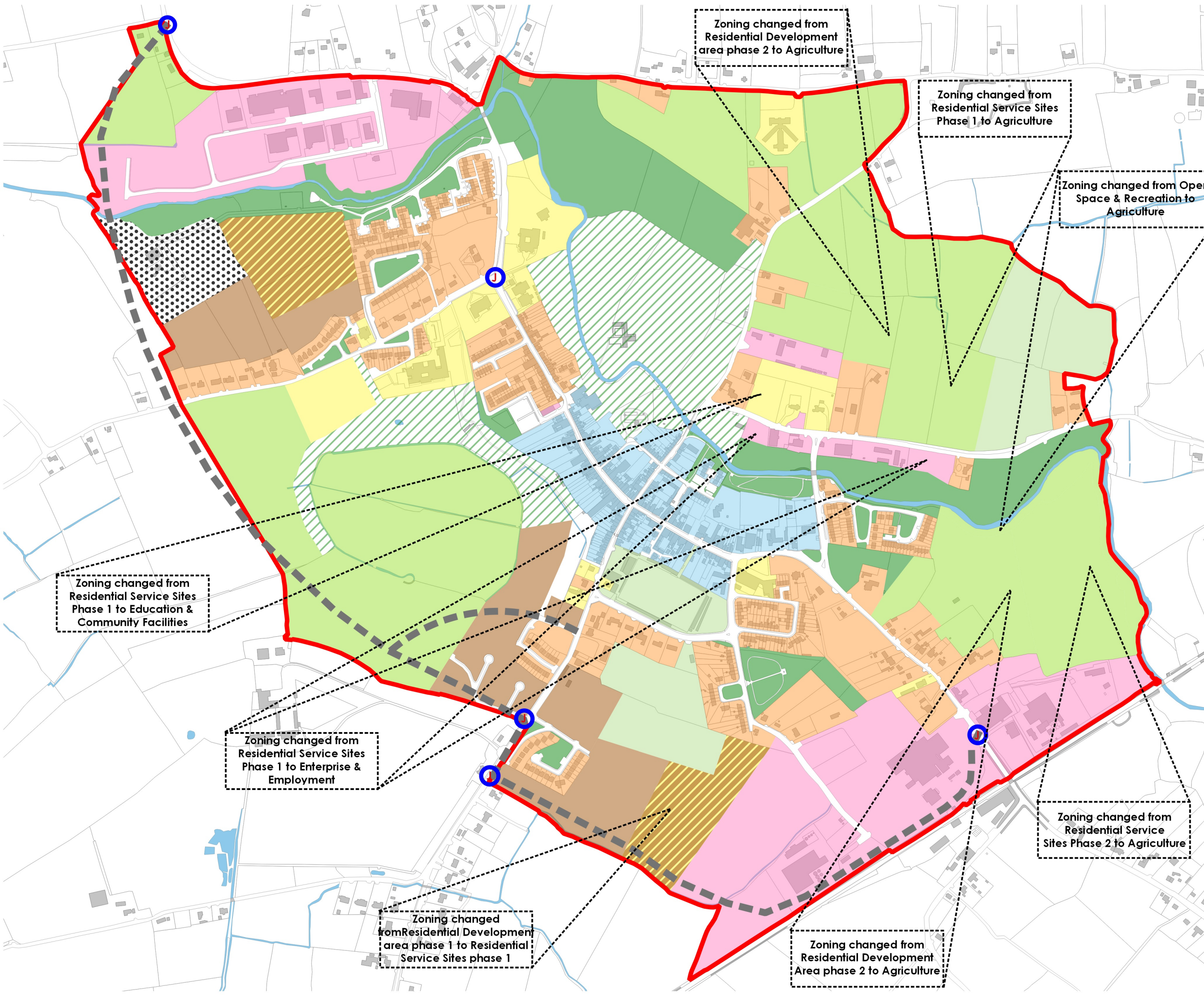
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- Residential Service Sites
- Education & Community Facilities
- Enterprise & Employment
- Town Centre
- Open Space & Recreation
- Open Space Sports Grounds
- Special Control Area
- Utility
- LAP Boundary
- Proposed Distributor Road
- J Proposed Junctions

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SCALE: NA  
DRAWN BY: C.O'Keefe  
CHECKED BY: B. Collins  
DATE: June'19

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**Draft Kilmallock  
Local Area Plan  
2019 -2025**

**Flood Map**

**Legend**

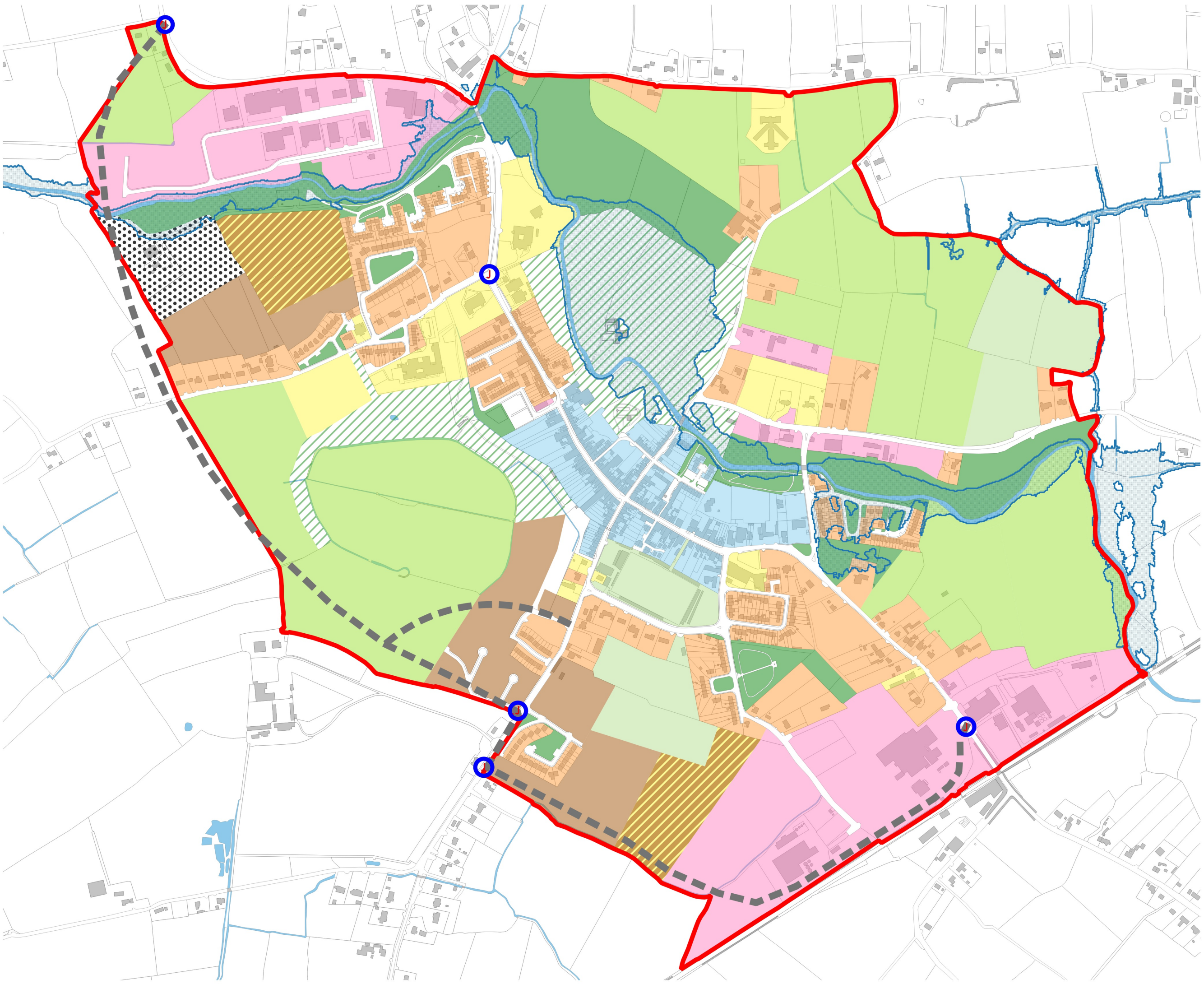
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-  Education & Community Facilities
-  Enterprise & Employment
-  Town Centre
-  Open Space & Recreation
-  Open Space Sports Grounds
-  Special Control Area
-  Utility
-  CFRAMS Flood Extents
-  LAP Boundary
-  Proposed Distributor Road
-  Proposed Junctions

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**Amenity Map**

**Legend**

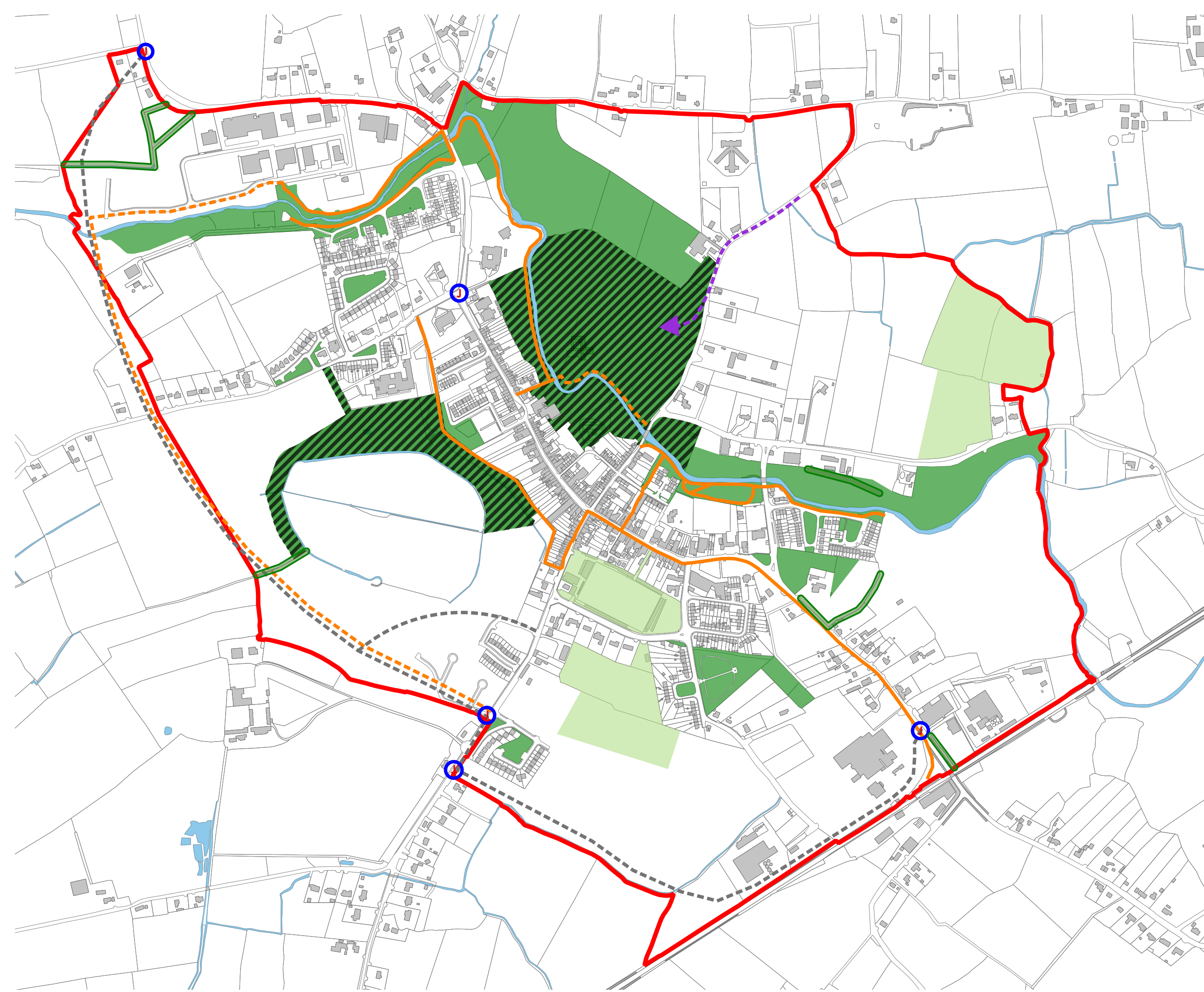
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- Open Space & Recreation
- Open Space Sports Grounds
- Special Control Area
- Protected Trees and Hedgerows
- Existing Walkways/  
Cycleways
- Proposed Walkways/  
Cycleways
- Protected view
- LAP Boundary
- Proposed Distributor Road
- J Proposed Junctions

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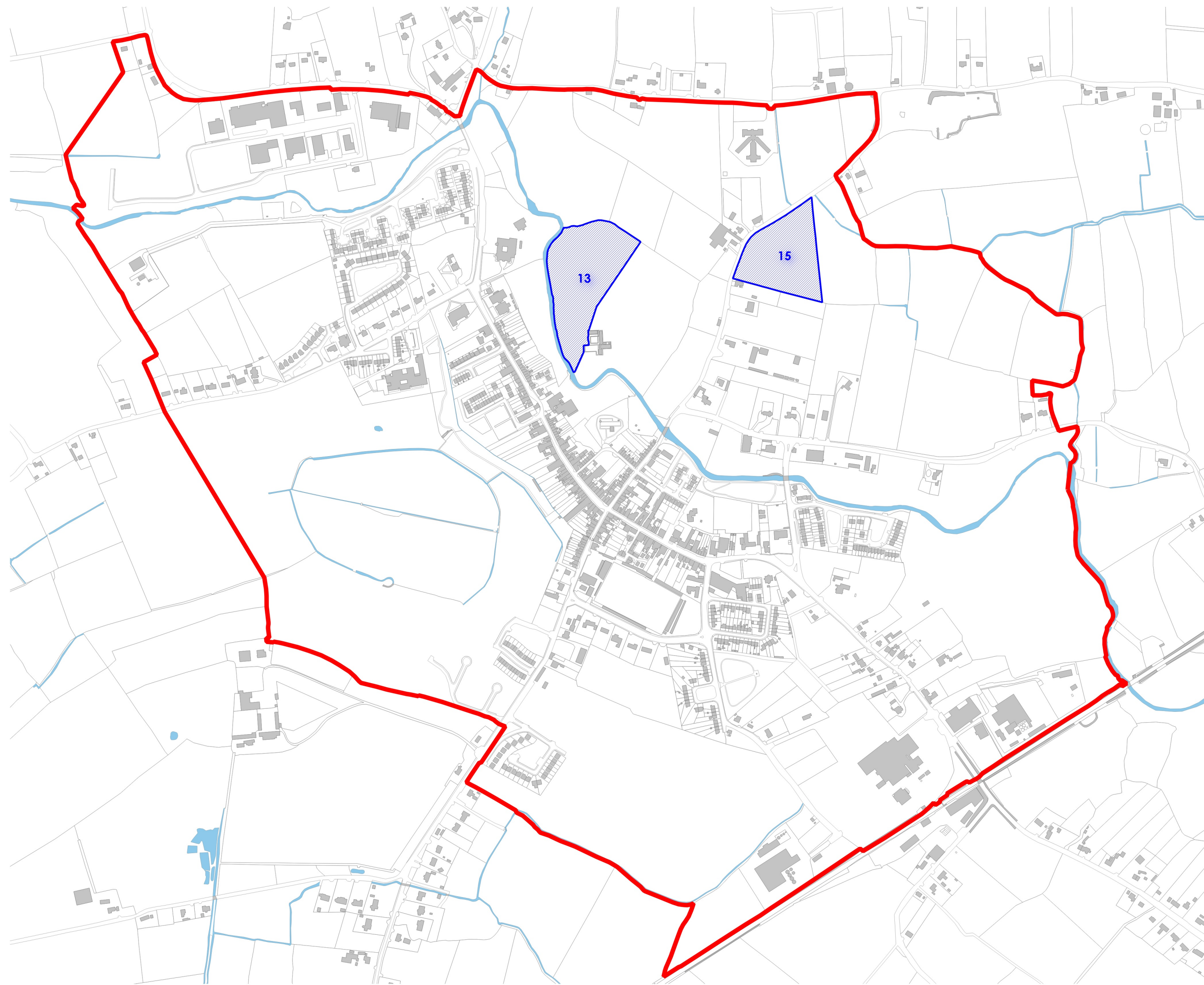
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CHECKED BY	B. Collins	

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**Draft Kilmallock  
Local Area Plan  
2019 -2025**

**Kilmallock Submissions**



Submission No.	Name
13	Limerick & Clare Education & Training Board
15	Thomas O'Brien on behalf of Peter Leonard

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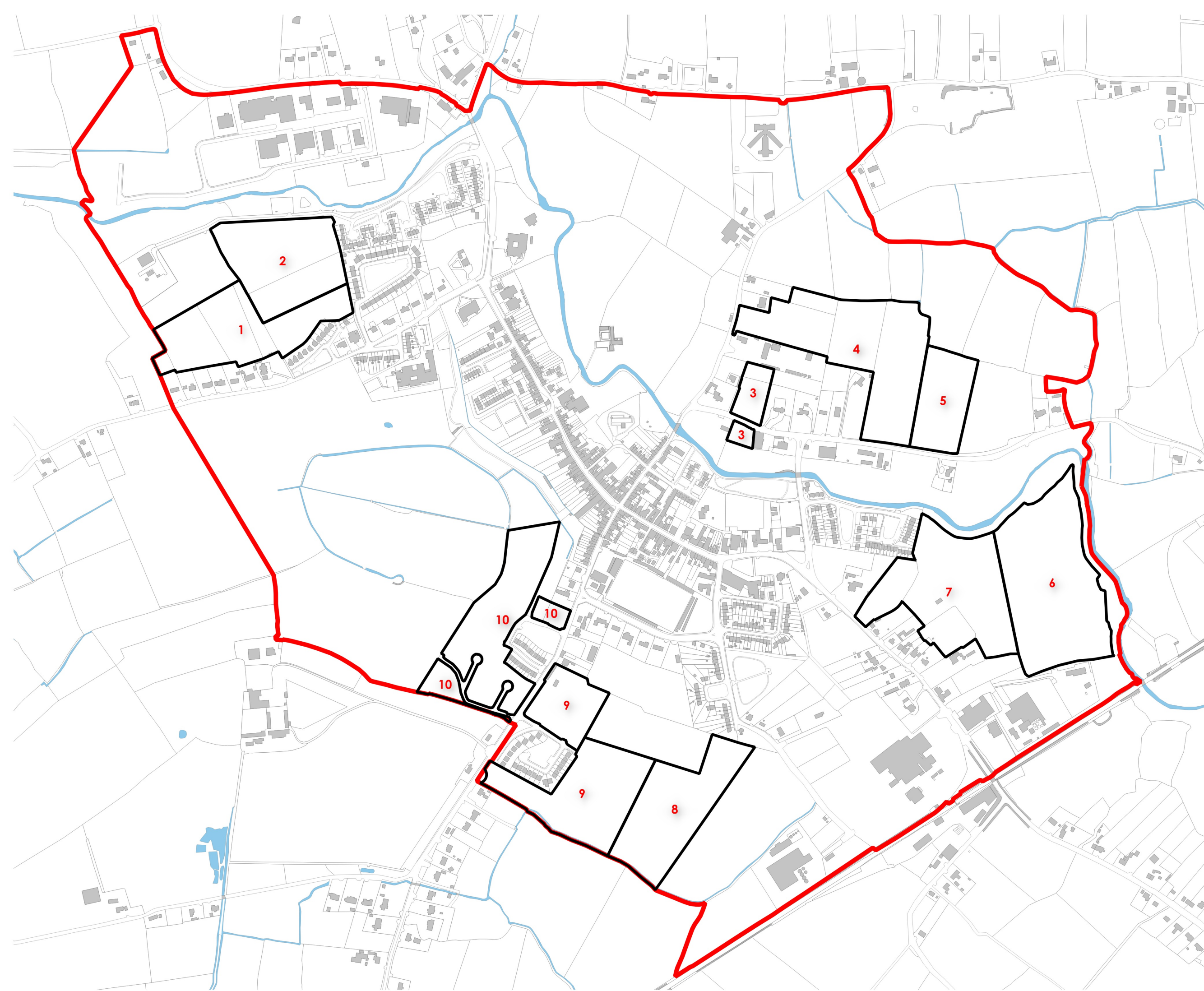
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		DATE	June '19

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**Draft Kilmallock  
Local Area Plan  
2019 -2025**

**Serviced Land Assessment**



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## New Residential and Service Sites Matrix - Serviced Land Assessment

Site No	Hectare	Roads	Footpath	Water	Foul	Surface	Public Transport	Broadband	Phase	Comments
1	3.88	✓	✓	✓	✓	✓	✗	✓	1	800m to town centre, 300m to NS, has gravity flow, Ref:081019 for 87 houses lapsed on 3ha,1km to bus stop
2	3.79	✓	✓	✓	✓	✓	✗	✓	1	800m to town centre, 300m to NS, has gravity flow, 800m to town centre, 300m to town centre, 1km to bus stop
3	0.86	✗	✗	✗	✗	✗	✗	✗	-	Land is not serviceable within the lifetime of the plan
4	5.71	✗	✗	✗	✗	✗	✗	✗	-	Land is not serviceable within the lifetime of the plan
5	2.42	✗	✗	✗	✗	✗	✗	✗	-	Land is not serviceable within the lifetime of the plan
6	6.64	✗	✗	✗	✗	✗	✗	✗	-	Land is not serviceable within the lifetime of the plan
7	5.11	✗	✗	✗	✗	✗	✗	✗	-	Land is not serviceable within the lifetime of the plan
8	3.73	✓	✓	✓	✓	✓	✓	✓	1	300m to town centre, 400m to bus stop
9	5.33	✓	✓	✓	✓	✓	✓	✓	1	300m to town centre, 400m to bus stop
10	4.54	✓	✓	✓	✓	✓	✓	✓	1	200m to town centre, 300m to bus stop

Insert the following as Appendix 6 and move Appendix 6 to Appendix 7

## **Implementation and Infrastructural Delivery Schedule**

### **Implementation and Service Delivery**

#### **1.1 Introduction**

The Council acknowledges that one of the main factors in the successful implementation of a Local Area Plan is securing the necessary funding and partnerships to deliver key objectives in the plan, such as those relating to infrastructure and services. This Implementation and Infrastructure Delivery Schedule has been prepared to assist in the delivery of the key objectives in the LAP. The sequential development of Kilmallock, alongside the phased delivery of necessary infrastructure, including open space, waste water, drainage, educational and recreational amenities and local service provision, is key to the sustainable development of the town. It is critical that the development of the town is sequential in nature and in accordance with the policies set out in the Local Area Plan.

#### **1.2 Strategy**

In terms of the development of the Local Area Plan, the development of the plan, has been based on the following sustainable principles:

- Application of the ‘sequential approach’ advocated by national planning guidance<sup>1</sup>, whereby zoning extends outwards from the town centre;
- Promotion of the town as a walkable town, whereby, new residential development is within 10-minute walking distance of the town centre is prioritised;
- Promotion of lands close to existing community and social infrastructure such as schools, the library, walkways/cycleways and open space and proximity to the bus stop;
- Cognisance has been taken of the need to provide utmost protection to the environment, built, natural and archaeological heritage of the historic town

Only in exceptional circumstances should the above principles be contravened, for example, where a barrier to development is involved, any exceptions must be clearly justified by local circumstances and such justification must be set out in any planning application proposal. Notwithstanding, the zoning of any lands, the development management process will monitor and implement the population targets for Kilmallock, and will phase or restrict, where necessary, the granting of residential planning permissions to ensure the targets are not exceeded.

In accordance with these principals, the priority development areas for Kilmallock are as follows:

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<sup>1</sup> Local Area Plan – Guidelines for Planning Authorities, 2013

### 1.3 Infrastructure Delivery Schedule

This section sets out the key infrastructure necessary, in a staged delivery schedule, in order to achieve the phased delivery of the objectives of this plan. This section focuses on the key infrastructure planned over the lifetime of the proposed plan. It is acknowledged that there is a broad range of infrastructure necessary in order to enhance the services of Kilmallock. The development and continued delivery of telecommunications and energy is addressed under the County Development Plan and Limerick City and County Council continues to liaise and work with the necessary telecommunications and energy providers of such infrastructure to continue to enhance these services.

The lifetime of the Local Area Plan is six years. The delivery schedule is divided in to the following four phases as well as an on-going stage with delivery throughout the plan lifetime and beyond:

- Short Term – 1 -2 years
- Medium Term – 3 – 5 years
- Long Term – 5 + years

There are a number of stakeholders involved in the delivery of all the infrastructure projects. All projects are dependent on funding. There are also numerous other matters that need to fall in line in order for each infrastructure project to be delivered, like land acquisition, securing the appropriate planning approval, sourcing the funding, etc. The LAP identifies a

<u>Priority 1</u>	<u>Town centre – to protect , enhance and encourage the redevelopment of the town centre, including infill, brownfield and backlands as appropriate</u>
<u>Priority 2</u>	<u>Development of lands zoned New Residential, Enterprise and Employment, Community and Education Facilities and protect Special Control Areas from inappropriate development</u>

range of strategic and local infrastructure necessary to facilitate development in the Plan Area. The timely and co-ordinated delivery of such infrastructure across a number of state agencies will be a key focus of Limerick City and County Council.

The key funding sources for the delivery of infrastructure are:

<u>Agency</u>	<u>Funding</u>
<u>Developer</u>	<u>Private investment of the developer of the land to deliver/ provide the infrastructure to the standards required by the local authority and statutory legislation/regulations</u>
<u>State</u>	<u>Irish Water, Office of Public Works, Transport Infrastructure Ireland, National Transport Authority, LEADER/SICAP funding, RRDF funding, other government departments/ agencies e.g. Health Service Executive, the Heritage Council, Department of Education and Skills</u>
<u>Limerick City &amp; County Council</u>	<u>Development Contribution Scheme and the Capital Works Programme</u>

The schedule is a rolling programme and it will be reviewed at regular intervals to assess how the implementation is progressing, available resources and as new sources of funding emerges.

#### **1.4 Implementation and Infrastructural Delivery Schedule Tasks**

<u>Infrastructure</u>	<u>Delivery</u>	<u>Funding</u>
<u>Transport, Smarter travel modes, and water services</u>		
<u>Western Distributor Road</u>	<u>Long term</u>	<u>Developer/ State/ LCCC</u>
<u>General road improvements, footpath improvements, cycleways/walkways, junction improvements including Glenfield Junction,</u>	<u>Short term</u>	<u>LCCC/National Transport Authority</u>
<u>Interpretative and Directional Signage</u>	<u>Short Term</u>	<u>LCCC</u>
<u>Economic Development</u>		
<u>Medieval Merchant’s House tourism/civic hub</u>	<u>Medium term</u>	<u>State and LCCC</u>
<u>Kilmallock Business Park</u>	<u>Short-term</u>	<u>Innovate Limerick</u>

#### **1.4 Phasing**

The phasing of development will be linked with the overall development strategy for the Local Area Plan whereby the existing settlement will expand geographically from the centre, through the development of physically adjoining lands in a coherent manner. New development will integrate with the established settlement of Kilmallock and will be supported by the required infrastructure provision.

**Chief Executive's Recommendation:**

In accordance with Section 20(3) of the Planning and Development Act 2000 (Amended), it is recommended that proposed Local Area Plan is made in accordance with the draft published on the 13<sup>th</sup> April 2019 and the proposed amendments outlined in the Chief Executives Report above. It is considered that the changes listed above will not have any implications for SEA or Appropriate Assessment.



Dr. Pat Daly  
Director of Economic Development